

Wallisdown Road Improvements

WALLISDOWN CROSSROADS AND
BOUNDARY ROUNDABOUT
SUMMARY REPORT

NOVEMBER 2018

Insight Team

INSIGHT, POLICY & PERFORMANCE | BOURNEMOUTH AND POOLE

Introduction

Bournemouth Borough Council undertook a survey about future improvements to Wallisdown crossroads and Boundary roundabout. The results are reported in this document and will be used to inform the designs for Wallisdown crossroads and Boundary roundabout improvement works.

The survey period opened on Friday 6 July 2018 and closed on Friday 3 August 2018. Due to these dates falling during the summer holidays, further face to face interviews were taken. These have been included within this report to ensure student and staff views are represented.

Methodology

Postal survey

A letter, survey and freepost reply envelope was sent to 1956 households and businesses located on or near to the proposed improvement areas. In total 442 response were received (23% response rate).

Face to face survey

Face to face interviews were undertaken at Wallisdown Crossroads. Interviews started on Friday 6 July 2018 and were completed on Saturday 14th July 2018. In total, 210 interviews were completed.

Further face to face interviews were undertaken at the University between 29 October and 2 November 2018; 202 interviews were completed.

Open survey

The survey was hosted on the Council's website and promoted through social media and a news article in the local press. In total 2,159 responses were received.

Summary Results

In this summary report, the results of the postal, open survey and face to face survey have been combined to provide an overall sample of 3,013.

Figures in this report are presented as a percentage of people who answered the question i.e. excluding 'don't know', 'not applicable' and 'no reply', unless otherwise described.

The percentages in this report will not always add up to 100%. This can be because of rounding, or because respondents could select more than one response.

Respondent Profiles

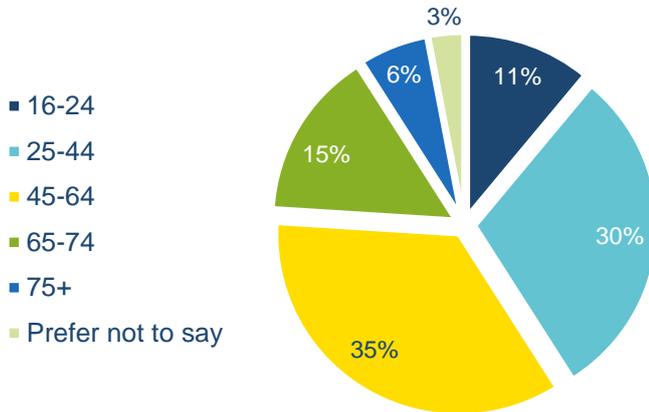
Gender (All)

49% of respondents were male, 48% female and 3% preferred not to say.

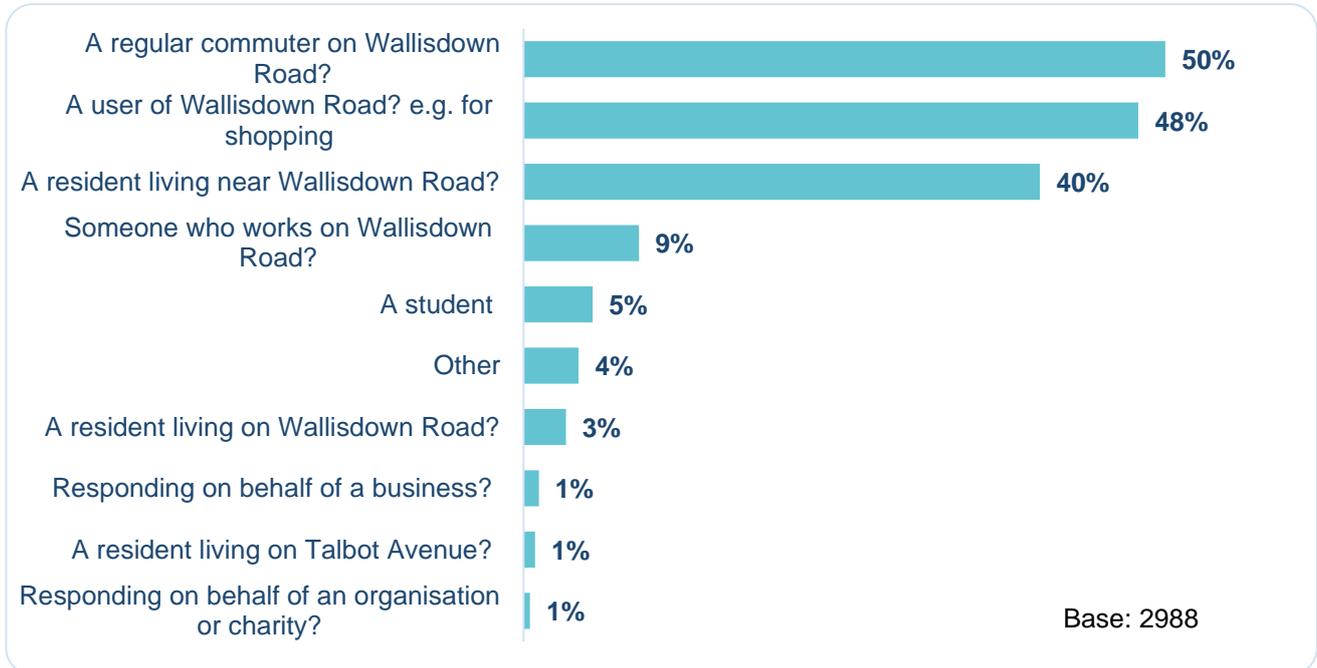
Disability (All)

5% of respondents had a disability that limited them a lot, 10% had a disability that limited their activities a little and 81% said that they did not have a disability and 4% preferred not to say.

