

Sustainable travel route consultation: Transforming Cities Fund Report

- Bournemouth railway station to/from Jumpers Common, Christchurch
- Bournemouth town centre to/from Ferndown
- Poole town centre to/from Wareham Road, Holton Heath
- Poole town centre to/from Merley, Poole

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Executive Summary



Just under 1500 people responded to the consultation



The most responses were for the route which covers Bournemouth town centre to/from Ferndown



The route with the fewest responses was Bournemouth railway station to/from Jumper Common



When considering agreement or disagreement with the proposed changes on the route sections, the majority of sections received agreement from over half of respondents



The sections with less than half of respondents agreeing to the proposed changes were Wimborne Road, Rigler Road – Inglesham Way, Benellen Avenue – Glenferness Avenue and Glenferness Avenue



The sections with the most agreement (more than two thirds of respondents) were Thames Close, Kings Park, Sandy Lane and River Stour



Respondents aged 65 and over and those with disabilities were consistently less likely to agree with proposed changes compared to all other respondents.



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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. They form a major part of the region's Transforming Travel programme to create a greener, healthier and better-connected region. The routes aim to give people safe, quick and environmentally friendly travel alternatives to driving, particularly for short journeys. This in turn will help reduce road congestion as well as carbon emissions. This consultation ran from:



24 February 2021 – 31 March 2021

Methodology

The consultation was run online using BCP Council's engagement platform, Engagement HQ (EHQ). EHQ 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 EHQ 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.

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. Responses received in writing and via email were also included in the analysis.



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Communications

A multi-channel marketing campaign supported the first phase of Transforming Cities Fund's public consultation on its first four sustainable travel routes (24 Feb to 31 March 2021).

Media relations

A [press release](#) was issued announcing the launch of public consultation accompanied by an image of the routes. BCP and Dorset councillors were quoted, encouraging people to view the plans and have their say.

Media coverage:

Dorset View	Have your say on new cycling and walking routes for Dorset (dorsetview.co.uk)
Bournemouth Echo	Cycle highway planned across BCP and Dorset Bournemouth Echo
New Milton Advertiser & Lymington Times	Public to have say on improving cycle and bus routes between Christchurch and Poole (advertiserandtimes.co.uk)

Advertising

A series of print and online advertisements were placed in local media:

Bournemouth Echo	27 Feb, 13 March	Half page print adverts
www.bournemouthecho.co.uk	25 Feb for one month	30,000 targeted digital display page impressions and targeted Facebook adverts (targeted by area and demographic)
www.bournemouthecho.co.uk	25 Feb, 13 Feb	Skins on news pages
Bournemouth Echo	25 Feb	Half page advertorial and image
Capital Business supplement (Bournemouth Echo and Dorset Echo)	26 Feb	Full page advertorial and image; half page adverts
Poole, Bournemouth, Southborne, Christchurch, Ferndown & West Parley, Wimborne Directories	March	Full page adverts
Dorset View	March	Half page advert and 200 word editorial
Dorset Business Focus (Dorset Chamber magazine)	March	Half page advert and 200 word editorial



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Social media: organic

Over 20 posts were made across BCP and Dorset Councils' social media platforms (Facebook, Twitter, LinkedIn) using [#TransformingTravel](#) [#TCF](#). Messaging focused on:

- Individual routes
- Before and after shots
- Last chance to have your say
- Competition

The posts were shared and commented on by several TCF partners including Public Health Dorset, Yellow Buses, More Bus, Sustrans and Cycling UK.

Summary of posts and results:

Post link	Date	Number of Comments/ Likes/Shares	Reach*/ Clicks (excl. Twitter)	Comments managed (across all channels)
https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157552175575124/	25/02/21	Facebook – 36/25/26		
https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157560712095124/	1/03/21	Facebook – 4/8/4		
Facebook – https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157575750940124/	9/03/21	Facebook – 10/12/3		
Facebook - https://www.facebook.com/140445935123/posts/10157586201900124 Twitter - https://twitter.com/BCPCouncil/status/1371038455816466432 LinkedIn - https://www.linkedin.com/feed/update/urn:li:share:6776804301978382337/	14/03/21	Facebook – 7/10/8 Twitter – 1/10/3 LinkedIn – 0/0/0	13622/169	Not necessary
Facebook - https://www.facebook.com/140445935123/posts/851368172077753 https://www.facebook.com/140445935123/posts/866433913922289 Twitter - https://twitter.com/BCPCouncil/status/1372835340743024640 LinkedIn - https://www.linkedin.com/feed/update/urn:li:ugcPost:6778601636660154368/	19/03/21	Facebook – 99/40/18 Twitter – 6/12/4 LinkedIn – 0/13/0		Not necessary
Facebook - https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157575750940124/	21/03/21	Facebook – 7/12/2	22684/51	2



