

REDHILL AVENUE REPORT

Bournemouth town centre to/from Ferndown route

Insight Team

Author: Insight, Policy and
Performance, BCP Council

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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 Redhill 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 two-way cycle track on the north-western side of Redhill Avenue – up to five highways trees may need to be removed opposite Redhill Park Fire Station to create space for the cycle track
- New crossing points and upgrades to the existing crossings
- More priority for cyclists and pedestrians across adjoining roads opposite Redhill Park
- New wayfinding signage through Redhill Park and Redhill Common and the existing facilities widened, creating separate cycle and walking paths
- A reduction in speed limit from 40mph to 30mph on Redhill Avenue
- A new cycling and walking link around Redhill Roundabout, with new crossing points over all arms of the roundabout

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



271 respondents

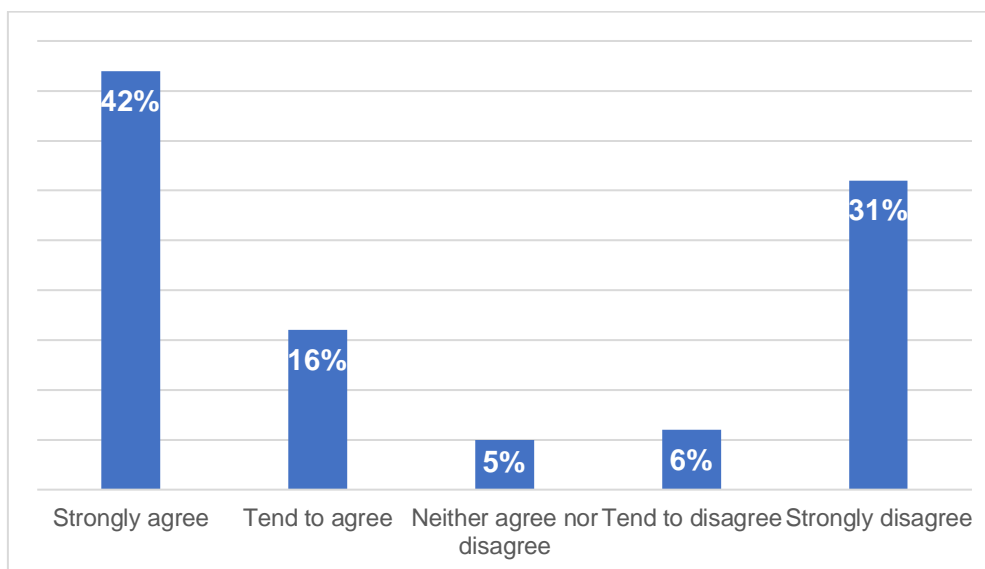
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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 four in ten respondents (42%) strongly agreed with the proposals and nearly one third of respondents (31%) strongly disagreed with the proposals.

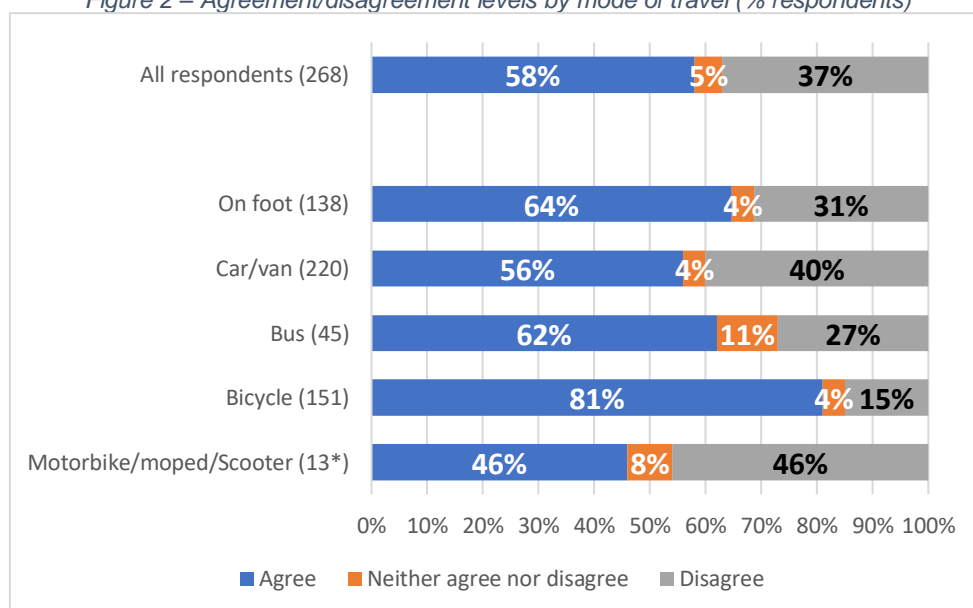
Figure 1 – Overall agreement/disagreement levels for Redhill Avenue (% respondents)