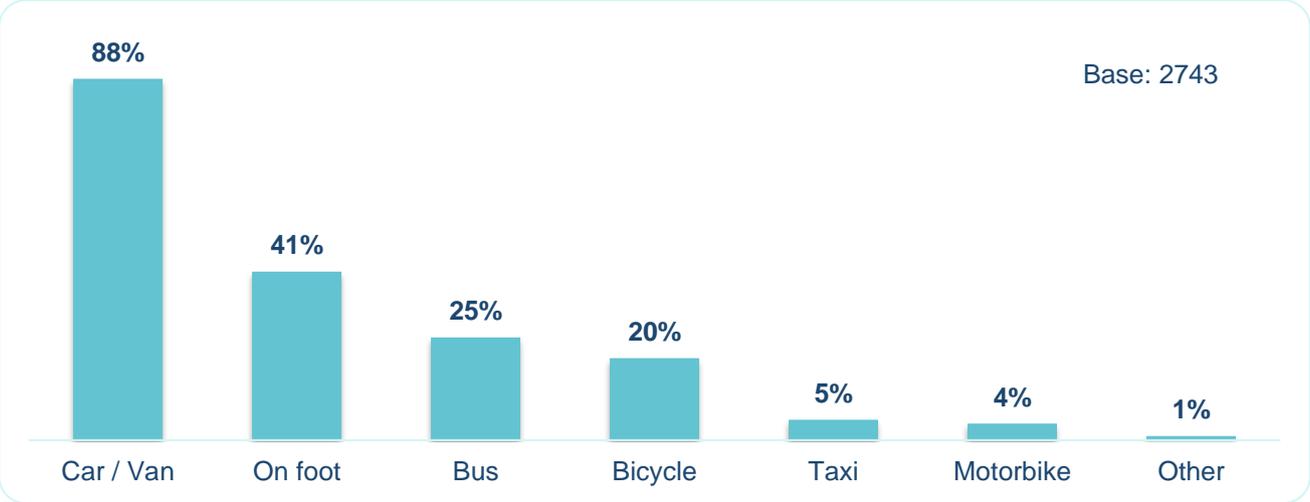
Age profile (All)



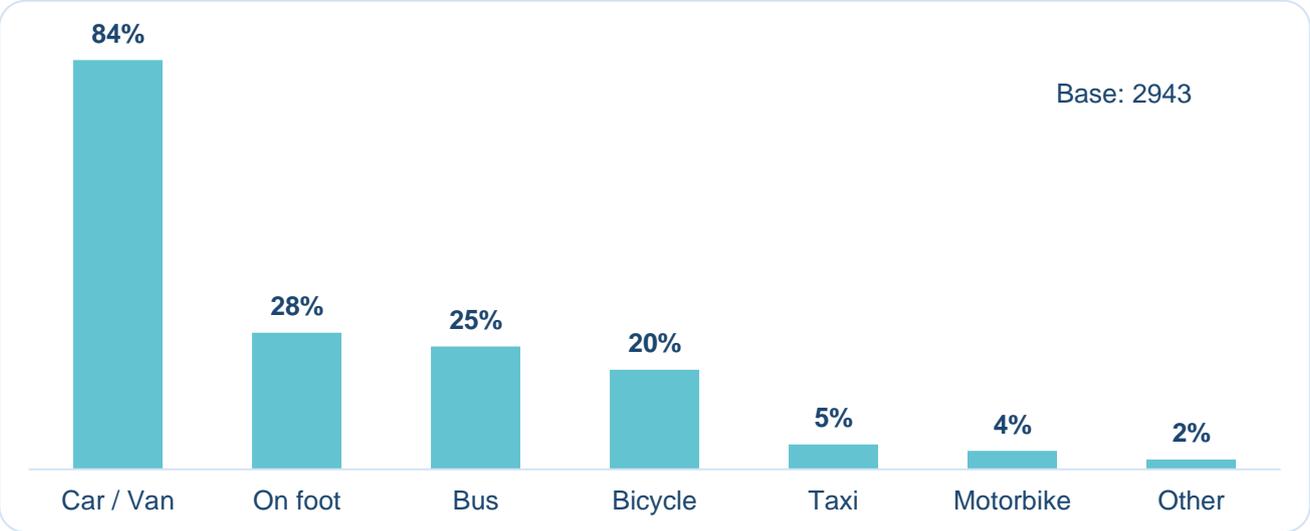
Respondent type (All)



