

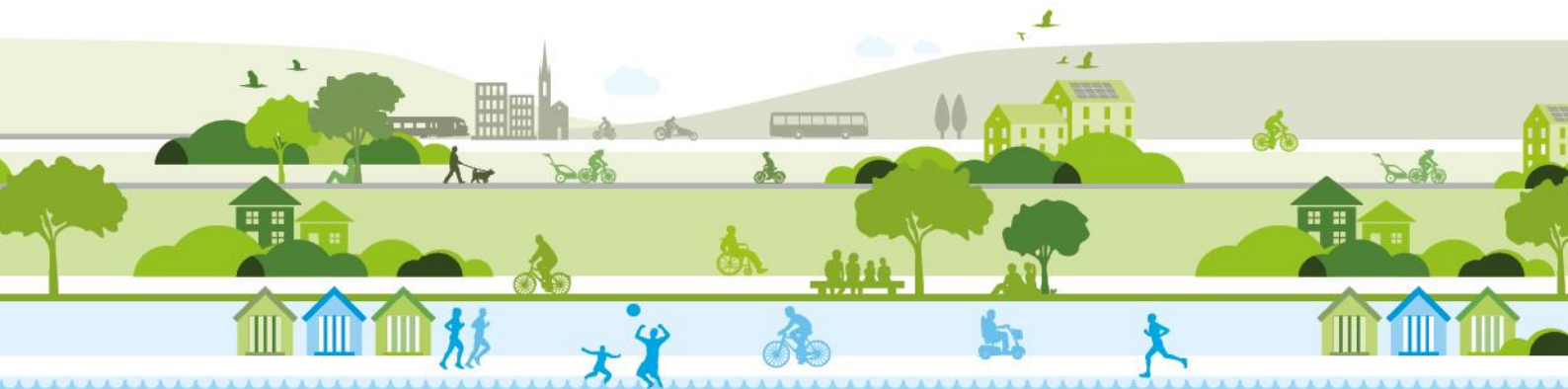
GLENFERNESS AVENUE REPORT

Bournemouth town centre to/from
Ferndown route

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Introduction

BCP Council, on behalf of Dorset Council and BCP Council, ran a consultation on the proposed changes and designs of the Transforming Cities Fund (TCF) programme. This consultation ran from:



24 February 2021 – 31 March 2021

This report details feedback received on the Glenferness Avenue section on the survey (which is on the Bournemouth town centre to/from Ferndown route). The proposed changes on this section are:

- A new protected cycle track on both sides of Glenferness Avenue
- The existing bridge over railway line widened on the eastern side and a new bridge installed on the western side, creating shared use paths on both sides of the road
- More priority for cyclists and pedestrians along Glenferness Avenue across the adjoining roads
- New parallel crossings and a new toucan crossing along the route
- New planting at the junction of Elgin Road and Glenferness Avenue, restricting access for vehicles. Access for cyclists and pedestrians would not be affected

Methodology

The consultation was run online using BCP Council's engagement platform. The platform hosted accompanying information outlining the proposed changes and designs as well as some example images of what the proposed changes could look like. A survey was also hosted on the platform which allowed respondents to provide comments on any section of the four cycling routes. An option to request hard copy versions of the information and survey was also made available.

Survey results



439 respondents

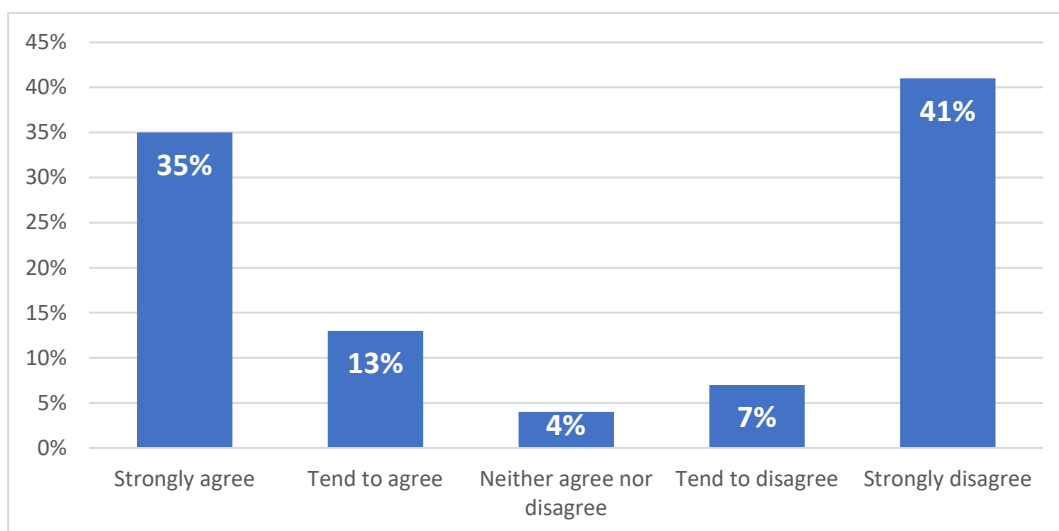
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

Results are shown by mode of travel or equalities groups. The base number of respondents for some of these groups are low (less than 20); therefore caution should be taken when interpreting the results. Bases of less than ten are not shown.

