

Cycle Corridor Consultation Demographic Breakdown – shown in yellow, blue, brown and orange on the map below

Group	Breakdown	Count	Percentage	Population
Gender	Male	730	55%	50.3%
	Female	591	45%	49.7%
Age	18 - 24 years	51	4%	11%
	25 - 34 years	140	10%	15%
	35 - 44 years	227	17%	16%
	45 - 54 years	286	21%	16%
	55 - 64 years	284	21%	15%
	65+ years	382	28%	27%
Disability	Yes - limited a lot	69	5%	9%
	Yes - limited a little	176	14%	10%
	No	1045	81%	81%
Ethnicity	White English / Welsh / Scottish / Northern Irish / British	1149	93%	88%
	White Other	45	4%	6%
	BME	36	3%	6%
Religion	No religion	548	48%	29%
	Christian	555	49%	60%
	Other Religion	40	3%	3%

Sustainable Corridor Consultation Demographic Breakdown – shown in dark green and light green in the map below

Group	Breakdown	Count	Percentage	Population
Gender	Male	478	58%	50.3%
	Female	342	42%	49.7%
Age	18 - 24 years	25	3%	11%
	25 - 34 years	96	11%	15%
	35 - 44 years	178	21%	16%
	45 - 54 years	182	22%	16%
	55 - 64 years	174	21%	15%
	65+ years	191	23%	27%
Disability	Yes - limited a lot	43	5%	9%
	Yes - limited a little	110	14%	10%
	No	654	81%	81%
Ethnicity	White English / Welsh / Scottish / Northern Irish / British	713	94%	88%
	White Other	24	3%	6%
	BME	20	3%	6%
Religion	No religion	382	54%	29%
	Christian	293	41%	60%
	Other Religion	32	5%	3%

Initial Engagement Demographic Breakdown

	Breakdown	Count	Percentage	Population
Gender	Male	461	53%	50.3%
	Female	408	47%	49.7%
Age	18 - 24 years	17	2%	11%
	25 - 34 years	40	5%	15%
	35 - 44 years	103	12%	16%
	45 - 54 years	149	17%	16%
	55 - 64 years	197	22%	15%
	65+ years	373	42%	27%
Disability	Yes - limited a lot	54	6%	9%
	Yes - limited a little	159	18%	10%
	No	651	75%	81%
Ethnicity	White English / Welsh / Scottish / Northern Irish / British	784	95%	88%
	White Other	26	3%	6%
	BME	16	2%	6%
Religion	No religion	371	48%	29%
	Christian	369	48%	60%
	Other Religion	33	4%	3%

Map of TCF Routes



Planned sustainable travel routes for south east Dorset



A range of cycle, walking
and bus improvements

Delivered in partnership by
BCP Council and Dorset
Council and funded through
the Transforming Cities Fund

- Yellow line: Bournemouth railway station to/from Jumpers Common, Christchurch
- Blue line: Bournemouth town centre to/from Ferndown
- Brown line: Poole town centre to/from Wareham Road, Holton Heath
- Orange line: Poole town centre to/from Merley, Poole
- Green line: Poole town centre to/from Ferndown and Wimborne
- Light green line: Merley, Poole to/from Christchurch

