

# RIGLER ROAD REPORT

## Poole town centre to/from Wareham Road, Holton Heath 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 Rigler Road section on the survey (which is on the Poole town centre to/from Wareham Road, Holton Heath route). The proposed changes on this section are:

- Light segregation (e.g. flexible poles) added to separate existing on-road cycle lanes on both sides of Rigler Road
- A new shared use path to be installed near Eccles Road, connecting to the existing bridleway behind Carter Community School

## 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



237 respondents

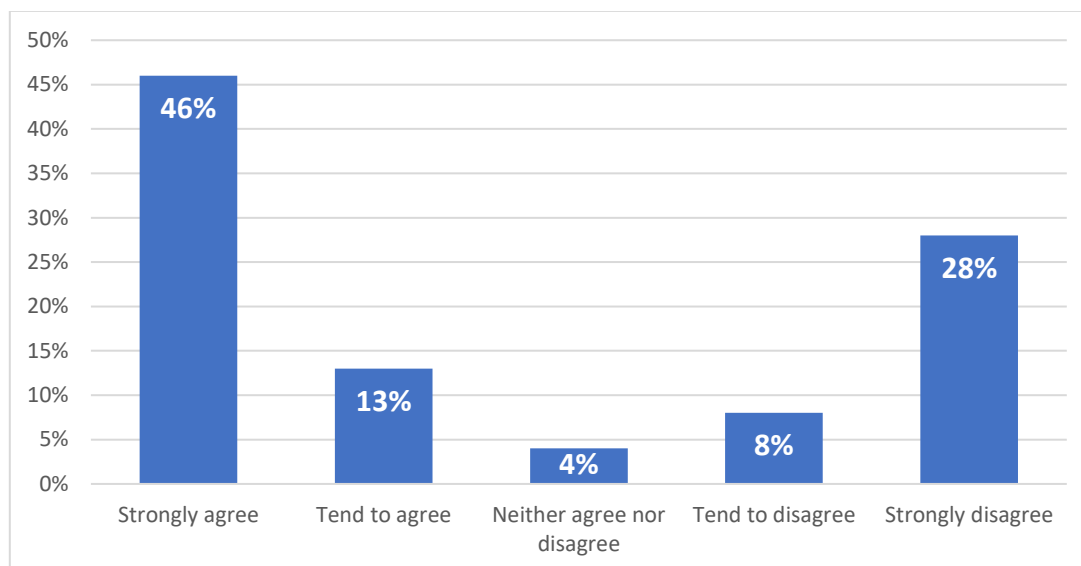
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

Almost six in ten respondents (59%) agreed with the proposed changes and just over one third (36%) disagreed.

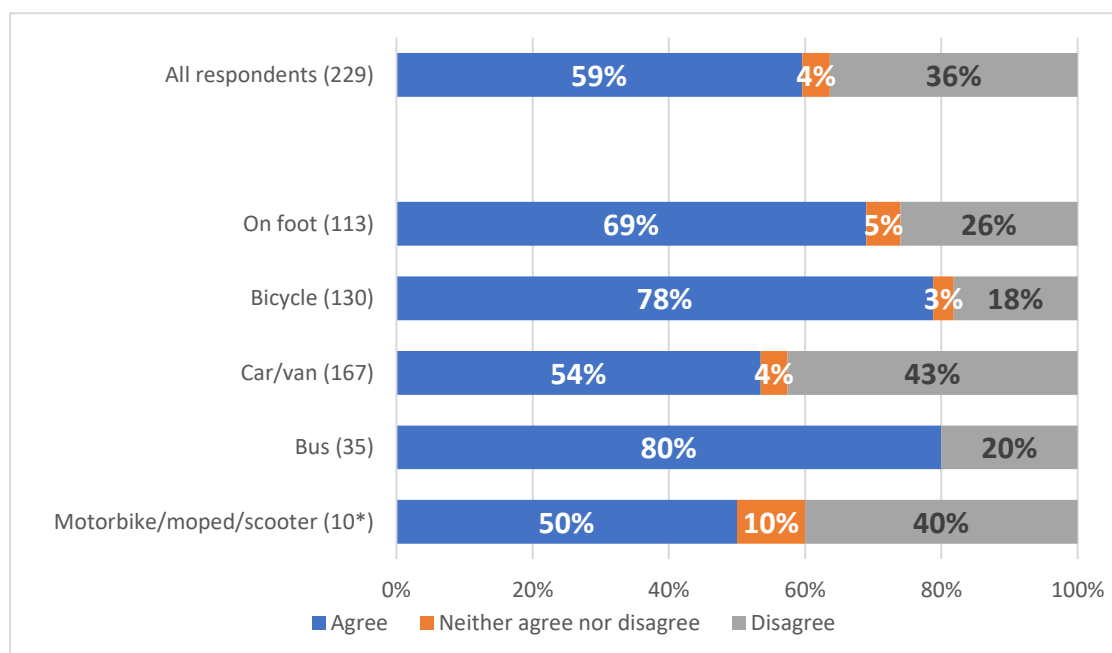
Figure 1 – Overall agreement/disagreement levels for Rigler Road (% respondents)



Base: All respondents

Figure 2 shows agreement levels by mode of travel on the Poole town centre to/from Wareham Road route. Respondents who travel by bus and on bicycle are most likely to agree with the proposed changes and those who travel by car/van and motorbike/moped/scooter are least likely to agree.

