

## Appendix 5 Options analysis

### Analysis of options and opportunities in Poole Park to reduce vehicle numbers and enhance the environment.

This document explores the opportunities for various forms of traffic reduction in Poole Park, should that be the decision the Council takes in response to the consultation and trial closure.

The option to re-open the Whitecliff road access point, and therefore determine that there should be no change to how the park is managed, is captured in the Cabinet report.

The options below have been brought forward from the public consultation feedback (number of responses shown in brackets) and in discussions with officers and ward councillors.

Any new option will require a degree of physical alteration and new signage to advise of the changes. Any such costs will need to be met and budgets have not been allocated or identified.

#### 1. Retain the closure of Whitecliff road entrance/exit as per trial.

Whitecliff Road access point is closed to vehicles, accessible for people walking, wheeling or cycling.

Strengths	Weaknesses
Effective closure point and shown to reduce vehicle numbers in the park without significant detriment to surrounding roads.	63% of consultation responses disagreed with the proposal.
Meets the purpose of the trial	Single exit out of Poole Park on to Kingland road and town centre, including the narrow section alongside the disabled bays, and all traffic from The Ark.
Supported by DOTs disability and the accompanying EIA does not consider any significant impact on protected groups.	A turning circle will impact on current footways and road layout. Highways assessment required.
Clear point of closure, easily understood by all users	Any reduction of traffic eastwards is counterbalanced by all vehicles existing the park to the west
Park remains accessible to vehicles via Seldown/Kingland Rd and East gate entrances.	
Does not create any known issues or conflict for park concessions/stakeholders	
Supported by 34% of the responses and supports strategic aims of how Poole Park should be managed.	
Opportunities	Threats
Redesign and repurpose the former section of road, beyond the disabled parking bays, between the speed ramp and Whitecliff entrance. This is an area of over 1,000m <sup>2</sup> that could be imaginatively redesigned to bring into park use, eg tree planting, scooter track or other options while retaining access for people walking, wheeling or cycling.	Cost of any additional physical improvements, such as redesign of spaces, are unfunded.

This could be developed with park users to re-imagine the use of the space and could be a significant addition to the park.	
Consider improvements to the safety of the exit point on to Kingland Road at Seldown Lodge to accommodate all vehicles exiting this point.	Possible conflict between cars turning if parking remains along the Freshwater Lakes and other park users walking/cycling on the Drive.
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	

**Summary:** A simple and easily understood solution, consistent with the trial closure and what people experienced and commented upon. No additional infrastructure required and no immediate expense. Further redesign and costings to be brought forward if adopted.

**2. Add further time restrictions to copy the morning closure in the evening, two main options considered (63 responses):**

**a. 4-6pm closure only at the Whitecliff access point**

Strengths	Weaknesses
Mitigates the evening peak of through traffic	Inconsistent and could lead to confusion on when it is open
Replicates the adopted morning closure.	Leaves the park open during the day to traffic.
Uses existing infrastructure	Unable to fund a 6pm evening re-opening for staff/ contractor time to return to the park.
	Potentially creates conflict for staff having to put the closure in place. Park staff are not present Friday afternoons so additional resource would be required.
	Difficult to manage, the current morning closure is already being breached by the general public.
Opportunities	Threats
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	Already experience suspected, intentional vandalism of bollards/locking mechanism at Whitecliff entrance. Cost for repairs/replacement.

**Summary:** Funding the re-opening costs at 6pm and on a Friday are prohibitive and the benefits from this option are not significant.

**b. Close the exit and entrance at Whitecliff at 4pm and stay closed over-night, re-opening as it currently does at 10am.**

Strengths	Weaknesses
Mitigates the evening peak of through traffic and creates a quiet park environment at night with no through traffic.	Allows through traffic between 10am and 4pm.
Replicates and extends the adopted morning closure.	Potentially creates conflict for staff having to put the closure in place. Park staff are not present Friday afternoons so additional resource would be required.

Uses existing infrastructure	
<b>Opportunities</b>	<b>Threats</b>
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	Already experience suspected, intentional vandalism of bollards/locking mechanism at Whitecliff entrance. Cost for repairs/replacement.
	Perception of vulnerability of walking through the park at night with fewer vehicles using the park

**Summary:** Uses existing infrastructure and does not significantly add to the impact on staff, other than on Friday afternoons. Reduces vehicles at the peak time and overnight. The benefits of this option are not significant.

### 3. Close Keyhole bridge (53)

<b>Strengths</b>	<b>Weaknesses</b>
Known to effectively reduce vehicle volumes in Poole Park	The 2024 trial was to reduce vehicles and establish a closure point in Poole Park, not revisit the Keyhole decision. Therefore the consultation has not specifically been consulted upon.
Creates a safer pedestrian and wheeled user access through the narrow section of road under the bridge.	Remaining through-traffic using Poole Park will divert via the residential Twemlow Ave instead.
Inexpensive to implement with planters/boulders etc.	Would require further public consultation and a TRO process.
<b>Opportunities</b>	<b>Threats</b>
Removing motor traffic enables more opportunities to be explored to alleviate the flooding issue – e.g. raising the ground level underneath the bridge	Cost of any physical improvements are unfunded

**Summary:** Separate to the consultation and trial and therefore would require further public consultation. Creates an effective reduction in through traffic and improves a greater area along Whitecliff Road. Minimal infrastructure required and improves access under the bridge for pedestrians, cyclists and wheeled users.