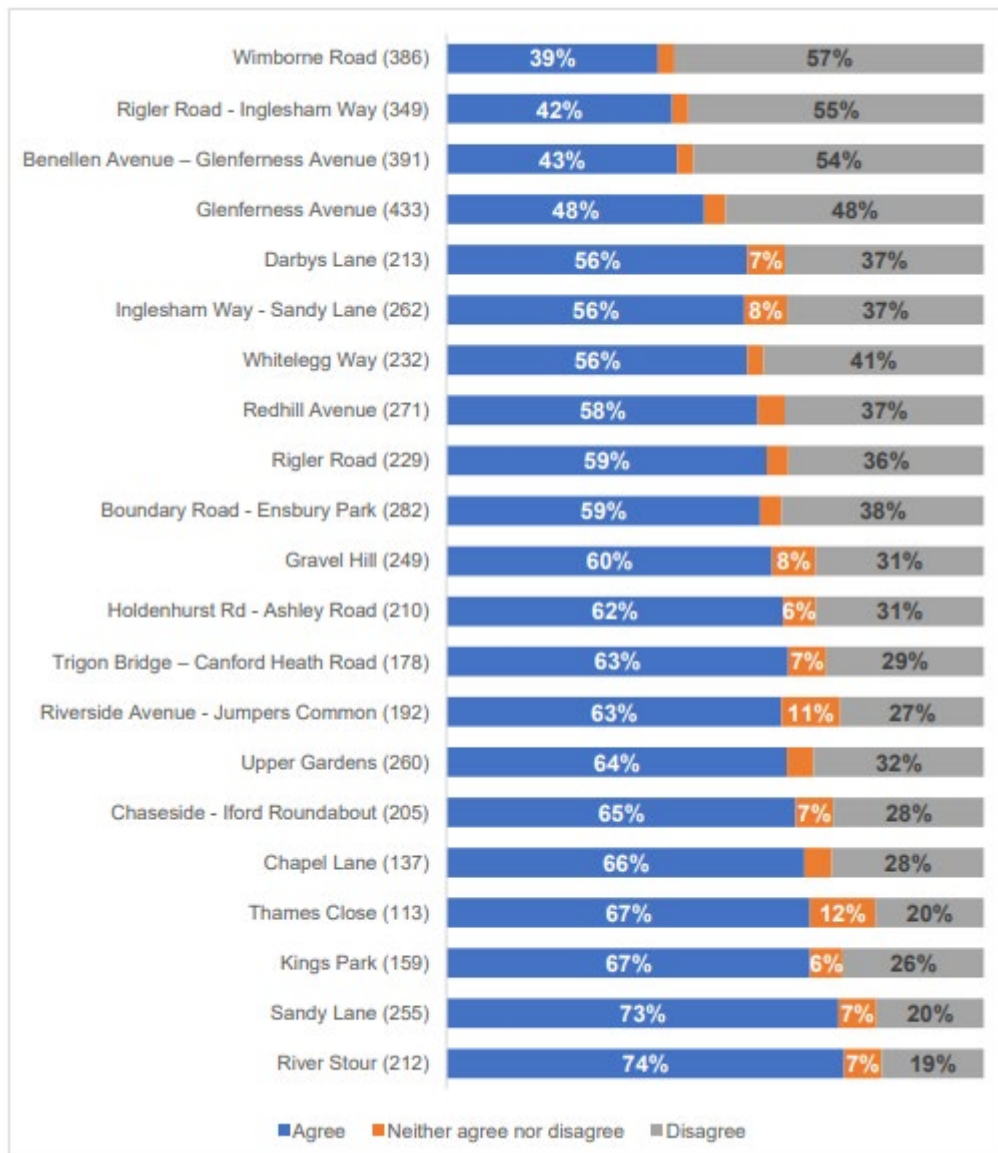
● ● Railway

— Road

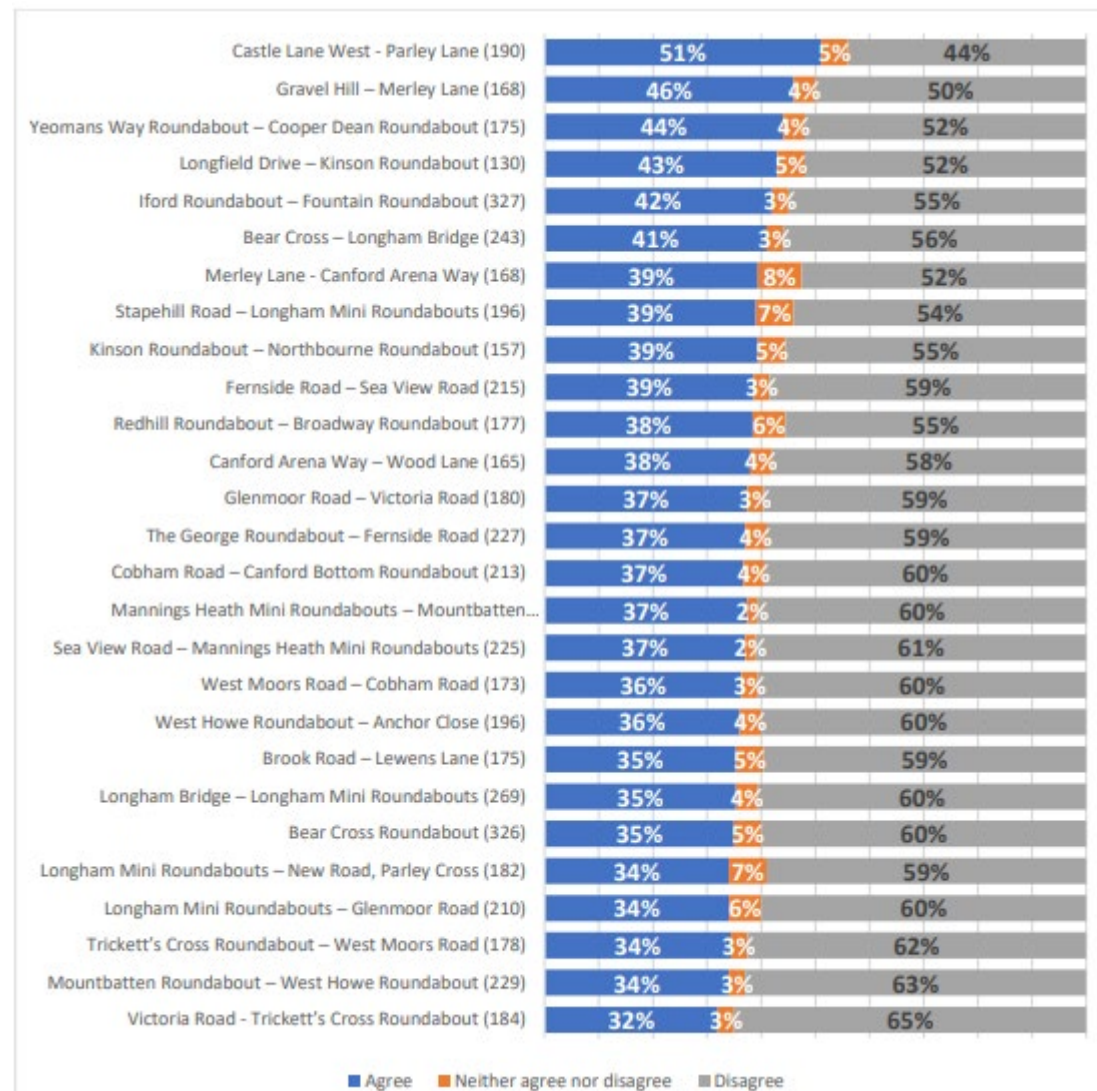
Urban area

Other schemes
(existing/to be
delivered)

Overall Views on Cycle (C) Corridors



Overall views on Sustainable (S) Corridors



Significant differences from formal consultation

Significant differences on whole routes:

Bournemouth railway station to/from Jumpers Common, Christchurch (C corridor - yellow route):

- Males are significantly more likely to travel by bicycle than females
- 18–24-year-olds are significantly more likely to use bus and on foot than any other age group
- Respondents aged 65+ are significantly less likely to use a bicycle than any other age group
- Respondents with a disability are significantly less likely to travel by bicycle than those without a disability

Bournemouth town centre to/from Ferndown (C Corridor - blue route):