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 significantly more likely to agree with proposals than any other group.

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)

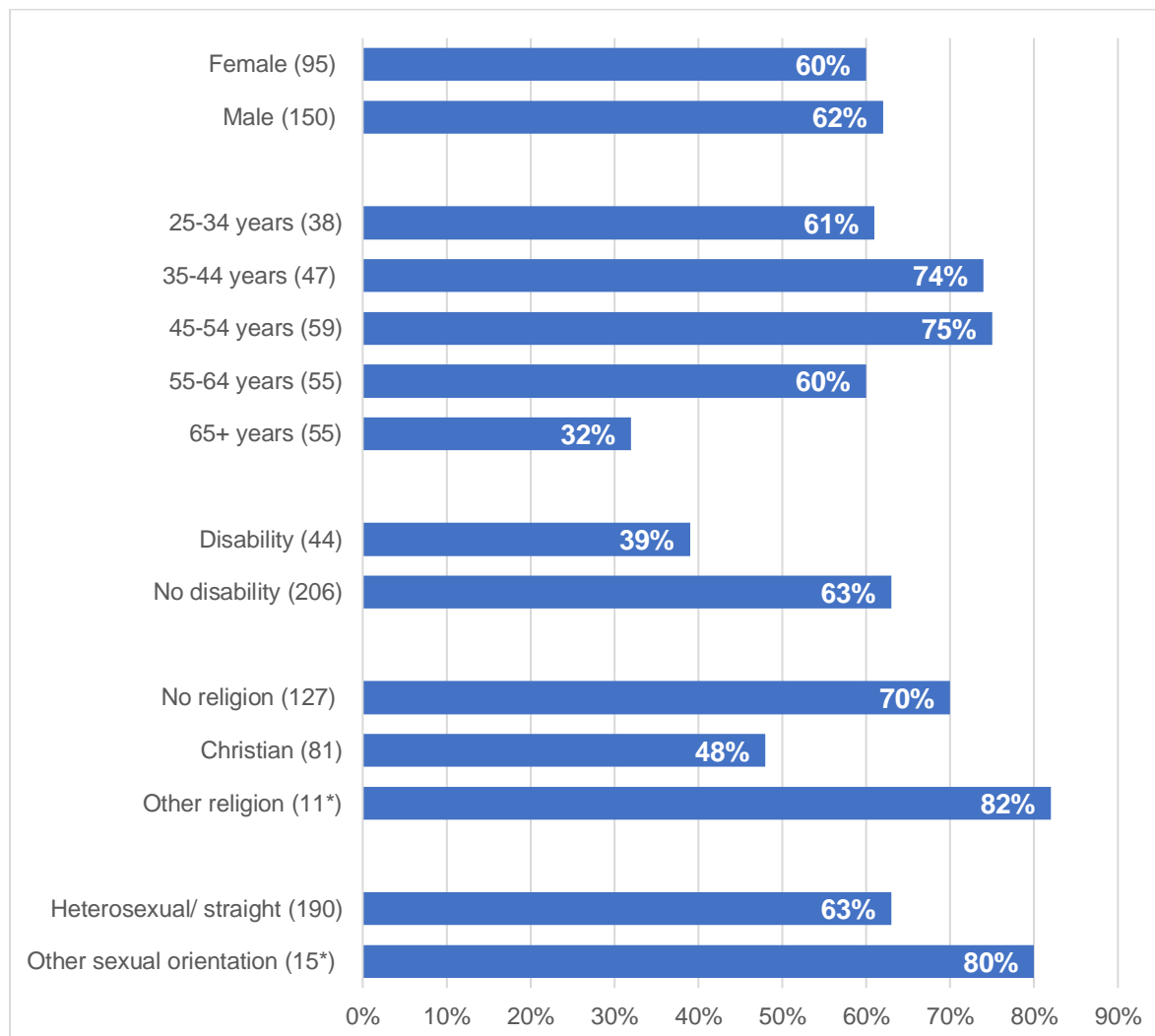


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Figure 3 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all other 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.

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



Comments



172 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 175 respondents made a comment in relation to Redhill Avenue. This included one comment received by email.

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 a design comment/ suggestion, agreement with cycling changes, and disagreement with cycling changes.

Figure 4 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	53
Agree with cycling changes	47
Disagree with cycling changes	38
Don't remove trees	37
Disagree to 30mph	26
Agree with changes at Redhill roundabout	20
Disagree with crossings	18
Agree to 30mph	13
Agree with crossings	12
General cycle comment	8
Environmental factors	2
Disability/ Accessibility Issue	1

Base: 172 respondents



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Design comment/ suggestion

"Wayfinding signage to be placed around all access points of the gyratory. Junction awareness with road colouring and large signage is very important. Use of CCTV, with signage, to prevent delivery vehicles from blocking the cycle lane. Or, clear signage warning of fines for lane obstructions without permission of BCP, for construction work as an example."

"Will trees that are being removed be replaced nearby/elsewhere within the project? Pleased to hear about wayfinding signage and dedicated paths Not sure a speed reduction is necessary on that particular stretch? The road is already wide enough to safely accommodate road users, cyclists and pedestrians at a safe distance. Crossing points on all arms of the roundabout will make a massive difference to users accessing the river and common from all directions. It's very unsafe to do this at present. Traffic speed when entering/exiting the roundabout should also be reduced to aid crossing."