Road user type (Wallisdown Crossroads)



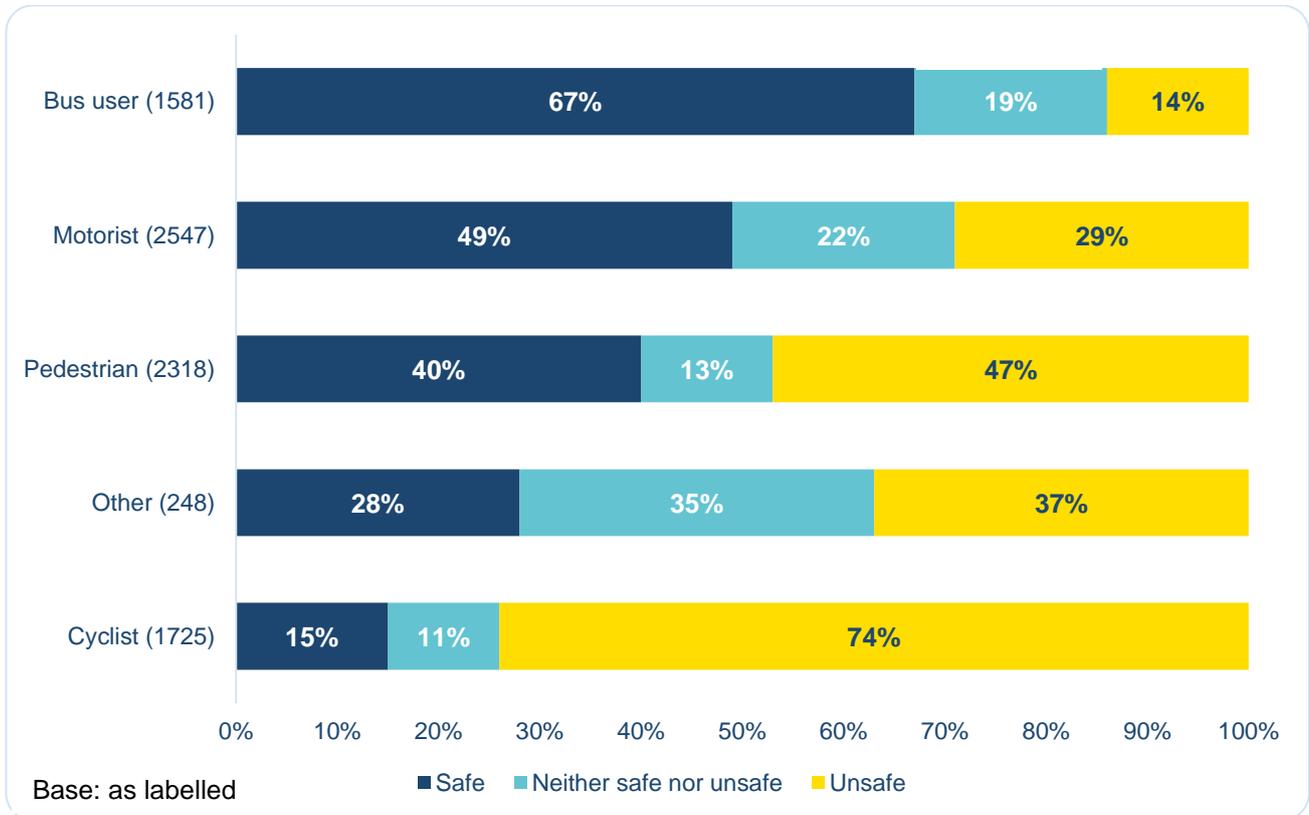
Road user type (Boundary Roundabout)