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ouncil/photos/a.386734865123/10157600824000124/?type=3				
<p><i>Facebook -</i> https://www.facebook.com/140445935123/posts/1134180890389050 https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157602794950124/?type=3</p> <p><i>Twitter -</i> https://twitter.com/BCPCouncil/status/1373967732257984515</p> <p><i>LinkedIn -</i> https://www.linkedin.com/feed/update/urn:li:share:6779688374275076096/</p>	22/03/21	<p><i>Facebook -</i> 68/76/12</p> <p><i>Twitter –</i> 0/3/1</p> <p><i>LinkedIn –</i> 0/4/0</p>	10917/186	2
<p><i>Facebook -</i> https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157606374065124/?type=3</p> <p><i>Twitter -</i> https://twitter.com/BCPCouncil/status/1374647260173242368</p> <p><i>LinkedIn -</i> https://www.linkedin.com/feed/update/urn:li:share:6780413160945012736/</p>	24/03/21	<p><i>Facebook –</i> 409/145/18</p> <p><i>Twitter –</i> 1/5/4</p> <p><i>LinkedIn –</i> 0/31/0</p>	66863/313	18
<p><i>Facebook -</i> https://www.facebook.com/140445935123/posts/289264225935151</p>	26/03/21	<i>Facebook –</i> 20/15/2	4275/36	
<p><i>Facebook -</i> https://www.facebook.com/MyBCPCouncil/photos/a.386734865123/10157618810790124/?type=3</p> <p><i>Twitter -</i> https://twitter.com/BCPCouncil/status/1376806486421209091</p> <p><i>LinkedIn -</i> https://www.linkedin.com/feed/update/urn:li:share:6782572369383976960/</p>	30/03/21	<p><i>Facebook –</i> 43/9/6</p> <p><i>Twitter –</i> 0/4/6</p> <p><i>LinkedIn –</i> 0/2/0</p>	12672/188	1

*Reach = total number of people who saw content.

Social media: paid for

Five paid for Facebook campaigns using different themes, visuals, carousel ads and videos were developed and ran throughout the consultation period. Full details available on request. Summary results:

Audience reach	133,765
Impressions	342,721
Clicks	20,936
Click through rate	6.1
Video plays	73,355



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Competition

A competition ran on social media during the consultation period asking people to like the post and say what their favourite place to cycle/walk/bus/scoot to in Bournemouth, Christchurch and Poole was, and why. Prizes included gift vouchers, cycling gadgets, backpacks, a GoPro HERO9, and a Garmin Edge cycling computer. The competition was promoted in the Transforming Travel newsletter and on social media.

Videos

Two videos were produced encouraging people how to have their say on the TCF proposals using the online consultation platform. These were promoted via social media and the Transforming Travel newsletter:

- Online consultation 'explainer' video:
<https://www.facebook.com/MyBCPCouncil/videos/771188633793606>
- About the proposals: [Our latest consultation is now running - YouTube](#)

Street furniture signage

40 large signs promoting the consultation were designed and installed on street furniture at key, high traffic locations on the proposed sustainable travel routes across south east Dorset.



Website

A button link to the TCF consultation was inserted on transformingtravel.info's home page and a dedicated page created under the [TCF tile page](#).

Bus in-screen advertising

An in-bus digital screen advert promoting TCF consultation appeared on 159 Morebus and UNIBUS buses across Poole, Bournemouth, Swanage and Ringwood.



Photography and CGI's

Photography of CGI locations were commissioned and used as part of 'before and after' marketing campaigns running on social media, newsletters and transformingtravel.info.