Overall, to what extent do you agree or disagree with the proposed changes in this section?

Agreement and disagreement were evenly split with 48% of respondents agreeing with the proposed changes and 48% disagreeing. However, more respondents strongly disagreed than strongly agreed.

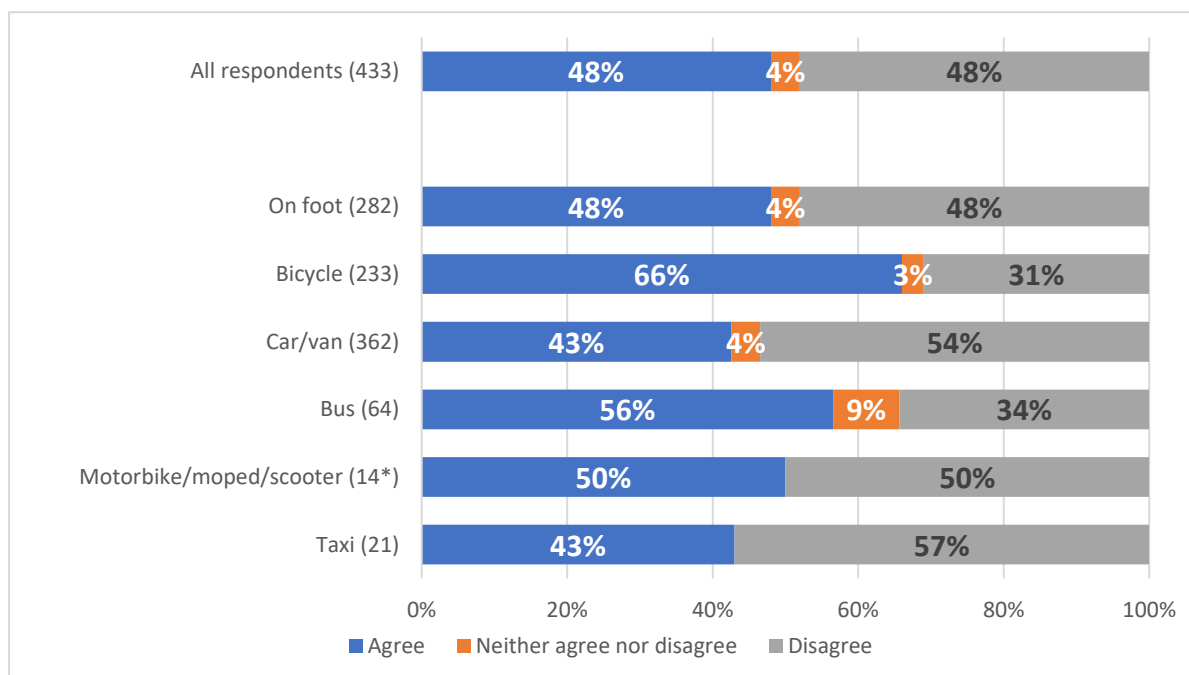
Figure 1 – Overall agreement/disagreement levels for Glenferness Avenue (% respondents)



Base: All respondents

Figure 2 shows agreement levels by mode of travel on the Bournemouth town centre to/from Ferndown route. Respondents who travel by bicycle are most likely to agree with the proposed changes and those who travel by car/van and taxi are least likely to agree.