- Females are significantly more likely to travel by foot than males
- Males are significantly more likely to travel by bicycle than females
- Respondents aged 65+ significantly less likely to travel by bicycle than any other age group
- 18–24-year-olds are significantly more likely to travel by bus than any other age group
- Respondents aged 65+ are significantly more likely to use a car/van than any other age group
- Respondents aged 65+ are significantly more likely to travel by bus than those aged 35-64
- Respondents with a disability are significantly less likely to use a bicycle than those without a disability
- Respondents with a disability are significantly more likely to use a bus than those without a disability

Poole town centre to/from Wareham Road, Holton Heath (C Corridor - brown route):

- Females are significantly more likely to travel by foot than males
- Males are significantly more likely to travel by bicycle than females
- 25–34-year-olds are significantly more likely to travel by car/van than those aged 45-54
- Respondents aged 65+ are significantly more likely to use a bus than any other age group
- Respondents aged 65+ are significantly less likely to travel by bicycle than any other age group
- Respondents with a disability are significantly less likely to use a bicycle than those without a disability
- Respondents with a disability are significantly more likely to use a bus than those without a disability

Poole town centre to/from Merley, Poole (C Corridor - orange route):

- Males are significantly more likely to travel by bicycle than females
- Respondents aged 65+ are significantly less likely to travel by foot than any other age group
- Respondents aged 65+ significantly more likely to travel by bus than those aged 25-64
- Respondents aged 65+ significantly less likely to travel by bicycle than those aged 25-64
- Respondents with a disability are significantly less likely to use a bicycle than those without a disability

Poole town centre to/from Ferndown and Wimborne (S Corridor - dark green route):

- Males are significantly more likely to travel by bicycle than females
- Respondents aged 45-54 years are significantly less likely to travel by bus than any other age group
- Respondents aged 35-54 years are significantly more likely to travel by bicycle than those aged 18-24 years and 65+ years
- Those with a disability are significantly less likely to travel by foot and bicycle than those who identify as not having a disability

Merley, Poole to/from Christchurch (S Corridor - light green route):

- 18–24-year-olds and 45–54-year-olds are significantly more likely to travel by foot than those aged 55+ years
- 65+ year olds are significantly more likely to travel by bus than any other age group
- 35–44-year-olds are significantly the most likely to travel by bicycle
- Those with a disability are significantly less likely to travel by foot and bicycle than those who identify as not having a disability
- Those who identify as having no religion are significantly more likely to travel by bicycle than those who identify as Christian

Significant differences on individual sections (across the C and S Corridors):

- **Holdenhurst Road – Ashley Road:** Respondents aged 65+ and over are significantly less likely to agree with the proposed changes than any other age group. Respondents with a disability were significantly less likely to agree with proposals than those without a disability. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age.
- **Kings Park:** Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to respondents aged 35 to 54. Respondents with a disability are significantly less likely to agree with proposed changes compared to those without a disability. Respondents with no religion are significantly more likely to

- agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age.
- **Chaseside - Iford Roundabout:** Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than any other age group. Respondents with a disability were significantly less likely to agree with proposals than those without a disability. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age.
- **Riverside Avenue - Jumpers Common:** Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than any other age group. Respondents with a disability were significantly less likely to agree with proposals than those without a disability. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age.
- **Upper Gardens:** Respondents aged 35 to 54 are significantly more likely to agree with the proposed changes than those aged 55 and over. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age.
- **Benellen Avenue - Glenferness Avenue:** Those aged 55 years and over are significantly less likely to agree with the proposed changes than any other age group. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age.
- **Glenferness Avenue:** Respondents aged 55 and over are significantly less likely to agree with the proposed changes than those aged under 55. Respondents with a disability are significantly less likely to agree with the proposed changes compared to those with no disability. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age. Heterosexual respondents are significantly less likely to agree with the proposed changes compared to those from other sexual orientations.
- **Boundary Road - Ensby Park:** Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all other age groups. Respondents with a disability are significantly less likely to agree with proposed changes compared to those without a disability. Respondents who identify as having no religion are significantly more likely to agree with the proposals than those who identify as Christian.
- **Redhill Avenue:** Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all other age groups. Respondents with a disability are significantly less likely to agree with proposed changes compared to those without a disability. Respondents who identify as having no religion are significantly more likely to agree with the proposals than those who identify as Christian.
- **Whitelegg Way:** Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all other age groups. Respondents with a disability are significantly less likely to agree with proposed changes compared to those