Before and after shots

The CGI's on the consultation platform were used to create before and after shots and act as a driver for people to have their say on the proposals. They were promoted on social media and in the Transforming Travel newsletter.

Newsletters

TCF consultation and a call to action for people to have their say featured in **Transforming Travel's e-newsletter** and issued to BCP Council's 16,500+ road and travel subscribers:

<u>25th February 2021</u>	16951 recipients	8747 opens (51.6% open rate)	1,545 click-throughs (9.1% click rate)
<u>Friday 19th March 2021</u>	16950 recipients	8684 opens (51.2% open rate)	860 Click-throughs (5.1% click rate)

It also featured on page 9 of the spring edition of [Dorset Council News](#) (delivered to 180,000 households), in BCP Council's Roads and Travel [newsletter](#) (5 March 2021) and promoted to BH21 residents via Dorset Council e-news.

Stakeholder emails

Emails were sent to around 150 TCF stakeholders advising them of the consultation and asking them to share the online consultation link with their own members, employees and interested parties. It was shared widely, including for example, in BU's internal bulletin, Beryl's member newsletter and via BCP Council's Headteacher e-bulletin.





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Survey Results

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. Figures may not add up to 100% due to rounding or respondents being able to select more than one option. Figures less than 5% are not shown on charts unless otherwise stated.

 **1479 responses in total**


A breakdown of the respondent profile is shown in the appendix including a list of organisations who submitted a response.

Number of responses per route:

274 Bournemouth railway station to/from Jumpers Common, Christchurch

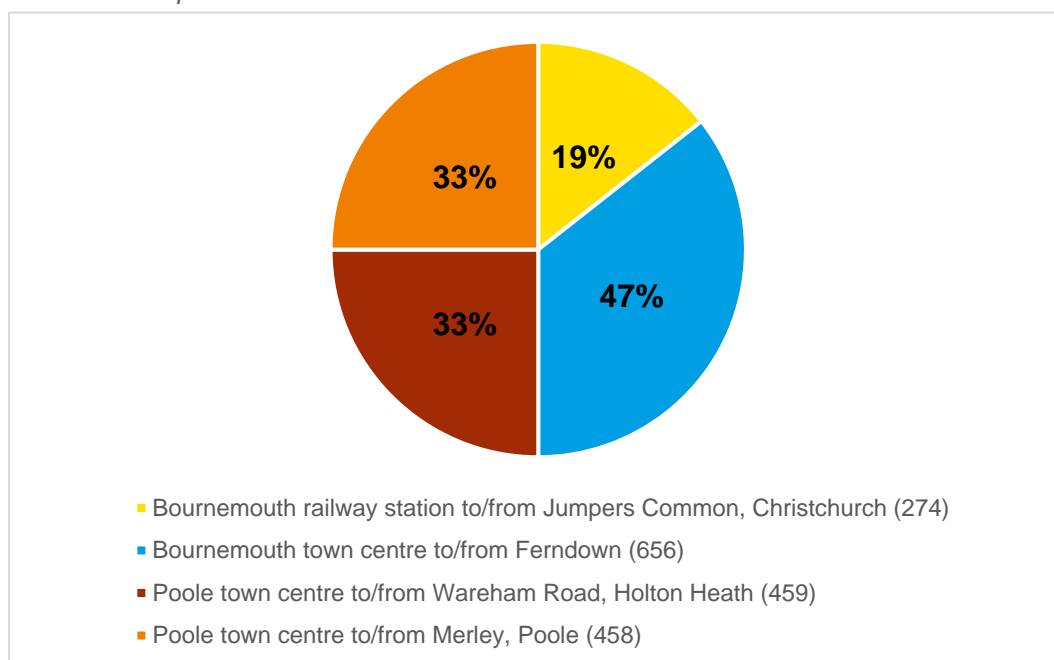
656 Bournemouth town centre to/from Ferndown

459 Poole town centre to/from Wareham Road, Holton Heath

458 Poole town centre to/from Merley, Poole

Figure 1 shows the amount of respondents per route. The Bournemouth town centre to/from Ferndown route received the most responses with nearly half of all respondents (47%) commenting on this route.