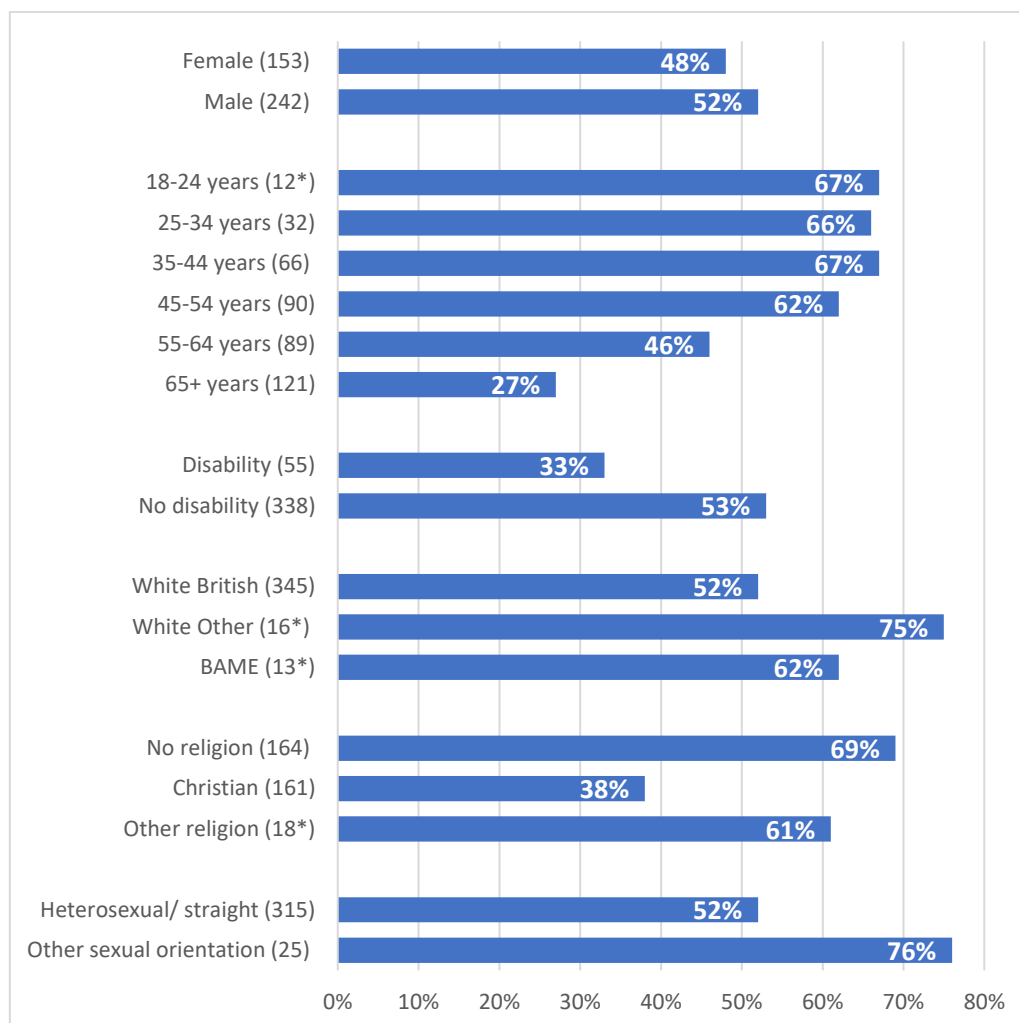
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



Base: Variable as shown (* denotes low base. Excludes modes of transport with a base of less than 10)

Figure 3 shows agreement levels by equalities groups. 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.

Figure 3 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

Comments



344 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 335 respondents made a comment in relation to Glenferness Avenue. There was also seven written responses. Example comments are shown below.

Comments were exported into Excel and coded into categories. Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. Importantly, however, given the nature of the data, this does not provide an indication of significance or salience in relation to the question asked.

Figure 4 shows the themes of comments received. The most prevalent themes were disagreement to a closure on Elgin Road, disagreement with the cycling changes and agreement to the addition of a bridge over the railway.

Figure 4 – Themes of comments

Disagree to closure on Elgin Road	121
Disagree with cycling changes	114
Agree to railway bridge	95
Design comment/ suggestion	96
Agree with cycling changes	83
Environmental factors	28
Disagree to railway bridge	24
Changes will ensure safety	22
General cycle comment	22
Agree to closure on Elgin Road	19
Agree with crossings	16
Disability/ Accessibility Issue	7

Base: 342 respondents



Disagreement to a closure on Elgin Road

“Blocking off Elgin will mean that access to and from the sub feeder Route for local residents (which is Elgin Rd) will be simply redirected to Cawdor Rd. which is pointless, a waste of public funds and is potentially more hazardous from a traffic point of view.”

“The closure of Elgin Road. This proposal will inevitably lead to congestion in the surrounding areas and will particularly have an impact on traffic queues on Glenferness Avenue, which are lengthy at rush hours even before these proposals are implemented. Moreover, they will also have a significant impact on the other side roads entering Glenferness Avenue, leading to increased traffic densities in roads such as Cawdor Road, Dunkeld Road and Alyth Road, and are likely to result in motorists using these three roads, and others on the opposite side of Glenferness Avenue, as ‘rat runs’. This will further lead to increased levels of noise and air pollution in all these side roads.”

“The new planting at the Elgin Road junction is pointless. The level of traffic ... motorised, cyclists, pedestrian ... is not very high so nothing will be gained. The new planters will not be well maintained and will quickly become an eyesore.”

Disagreement to cycling changes

“I regularly walk this route and have never experienced a problem - the existing layout is quite satisfactory for the number of pedestrians and cyclists who use it. I do not know of any accidents or problems that have arisen from the existing layout and change for change sake is not necessarily progress!”

“A Cycle Track with the raised edging is impracticable for residents on this road, in particular for road deliveries or visitors, and what will happen to the bus stops, as there's no way to pull in and for traffic to drive around it. The current road is large enough and so the idea of car drivers using the cycle lane whilst driving is not a reflection of a road that I use every day as a resident.”

“Protected cycle lanes along Glenferness Ave are unnecessary and will be counterproductive due to the amount of detritus from many trees which cyclists will no longer be able to round. Most cyclists will not want to use this route due to the steep hills involved when there are better alternatives.”



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Agreement to the addition of a bridge over the railway



“Widening the bridge would be a vast improvement on the route for all users - long overdue.”



“Strongly agree re improving existing metal bridge and creating a new one on opposite side over railway track on Glenferness Avenue.”



“The bridge work is desperately needed, so I am in full support of this work. The bridge is too narrow and not fit for purpose for 2021.”