Wallisdown Crossroad views

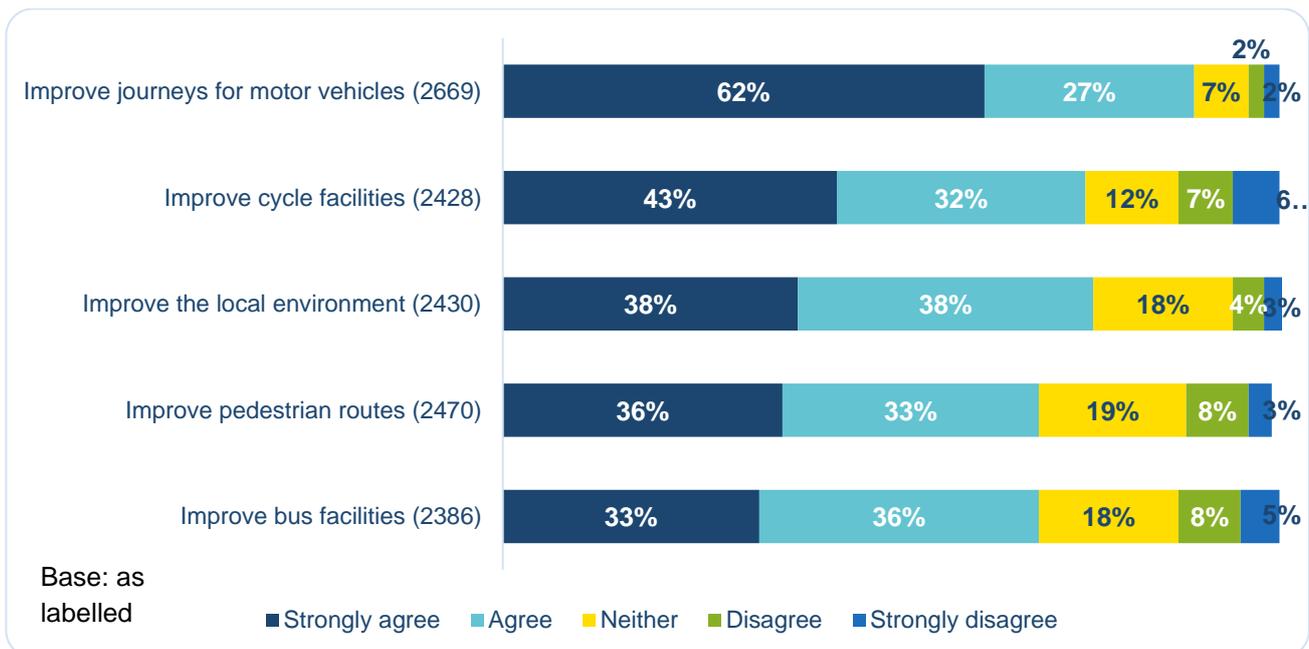
Safety

Thinking about **Wallisdown Crossroads** how safe or unsafe do you feel in this area as a...?