Figure 1 - Number of respondents for each route



Base: varied as labelled



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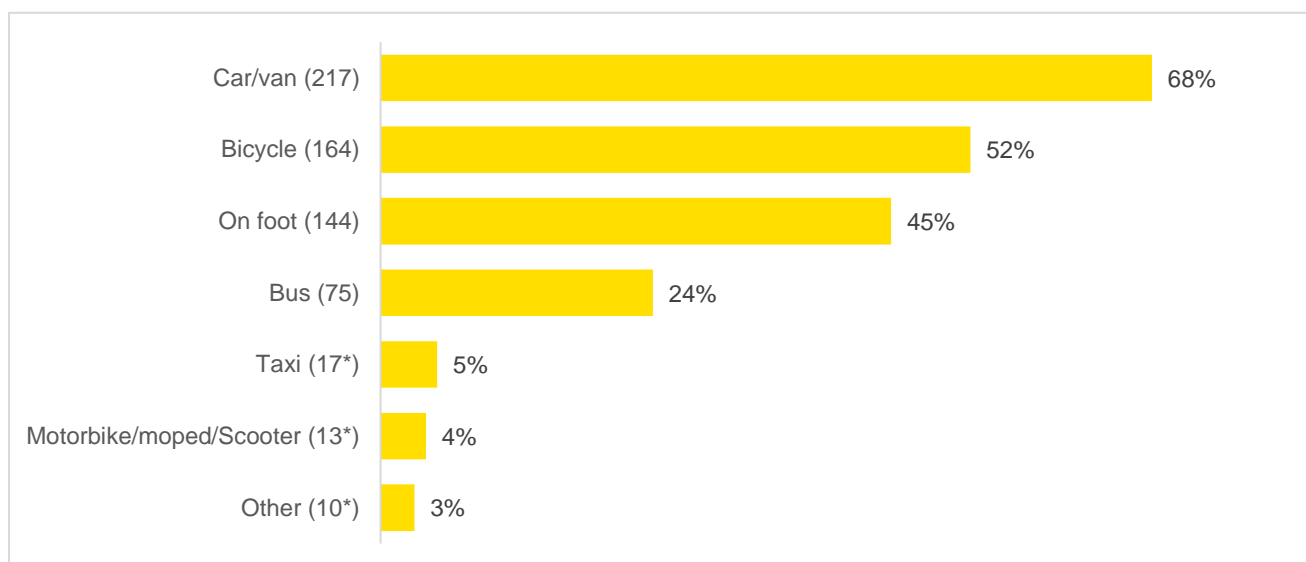
Mode of travel

Respondents were asked how they travelled on each route. 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.

Bournemouth railway station to/from Jumpers Common, Christchurch:

- 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

Figure 2 - Current usage of the Bournemouth railway station to/from Jumpers Common route

