

KINGS PARK REPORT

Bournemouth railway station to/from Jumpers Common, Christchurch 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 Kings Park section on the survey (which is on the Bournemouth railway station to/from Jumpers Common route). The proposed changes on this section are:

- Improvements at the Ashley Road entrance to the park, including light segregation (e.g. flexible poles) on existing cycle lane and reallocation of parking provision. Existing disabled spaces to be retained and relocated
- Existing shared path through the park improved, with dedicated walking and cycling space separated by a verge where possible, with new wayfinding signage and better crossings over roads
- Extension of the 20mph zone to cover all arms of Harewood Avenue roundabout
- Improvements to other paths through the park with widening, surfacing and vegetation clearance
- Improvements to the existing path through the residential neighbourhood around Sevenoaks Drive, with barriers removed and new wayfinding signage
- An alternative quiet route is being considered along Sevenoaks Drive and Walkwood Avenue

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



192 respondents

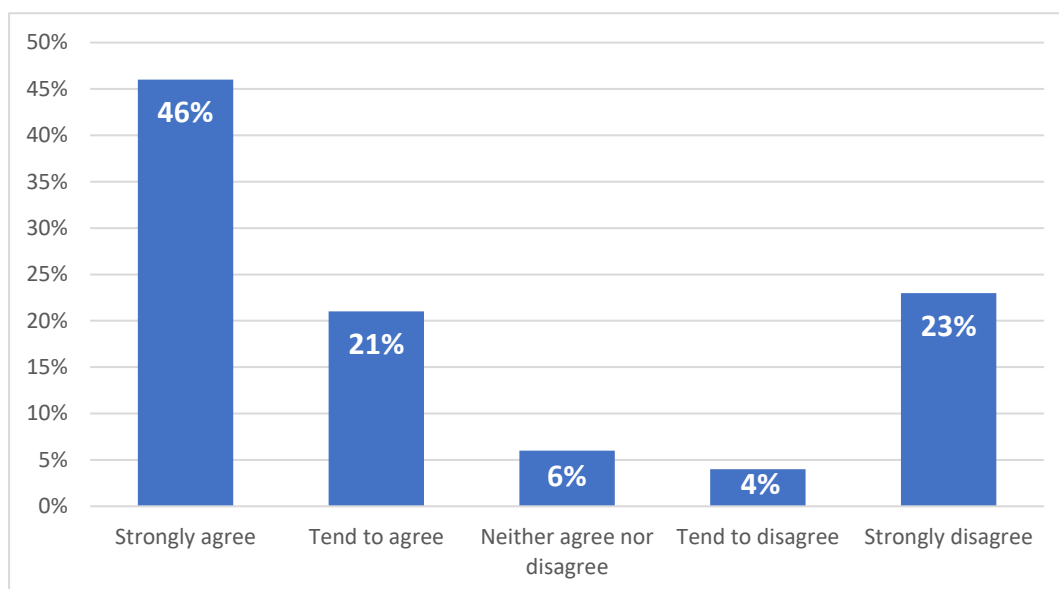
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Just over two thirds of respondents (67%) agreed with the proposed changes and just over one quarter (26%) disagreed.

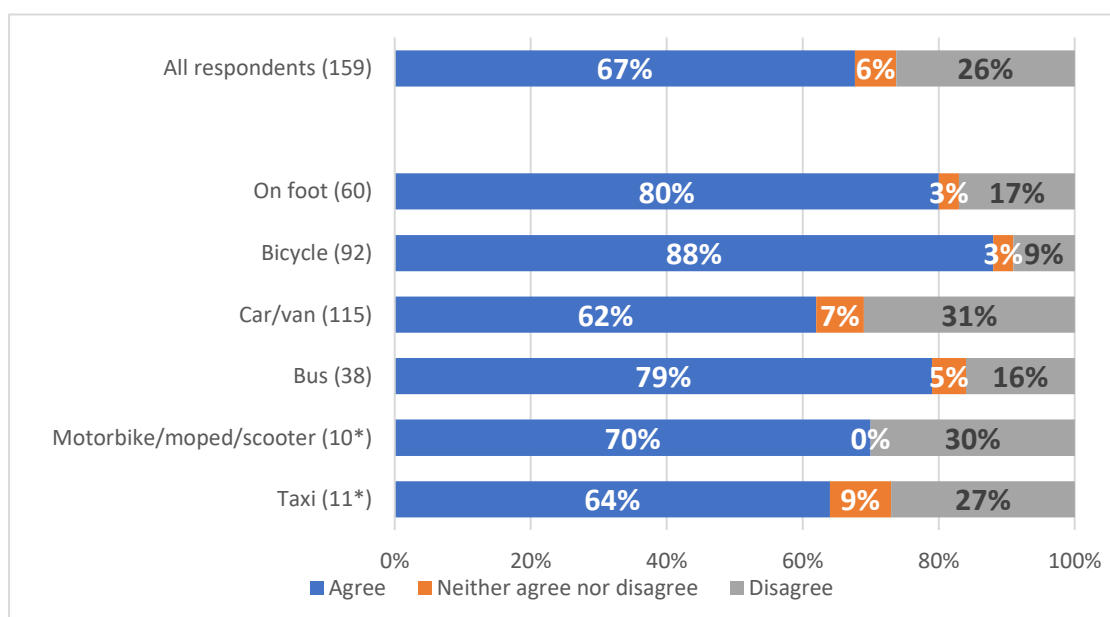
Figure 1 – Overall agreement/disagreement levels for Kings Park (% respondents)