- without a disability
- **River Stour:** Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all other age groups. Respondents with a disability are significantly less likely to agree with proposed changes compared to those without a disability.
- **Chapel Lane:** Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all other age groups. Respondents with a disability are significantly less likely to agree with proposed changes compared to those without a disability
- **Thames Close:** Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than all other age groups. Respondents with a disability were significantly less likely to agree with proposals than those without a disability.
- **Rigler Road:** Respondents aged 65 and over are significantly less likely to agree with the proposed changes than those aged 35 to 64. Respondents with a disability are significantly less likely to agree with the proposed changes compared to those with no disability.
- **Rigler Road - Inglesham Way:** Male respondents were significantly more likely to agree with the proposals than female respondents. Respondents aged 65+ and over were significantly less likely to agree than any other age group. Respondents with a disability were less likely to agree with proposals than those respondents who didn't have a disability.
- **Inglesham Way - Sandy Lane:** Respondents aged 45-54 years are significantly more likely to agree with the changes than those aged 65+ years. Respondents without a disability are significantly more likely to agree with the changes than those who have a disability
- **Sandy Lane:** Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than those aged 35 to 54. Respondents with a disability were significantly less likely to agree with the proposed changes than those without a disability
- **Wimborne Road:** Respondents aged 65 and over are significantly less likely to agree with the proposed changes than any other age group. Male respondents are more likely to agree with the proposals than female respondents.
- **Darbys Lane:** Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than those aged 35 to 54.
- **Trigon Bridge – Canford Heath Road:** Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than those aged 35 to 64. Respondents with a disability were significantly less likely to agree with the proposed changes than those without a disability.
- **Gravel Hill:** Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than all other age groups.
- **The George Roundabout – Fernside Road:** There were no significant differences between groups
- **Fernside Road – Sea View Road:** Respondents with a disability were significantly less likely to agree with proposals compared to those without a disability.

- **Sea View Road – Mannings Heath Mini Roundabouts:** There were no significant differences between groups.
- **Mannings Heath Mini Roundabouts – Mountbatten Roundabout:** Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents.
- **Mountbatten Roundabout – West Howe Roundabout:** Respondents without a disability were significantly more likely to agree with proposals than those with a disability.
- **West Howe Roundabout – Anchor Close:** There were no significant differences between groups.
- **Bear Cross Roundabout:** Male respondents are significantly more likely to agree with the proposed changes than female respondents. Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than those aged 45 to 54.
- **Bear Cross – Longham Bridge:** Respondents with a disability were significantly less likely to agree with proposals compared to those without a disability.
- **Longham Bridge – Longham Mini Roundabouts:** Respondents aged 55 and over are significantly less likely to agree with proposals compared to those aged 35 to 54.
- **Longham Mini Roundabouts – Glenmoor Road:** Respondents with a disability were significantly less likely to agree with proposals than those without a disability.
- **Glenmoor Road – Victoria Road:** There were no significant differences between groups.
- **Victoria Road - Trickett's Cross Roundabout:** There were no significant differences between groups.
- **Trickett's Cross Roundabout – West Moors Road:** There were no significant differences between groups.
- **West Moors Road – Cobham Road:** There were no significant differences between groups.
- **Cobham Road – Canford Bottom Roundabout:** There were no significant differences between groups.
- **Brook Road – Lewens Lane:** There were no significant differences between groups.
- **Stapehill Road – Longham Mini Roundabouts:** There were no significant differences between groups.
- **Longham Mini Roundabouts – New Road, Parley Cross:** There were no significant differences between groups.
- **Gravel Hill – Merley Lane:** Respondents aged 45 to 54 were significantly more likely to agree with the proposed changes than those aged 65 and over.
- **Merley Lane – Canford Arena Way:** Respondents aged 45 to 54 are significantly more likely to agree with the proposed changes than those aged 55 to 64.
- **Canford Arena Way – Wood Lane:** There were no significant differences between groups.
- **Longfield Drive – Kinson Roundabout:** Respondents aged 65 and over are significantly less likely to agree with proposals than those aged 45-54.
- **Kinson Roundabout – Northbourne Roundabout:** Respondents aged 45 to 54 are significantly more likely to agree with proposed changes than those aged 55 and over. Respondents with no religion are significantly more likely to agree with