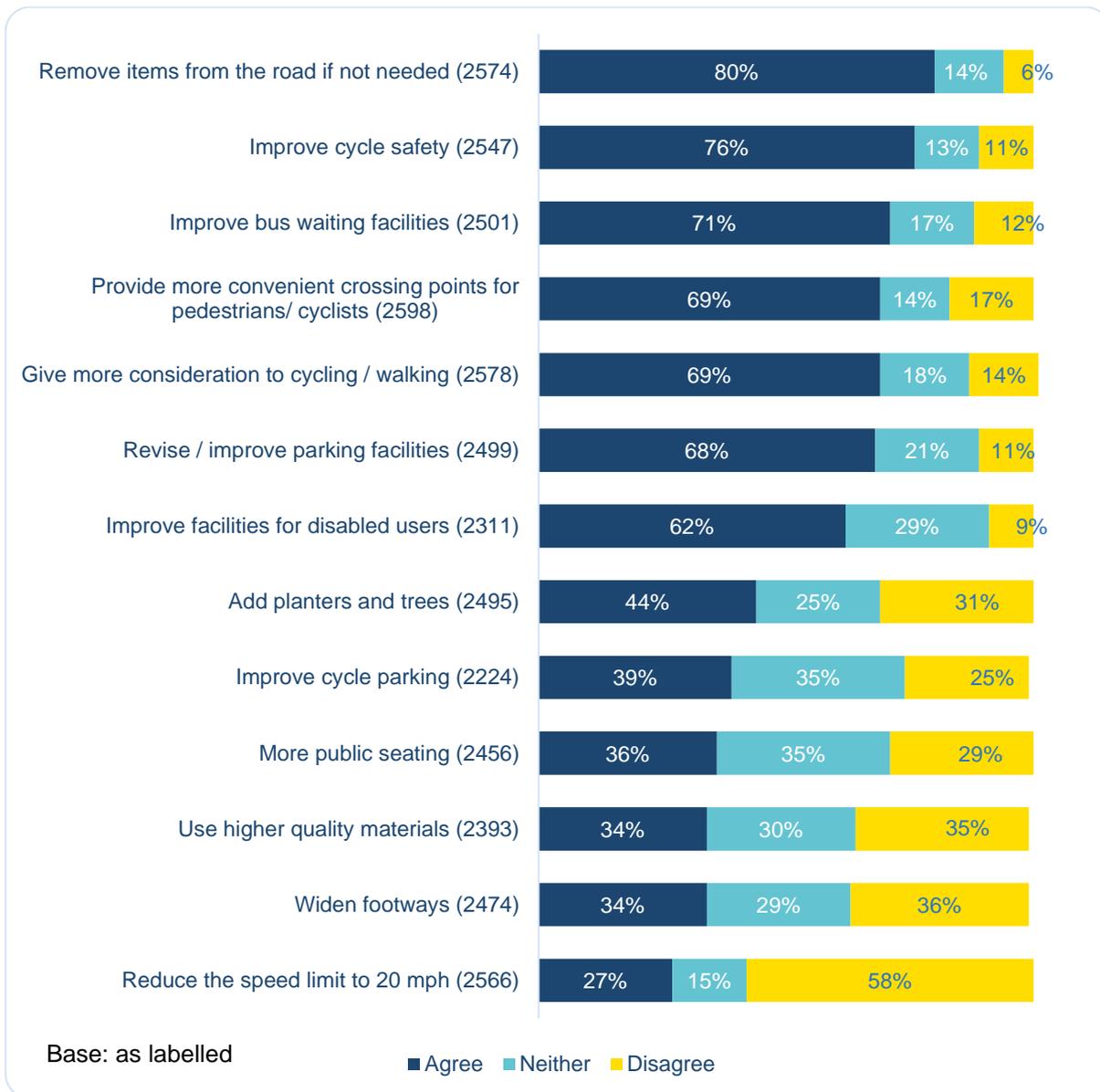
Desired Improvements

Thinking about **Wallisdown Crossroads** how much do you agree or disagree that travel improvement works along this section of the road should aim to...?



Specific Improvements

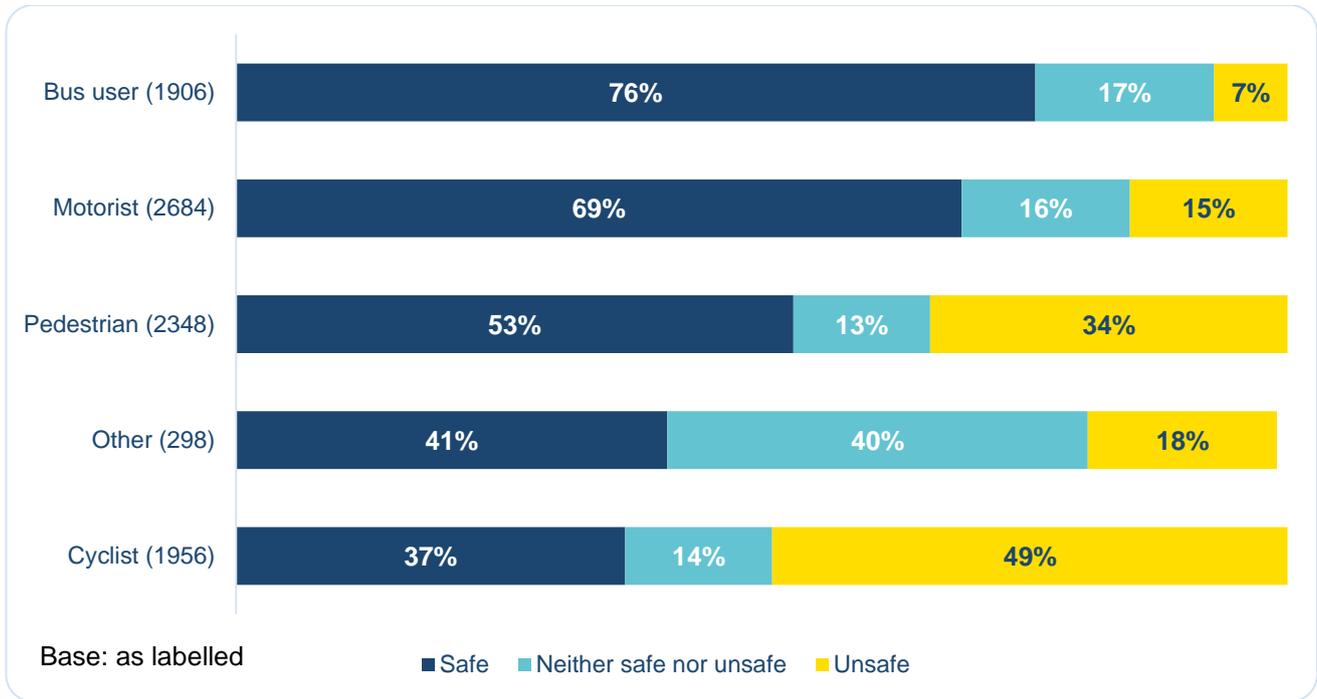
How much do you agree or disagree that the following improvements should be considered on this section of **Wallisdown Crossroads**?