"I agree with the cycle track improvements but I feel that the proposal introduces too many traffic lights - four toucan crossings plus the existing lights by the fire station. The lights would need to function simultaneously, rather than on-demand, or it would create stop-start traffic along Redhill Avenue which is far worse for air pollution. I think the proposed new crossing joining the park and common just to the east of Ashton Road where the road bends would be better than the existing crossing at the top of Ashton Road. The additional crossing by Elms Road would provide safe access at that end of the park. I don't think it is a good idea to add another crossing by the footbridge as this will discourage people from using the footbridge which is trafficless, and this wouldn't be necessary if the new crossing is situated to the east of Ashton Road as I mentioned above."

Agree with cycling changes

"This addresses the issue of narrow carriageways and the hazardous Redhill roundabout."

"Currently struggle to go along that road safely on a bike so normally drive instead."

"I use Redhill everyday cycling to and from work so more than welcome the idea."

Disagree with cycling changes

"Roads are wide enough already for cars and bikes to safely pass."



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“Redhill Common is used by dog walkers, family’s etc. In the last year more people have been enjoying the common. If a cycle path goes through the common it will be impossible for younger children & dogs to run free. A path through the common will totally ruin a lovely local place to walk and exercise.”

“I don’t think it’s acceptable to cut down trees to make way for a cycle path, especially since cyclists can easily cycle down redhill drive, which is a much quieter and safer road, so I feel there is no need to do this. It impacts the carbon footprint and beauty of the area in a negative way for little gain.”

“I totally disagree with removing up to five highways trees opposite Redhill Park Fire Station to create space for the cycle track. If there is not enough space the cycle track should go behind the children’s playpark on Redhill Drive. There is plenty of space there. Removing trees does not benefit the environment and should not be done when there is a much more viable alternative in Redhill Drive. This could continue up to the car park and a path put through there to go back onto Redhill Avenue. Also having a cycle track on Redhill Avenue opposite the fire station right in front of the entrance to the children’s playground seems dangerous.”