- proposed changes compared to Christian respondents.
- **Redhill Roundabout – Broadway Roundabout:** Respondents aged 55 and over were significantly less likely to agree with the proposed changes than those aged 45 to 54.
- **Castle Lane West – Parley Lane:** Respondents with a disability are significantly less likely to agree with the proposed changes compared to those without a disability.
- **Yeomans Way Roundabout – Cooper Dean Roundabout:** There were no significant differences between groups.
- **Iford Roundabout – Fountain Roundabout:** Respondents aged 35 to 44 were significantly more likely to agree with the proposed changes than those aged 25 to 34 and 65 and over.

Working with stakeholders

Schools

21 schools in the BCP Council area have benefitted from nearly £212,000 worth of grants to install new facilities to encourage pupils and staff to make active journeys to and from school. This has included new lockable bike and scooter racks, electric bike chargers, showers, changing and locker facilities, bike repair stands and static tyre pumps.

Businesses

The trip end facilities grants are being extended to businesses in BCP and Dorset and the application process for this closed in March 2022 with a view to award the grants by May 2022.

DOTS

Liaison continues with DOTS including undertaking audits on certain TCF corridor sections to engage and receive feedback. This is then incorporated within the final designs where appropriate.

Accessibility Focus Group

An Accessibility Focus Group has been set up as part of the TCF Programme Steering Group. A meeting held in October 2021 and the next one is in April 2022.

Emergency Services

The Team consult with the Emergency Services to ensure that there is full transparency across the programme.

Risks and Mitigating Actions

A comprehensive Risk Register is in place for the programme. In addition, each section on each corridor lists the risks associated with that within the individual scheme Implementation Plans. Mitigating actions are then put in place, and this can be by way of further consultation or engagement, comms, letter drops for example, or alterations to the scheme if appropriate.

The Risk Register is updated on a bi-monthly basis and presented to the Board.

To reduce risk, design standards are met by way of LTN 1/20 to ensure user needs are incorporated within the final scheme.

Further mitigating actions are also derived through the 'You said, we did' responses as set out below.

Action Plan

Scheme specific EIAs to be drafted to assist with the TRO process and to further support this document. These will be available within the Implementation Plans.

'You said, we did'

The Response to Issues documents set out our responses to the most frequently recurring themes that emerged through the analysis. These are being completed on a scheme-by-scheme basis.

Examples for Wimborne Road are shown here:

The proposals create access problems for emergency vehicles.	<p>Key stakeholders, including the emergency services, have been kept informed of the programme's and could provide their feedback during the consultation.</p> <p>Now the consultation has finished, we are continuing to engage with them whilst the design is developed further. This is to ensure that the final scheme which is delivered is safe for all users.</p>
Not everyone can cycle/walk – still a reliance on cars so the proposals are not inclusive.	<p>The purpose of the Transforming Cities Fund (TCF) programme is to broaden the travel options available across the South East Dorset area.</p> <p>We do not want to prevent those who need to travel by car from using one, but instead are looking to provide more choices for the way people are able to safely travel and encouraging those who can, to walk, cycle, or use public transport particularly for shorter localised journeys.</p> <p>We have a number of developments across the routes that will help improve accessibility for all users, including realigning kerbs at bus stops to aid access to/from buses, widening and resurfacing pavements, and installing dropped kerbs and tactile paving.</p> <p>We are also working closely with a number of organisations and local bus operators as the design progresses to ensure the routes are inclusive for all.</p>