Boundary Roundabout views

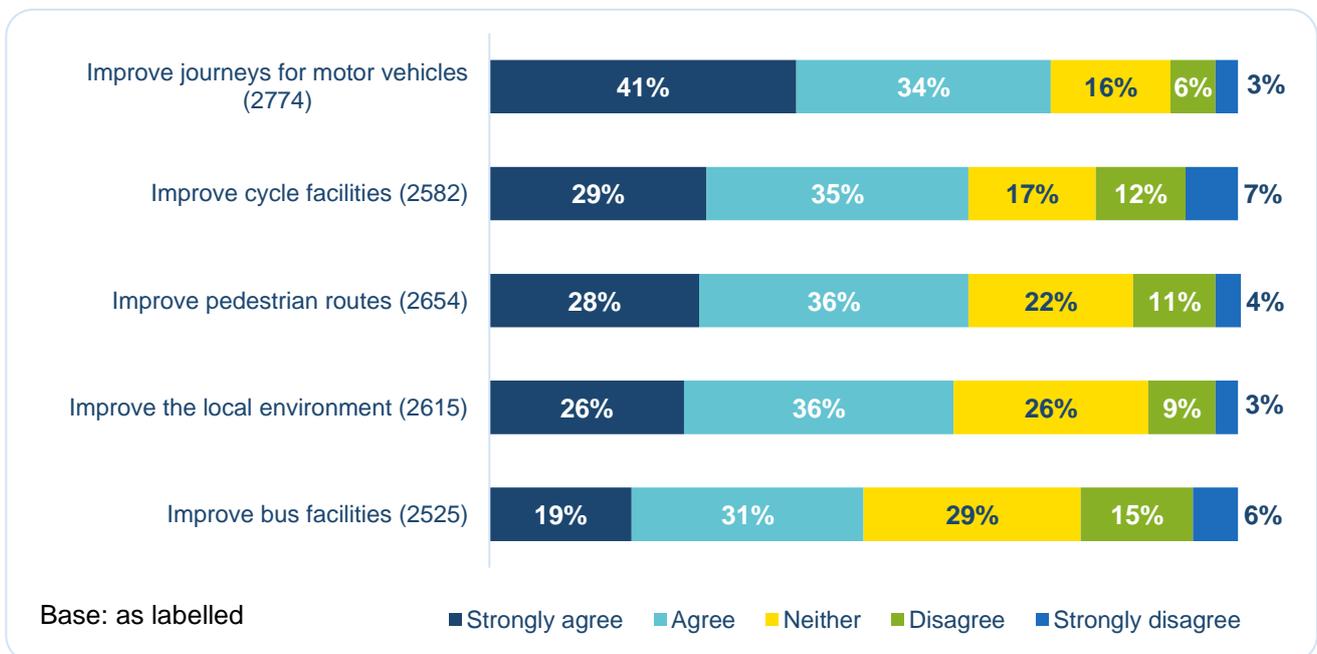
Safety

Thinking about **Boundary roundabout** how safe or unsafe do you feel in this area as a...?