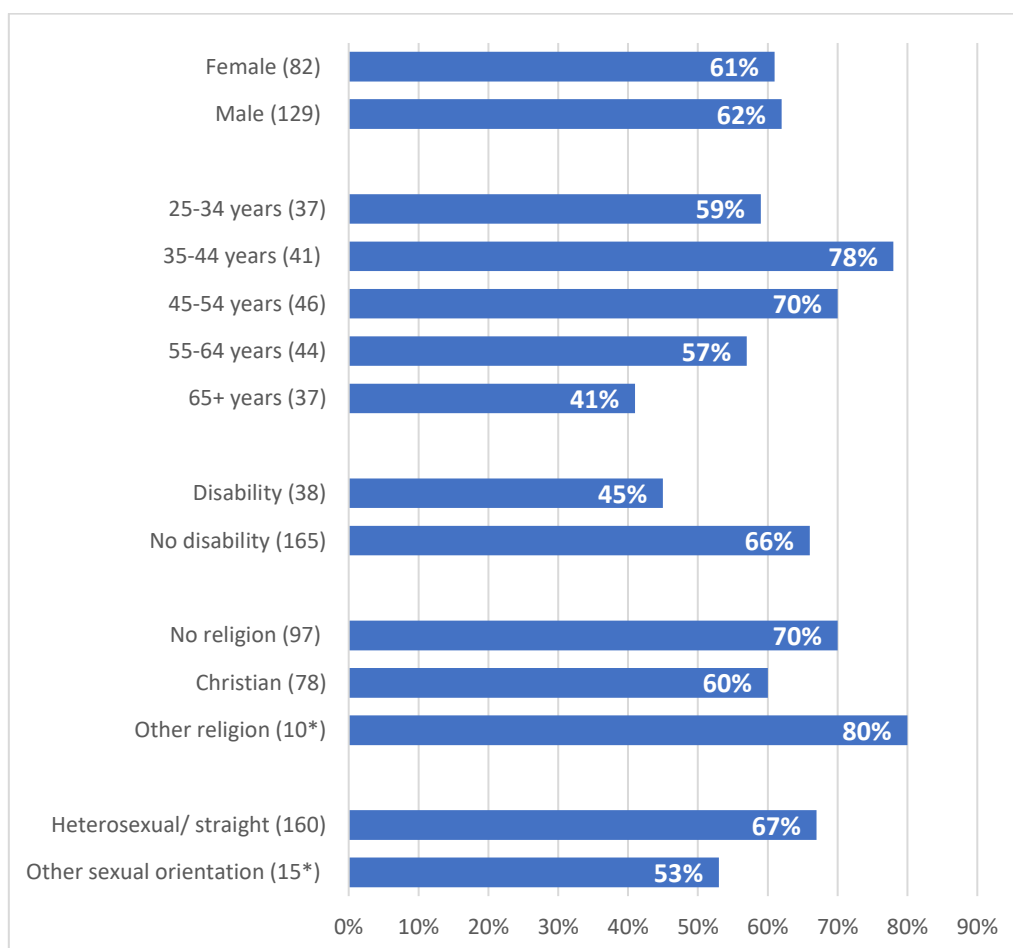
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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 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.

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



Base: Variable as shown (\* denotes low base)



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## Comments



120 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. A total of 120 respondents made a comment in relation to Rigler Road. This included one written response. 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 the changes ensuring safety, comments or suggestions in relation to the design of the changes, and both agreement and disagreement with the segregated cycle lane.

Figure 4 – Themes of comments

Theme	No. of comments
Changes will ensure safety	18
Design comment/ suggestion	17
Disagree with segregated cycle lane	17
Agree with segregated cycle lane	17
Negative Impact on traffic/car users	16
Disagree with changes	16
Agree with changes	15
Agree with shared path	15
Disagree with shared path	13
Other	5
Disability/ Accessibility Issue	4
Environmental factors	4
General cycle comment	3

Base: 120 respondents



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### Changes will ensure safety:

Comments for this theme were mainly in relation to the proposed changes making cyclists feel safer.



"Anything that makes cycling safer and feel safer when close to car traffic is welcome. Vehicle drivers cannot be relied on to give cyclists room."



"When the traffic is busier, having segregated cycle lanes makes cycling feel much safer. It will encourage me to cycle more often when I go this way."



"I walk, cycle and drive here often. As a cyclist I would feel much safer with the poles. As a car driver I see many cyclist do not use the lane and go on the path at the inconvenience of walkers."

### Design comment/suggestion:

Design comments and suggestions varied but there were some comments in relation to the materials that should be used and also that clear signage will be needed on the shared path.



"The new shared path needs to be tarmac to ensure that all types of road bikes are able to use it."



"Poles need to be more durable than those used on EAT schemes."



"If it is to be shared significant signage should be available to ensure both pedestrians and cyclists use the path and when to keep left or right."



"If there is a shared use path, I would please ask for lots of very clear signage to tell pedestrians that cyclists can also use the path, and making sure that they keep dogs on leads. When cycling along a shared use path, I often have trouble with people's dogs that are off their leads."

### Disagree with segregated cycle lane:

Disagreement with the segregated cycle lane was mainly around the poles not being a good idea because they narrow the road and are necessary.



"Flexible poles never strike me as a good idea, as they narrow the lanes, clear road markings feel better."



"Poles look horrible and make it harder to move out of the way of ambulances etc..."



"I do not believe that "Light segregation (e.g. flexible poles) is required at all. This is a nice wide road with clearly marked cycle lanes. which I use on a regular basis. Save the money and use it elsewhere."





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### Agree with segregated cycle lane:

As with the theme of safety, agreement with the segregated cycle lane was mainly around it giving extra protection from cars.



"This would provide a physical barrier which would hopefully be respected by motor traffic."



"The segregation of cycle lanes is generally a good thing, cars are always squeezing you when passing when you are using on road cycle ways."



"Busy road, needs protection to encourage bicycle use."