### 4. Manage the park for disabled users only (49 combined comments with option 5)

<b>Strengths</b>	<b>Weaknesses</b>
Removes most vehicles that use Poole Park	The park concessions, recreation organisations and events would be negatively impacted with restricted access
Significantly enhances accessibility of the park for disabled users.	Historic difficulties with enforcement of parking restrictions that could be exploited. Pressure on Parks staff to enforce.
<b>Opportunities</b>	<b>Threats</b>
Change all parking spaces to disabled only	Impact of displaced parking
Create a means for stakeholders and concessions to still access the park.	Impact of loss of footfall to concessions and stakeholders

Reduction in number of parking spaces required in the park. Opportunities for repurposing/development of these spaces.	Would require another consultation
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	Significant proportion of the park is laid out for use by vehicles that could leave areas under-used/redundant without financial means of improving them.

**Summary:** Significant deviation to the consultation and trial. Significant impact on surrounding areas in absorbing park visitors, but favours active travel use in and through the park. Creates a positive opportunity to reimagine the park and its uses.

#### 5. Close to all vehicles (49 combined comments with option 4)

Strengths	Weaknesses
Removes public vehicles able to use Poole Park	The park concessions, recreation organisations and events would be severely impacted with restricted access.
Creates a safe space for pedestrians, cyclists and wheeled users	No disabled access
	Likely to significantly reduce footfall and use of the park
	Access for deliveries, maintenance vehicles, services, emergencies etc would still be required.
Opportunities	Threats
Removal of parking spaces and provision would require significant repurposing and redesign that could provide significant opportunities for green infrastructure and community spaces	Impact of displaced parking
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	Impact of potential loss of footfall to concessions and stakeholders
	Would require further public consultation

**Summary:** Significant deviation to the consultation and trial. Significant impact on surrounding areas in absorbing park visitors. Creates a positive opportunity to reimagine the park and its uses. Impact on disabled users, concessions, stakeholders, and other groups using the park would need further assessment.

#### 6. Increase traffic calming (47)

Strengths	Weaknesses
Narrowing of roads, humps etc and waiting points would reduce traffic speeds.	Costly to implement depending on solutions.
	Range of measures implemented in 2017-2021 Heritage Fund Poole Park Life project.
	Would not reduce traffic to the same extent as a full closure

	Depending on the measures can restrict free flow of pedestrian movement and cycling
	Depending on the measures, can compromise the historic landscape character of the Park Drive
<b>Opportunities</b>	<b>Threats</b>
Additional greening would be possible.	Cost of practical implementation would be significant.

**Summary:** Significant traffic calming would be required to create enough of an effect and ensure vehicle numbers were reduced. Recent works have improved the road and associated parking, shared surfaces etc.

#### **7. Introduce one-way at the Whitecliff entrance into the park only (14 combined responses with option 8)**

<b>Strengths</b>	<b>Weaknesses</b>
Would reduce evening peak traffic from Poole town heading east using the park, along with a general reduction in traffic through the day.	May lead to conflict with people using the wrong side of the road to exit out of the wrong side of the road.
Would support those coming to the park from the east.	Limited opportunity to increase green space.
Existing infrastructure can enable this change, therefore very low cost.	34% of traffic reduced by the trial will be able to use the park
No changes required to the existing layout.	Creates some confusion in available use/access points
<b>Opportunities</b>	<b>Threats</b>
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	One-way streets can lead to an increase in driving speeds.

**Summary:** An effective measure in reducing vehicle numbers, with minimal impact in the Park as existing infrastructure is in place.

#### **8. Close the civic centre entrance (14 combined responses with option 7)**

<b>Strengths</b>	<b>Weaknesses</b>
Would make a dangerous junction safer	Does not reduce traffic travelling through the park.
Support pedestrian and active travel use only of this junction.	Access to parking spaces between the Ark and Eastgate Lodge would need to be from the west; lack of space to introduce turning for vehicles.
<b>Opportunities</b>	<b>Threats</b>
To enhance setting of Eastgate Lodge	

**Summary:** Ineffective in reducing through traffic.

#### **Additional options discussed with ward members**

#### **9. Close the middle of the park, either side of the War Memorial.**

<b>Strengths</b>	<b>Weaknesses</b>
Removes through traffic from the west.	Trialled in 2017 and not adopted.

Creates an extensive quiet and traffic-free space between the fountain and Middle gate car park, either side of the War memorial and garden space.	Physical infrastructure and changes needed in the Park to create two effective closure points. Cost of any new infrastructure.
	Previous trial had concerns by the concessionaire regarding access for deliveries and people moving between the café and restaurant.
	Infrastructure (removable bollards) would need to be in place allowing concession access between the two businesses.
	Increases difficulty for emergency vehicles to access all areas of the park.
<b>Opportunities</b>	<b>Threats</b>
Create new park space	Would need to maintain access for authorised vehicles (e.g. parks staff). If access remains could be exploited by unauthorised vehicles.
	Previous trials saw vehicles driving over grass areas to avoid the closure meaning extensive works would be required to make the closure effective.
	With retained vehicle access and for cyclists/wheeled users, the road would largely have to be retained.
	Mechanism of closure such as barriers and bollards clutter the architectural qualities of the historic entrances.

**Summary:** Significant changes would be required to the historic setting of the road and neighbouring spaces to make the closure effective, therefore a more expensive option.

**Map of Poole Park.**