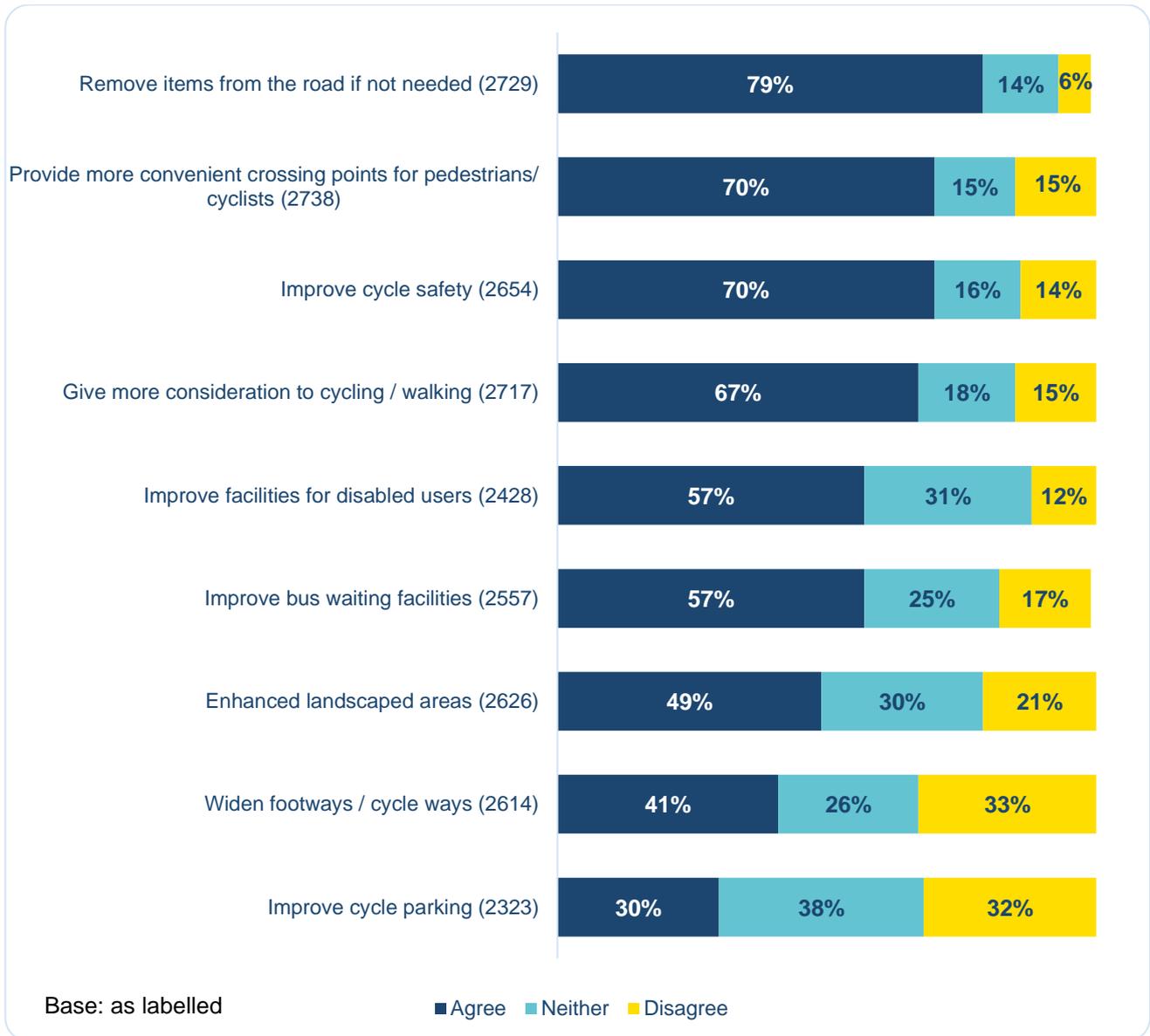
Desired Improvements

Thinking about **Boundary roundabout** how much do you agree or disagree that travel improvement works along this section of the road should aim to...?



Specific Improvements

How much do you agree or disagree that the following improvements should be considered on this section of **Boundary roundabout**?



Additional Comments

The survey gave respondents the opportunity to suggest ways to improve travel along Wallisdown Road. More than half of respondents (1,476 or 57%) left a comment. Many of these comments were observations about the high volume or slow movement of traffic along this stretch of road rather than suggestions for improvements. However, several key themes emerged and are outlined below.



Buses

Buses were seen as a major cause of congestion on Wallisdown Road since most of the bus stops do not have anywhere for buses to pull in when they pick up / drop off passengers and at busy times it is not possible for cars to pass them. This problem was mentioned by more than 200 respondents.

As well as problems caused when picking up / dropping off passengers, some respondents also mentioned buses waiting at timetabled stops when they arrive ahead of schedule.

“Provide lay-bys at all stops for buses - this would reduce congestion caused when they stop.”

“Bus pull-ins are a must. Some buses wait on the road to adjust their time. This blocks the road in peak times...”

Other bus related comments / suggestions include more frequent services, better connections between services, provision of bus shelters and raised kerbs for less mobile passengers.



Cycling

Some respondents (150) were keen to see a cycle lane along this stretch of road although there was disagreement as to whether this should be on the road, on a shared pavement or completely segregated. Although many of these comments came from cyclists, some motorists also felt that the road would be safer for all users if there was a separate area for cyclists.

“The volume of cyclists using Wallisdown is quite high and it would be safer and would make traffic flow better if they had their own lane.”

“Add cycle paths the entire length of Wallisdown road. The current road camber is not conducive to cycling, forcing cyclists to cycle further into the road than they otherwise might need to. Introducing a cycle path may reduce motor vehicle traffic through cycling and aid in the free flowing of traffic.”

Some respondents were adamant that there should be no cycle lane provisions as this would lead to further congestion.

“Reduce the focus on cycle routes - cyclists so often don't use them it's a waste of time money and more importantly space. It's very difficult to get past a cyclist when they're on the road not using the cycle lane so the road is narrower than ever.”

Many cyclists complained about the uneven road surface, particularly close to the edge of the road. The surface is so bad in places that they are forced to cycle further out into the road than they normally would, making it even more difficult for motorists to pass. Some report being verbally abused by motorists because of this.

“The road surface on the whole stretch of Wallisdown road is dangerous for cyclists. It's rutted where the yellow lines are along the whole stretch both sides of the road.”



Parking by shops

The forecourt parking area for the shops close to the Wallisdown roundabout was seen as chaotic and dangerous by all manner of road users. Cars waiting to pull in to spaces and reversing out into traffic on such a busy stretch of road causes delays and is considered dangerous by many.

“The parking situation outside Tesco etc. is madness. Dangerous for pedestrians and motorists especially as cars reverse out of parking spaces onto the main road.”

Add to this that the cars have to cross the pavement to access the parking, and that there is a bus stop where passengers are queueing on the pavement and buses can restrict visibility, this area is seen as highly dangerous for motorists, cyclists, pedestrians and bus passengers.

I am very concerned about cars and vans reversing out on to Wallisdown Road from Tesco forecourt where there is a Bus Stop and people are regularly waiting for their bus to arrive, many with children and disabilities. I fear there will be a tragedy here soon!”



Crossings

Most comments came from road users who feel that there are too many crossings causing traffic to stop, often in places that are inconvenient to motorists i.e. close to junctions.

“The traffic lights located on Wallisdown road cause traffic to back up on the roundabouts. Relocating crossings would ease the congestion.”

Others would like to see more pedestrian crossings.

“Crossing from one side to the other on Wallisdown Road is nearly impossible in the day time and extremely unsafe. It would be really helpful to have more pedestrian crossings... There are many families with small children as well as elderly who could benefit from the above.”



Pavements/Pedestrians

Pavements and pedestrian safety was mentioned by 54 respondents. Several of these related to cyclists using the pavement and some pleas that any cycling provisions should not be on a shared footpath.