Base: All respondents

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

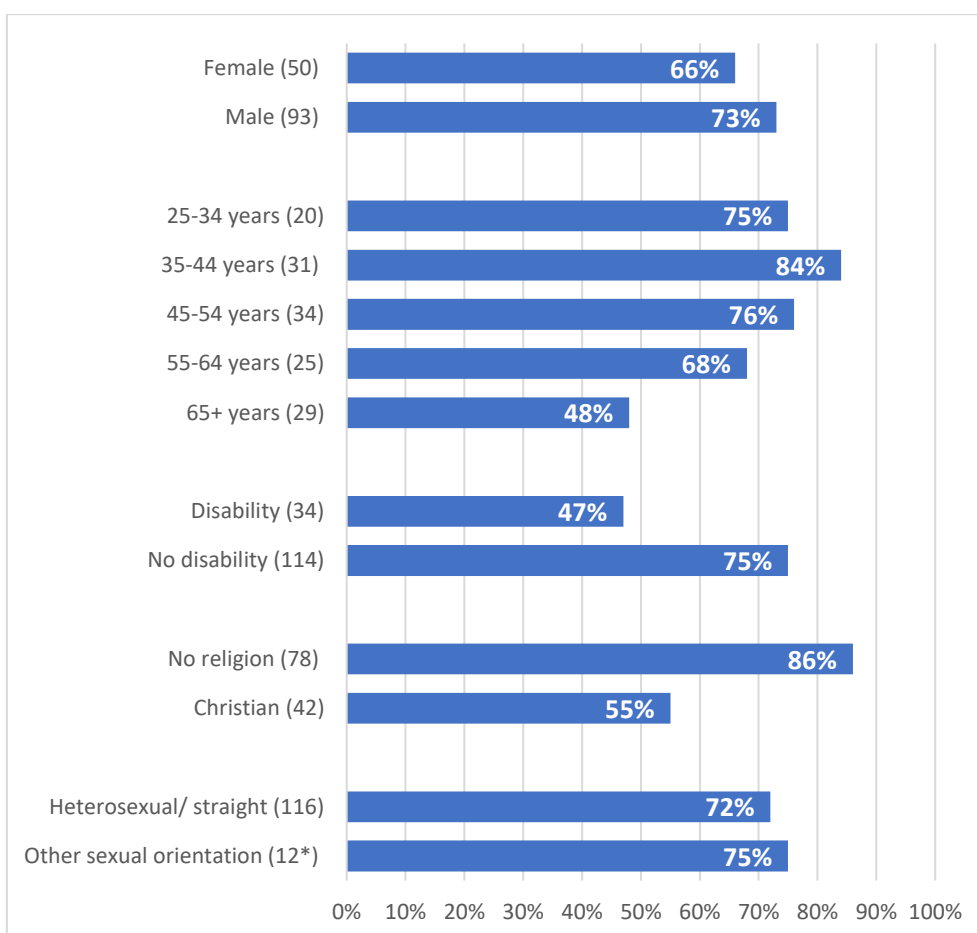
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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. Ethnicity has not been included as only white British respondents had a large enough base. 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.

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



Base: Variable as shown (* denotes low base)



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Comments



109 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Over 100 respondents made a comment in relation to Kings Park.

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 support for a separated path, general agreement/support and design comments/suggestions. Example comments are shown below.

Figure 4 – Themes of comments

Theme	No. of comments
Support for separated path	26
General agreement/support	23
Design comment/suggestion	21
General disagreement	16
Will improve travel	9
Other	8
Walking safety	8
Cycling safety	7
Need better lighting	7
Agree with extension of 20mph zone	6
Disagree with reallocation of parking spaces	5
Concerns with shared paths	5
Agree with reallocation of parking spaces	4
More joined up routes	3
Disability issue	2
General cycling comment	2

Base: 109 respondents



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Support for separated path:

Respondents were keen on walkers and cyclists being separated to improve safety.



“Separating walkers and cyclists in Kings Park sounds brilliant, it is hard to cycle freely with walkers and dogs crossing in your path and constantly ring your bell to make people aware of you.”



“I travel through the park regularly on my way home from work at Bournemouth hospital and think a segregated cycle path through the park would be ideal in improving safety for both cyclists and pedestrians.”



“It will be safer for everyone if cycling and walking can be separated.”

General agreement/support:

General agreement was mainly around the proposed changes improving the park for everyone.



“This section is good as it uses the park and provides wide paths suitable for all users.”



“I think these improvements will make things clearer and safer for everyone..”



“This route is already quite good but improvements welcome.”

Design comment/suggestion:

Design comments and suggestions varied but there were a couple of comments in relation to altering the entrance to the park.



“Entrance to Kings Park to/from Ashley Road needs to be altered as currently there are a number of cyclists who do not detour to cross safely at the traffic lights...either move the traffic lights closer to the entrance to the park (which would be inconvenient for school users) or create a new separate cycle path cutting between the basketball court and playground.”



“I would like to see the entrance to the park be relocated directly opposite Boscombe Grove Road. By Relocate I mean to have a cycle lane between where the basketball court and playground is...By having a new entrance opposite Boscombe Grove Road this will encourage cyclists to use the traffic lights..”