“Only adopt shared cycle/walk space if it’s wide enough. Most of Wallisdown Road isn’t. But if you do, have more signage of who should be which side of line.”

The footpaths are considered narrow, uneven and overgrown in places which causes problems for wheelchairs users, partially sighted people and parents with young children/pushchairs.

“Widen foot paths/ways - narrow. They are very close to moving traffic.”

“As the main road leading to the university and Wallisdown the road needs to be wider and the pavements wider. I frequently run along the road and cars are so close to the pavements, it’s horrible”



Wallisdown Road Layout

Wallisdown Road is perceived by many to be unsuitable for the volume of traffic. Many respondents ask that the road be widened, either to provide two lanes each way or at least to be wide enough for cars to safely pass cyclists.

“A single carriageway is too narrow for the amount of traffic. Wider roads would allow separate cycle lanes.”

“Wallisdown Road needs to be widen for vehicles and bicycle to share at the same time.”

Wallisdown Roundabout is perceived as a problem by a large number of respondents with 229 respondents specifically mentioning this junction. Typical comments are that:

- the roundabout is too small for the volume of traffic,
- the roundabout often becomes blocked by vehicles queueing at the nearby crossings, bus stops and junctions as well as the problems caused by parking by the shops.
- there is poor visibility due to the landscaping on the roundabout, so drivers can't see if it is clear to proceed

“The main issue is the roundabout, which seems too small to safely deal with the volume of traffic.”

The most common suggestion to improve the junction is to replace the roundabout with traffic lights.

“Replace the roundabout with traffic lights. The roundabout gets very congested.”

However, some respondents thought that traffic lights would be a bad idea.

“Keep the roundabouts as simple roundabouts, NO traffic lights. These were installed at Wallisdown roundabout junction some years ago, and proved to be a disaster, only adding to congestion. The simple roundabout had to be reinstated.”



Carriageway condition

The poor road surface is mentioned many times with cyclists and motorcyclists particularly vulnerable to ridges and potholes.

“Resurface the road, for it's entire length. It's dangerous and uncomfortable to use as a cyclist and driver”

“Improve the tarmac surface to make it safer for all users. Especially that ridge down the



Boundary Roundabout

Most (but not all) respondents were quite positive about Boundary Roundabout and the new access road to the University, although traffic queueing across the roundabout causes problems for those trying to leave / join the roundabout here and there are some suggestions to make further improvements.

“At Boundary roundabout - the recently added exit has proved to be beneficial to access to Talbot village.”

There are less positive comments about the cycle lane here which stops quite abruptly just beyond the roundabout – both cyclists and motorists consider this to be dangerous.

“Re-think the stupid cycle lane that runs out in the road of off the University Roundabout.”

“The new cycle lane leaving the Boundary Road Roundabout towards Wallisdown should be somehow continued rather than just "dumping" cyclists into the motor traffic”

The face to face interviews at the University was focused specifically on the Boundary roundabout and most of the comments related to the roundabout or the roads close to it.

Of the 40 comments received from the University face to face interviews, the largest number (12) related to crossings. Some expressed a need for more crossing points near the roundabout while others asked for crossings to be moved further away from junctions.

“The roundabout would benefit from either an underground footpath or bridge for pedestrians.”

“Add a crossing on the A3043 exit”

“Move zebra crossing way too close to roundabout”

Nine responses were about the road layout and/or traffic. Responses were varied, and suggestions included widening the road to two lanes, installing traffic lights and reducing the speed limit.

“...more lanes preferred on the roads.”

“Reducing the speed limit for traffic approaching the roundabout to make crossing safer for pedestrians and cyclists.”

Other common themes were pedestrian safety and cycling. This included pedestrians calling for better separation of cyclists and pedestrians.

“Get cyclists path on road, cyclists and pedestrians get caught up.”

“Make the cycle lanes clearer when they move into the pedestrian pavement.”

There were 16 comments which did not fall in to common themes. These included topics such as parking for students, aesthetics, lighting and bus stops, among other things, as well as some comments about other parts of Wallisdown Road.



This is one of the most common suggestion for reducing traffic congestion on Wallisdown Road (154 comments). Most of those suggesting an alternative route mention the relief road that was proposed many years ago, but never built.

“implement the by-pass route through Bourne Bottom, this was disregarded years ago, this would reduce traffic passing through”

Other suggestions include making Wallisdown Road one-way with the return along either Columbia Road / Turbary Park Avenue or along Mossley Avenue, or making it easier to use the side roads to bypass the main road.

“create a one-way system, using Mossley Ave widening that road as necessary, thus by passing the roundabout area.”

The opposing view is that there are too many motorists trying to use local roads to avoid traffic on Wallisdown Road. Alton Road / Priestly Road is mentioned several times as well as Mossley Road and Talbot Road (school traffic is also an issue on these roads). Not only does this cause problems for residents on these roads but also disrupts traffic flow when they leave / re-join the main road.

“I feel any improvements should be a deterrent to motor vehicles using side roads as an option to beat traffic queues. Even traffic calming in these roads does not slow some vehicles.”