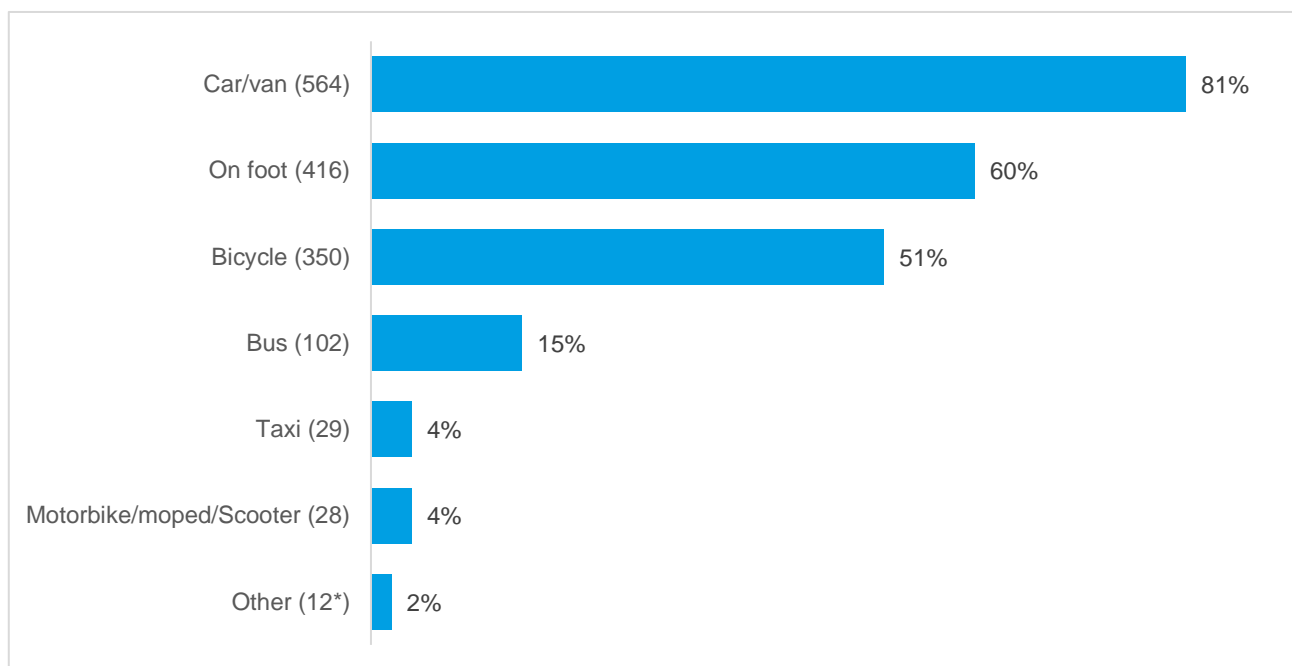


Base: varied as shown (* denotes low base. Excludes modes of transport with a base of less than 10)

Bournemouth town centre to/from Ferndown:

- 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

Figure 3 - Current usage of the Bournemouth town centre to/from Ferndown route



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



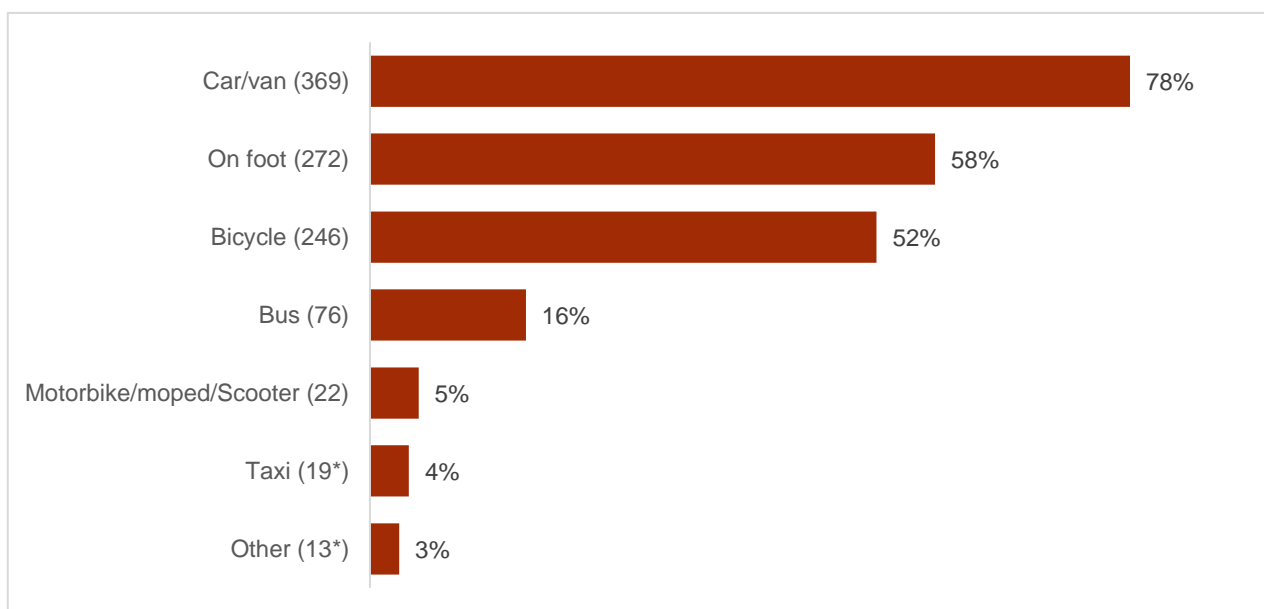
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Poole town centre to/from Wareham Road, Holton Heath:

- 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

Figure 4 - Current usage of the Poole town centre to/from Wareham Road, Holton Heath route

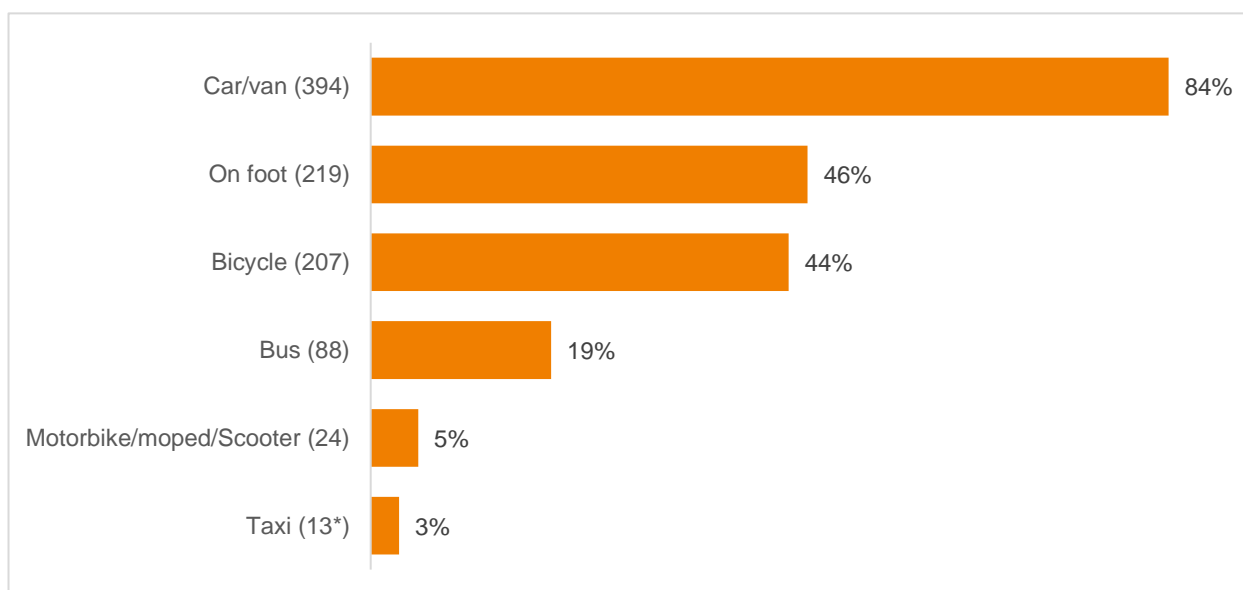


Base: varied as shown (* denotes low base. Excludes modes of transport with a base of less than 10)

Poole town centre to/from Merley, Poole:

- 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

Figure 5 - Current usage of the Poole town centre to/from Merley, Poole route



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



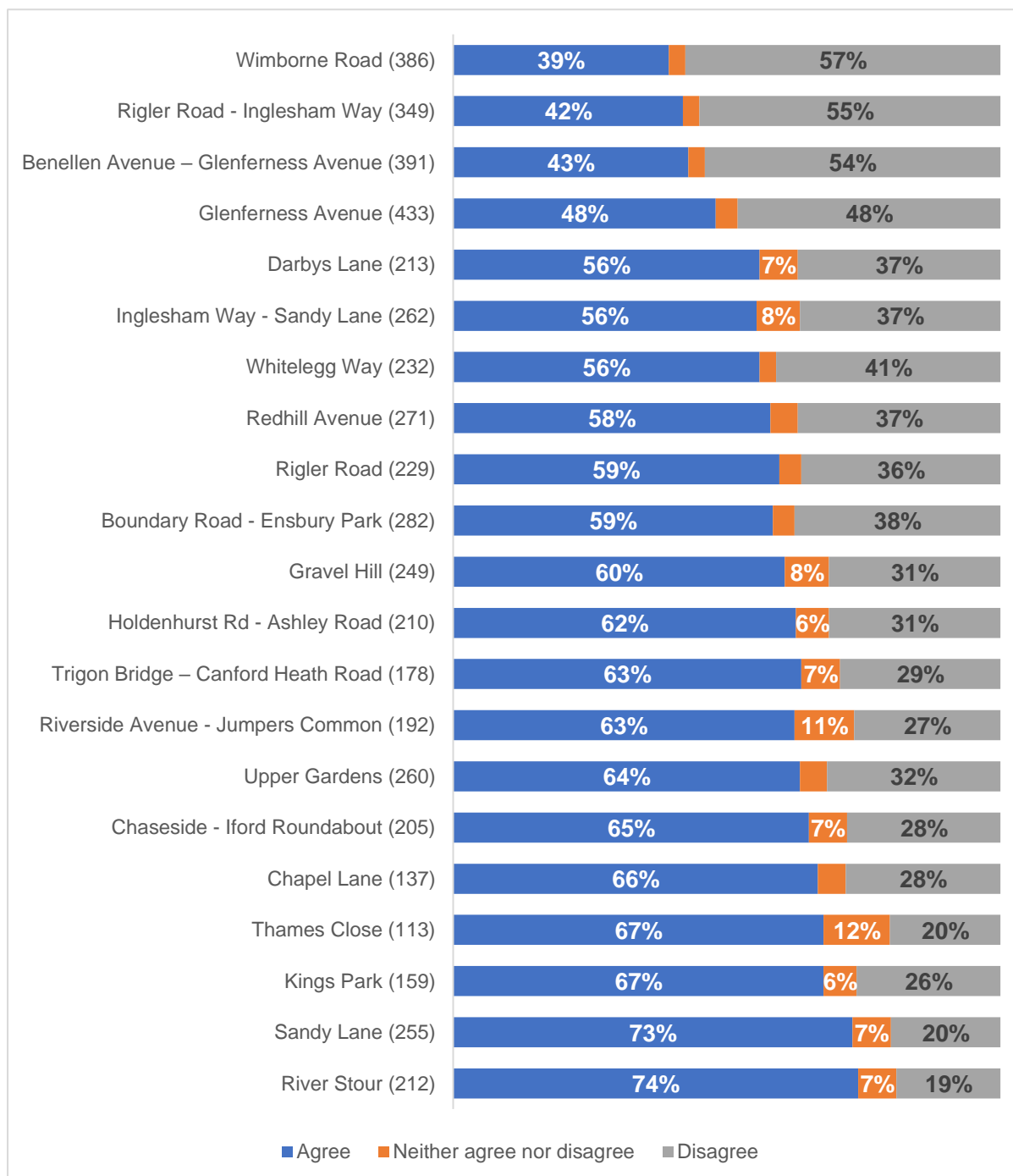
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Overall views by section

Figure 6 shows respondents' opinions on each section of the four routes. Over half of respondents disagreed with the changes at Wimborne Road (57%), Rigler Road – Inglesham Way (55%) and Benellen Avenue – Glenferness Avenue (54%). Almost three quarters of respondents agreed with River Stour (74%) and Sandy Lane (73%).

Figure 6 - Respondent opinions on each section



Base: varied as shown



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Section reports

The next part of the report shows individual section analysis – the sections are in the following order:

Bournemouth railway station to/from Jumpers Common

- Holdenhurst Road - Ashley Road
- Kings Park
- Chaseside - Iford Roundabout
- Riverside Avenue - Jumpers Common

Bournemouth town centre to/from Ferndown

- Upper Gardens
- Benellen Avenue - Glenferness Avenue
- Glenferness Avenue
- Boundary Road - Ensbury Park
- Redhill Avenue
- Whitelegg Way
- River Stour
- Chapel Lane
- Thames Close

Poole town centre to/from Wareham Road, Holton Heath

- Rigler Road
- Rigler Road - Inglesham Way
- Inglesham Way - Sandy Lane
- Sandy Lane

Poole town centre to/from Merley, Poole

- Wimborne Road
- Darbys Lane
- Trigon Bridge – Canford Heath Road
- Gravel Hill



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Bournemouth railway station to/from Jumpers Common

Holdenhurst Road – Ashley Road

This section details feedback received on the Holdenhurst Road – Ashley Road section on the survey (which is on the Bournemouth railway station to/from Jumpers Common, Christchurch route). The proposed changes on this section are:

- New and improved crossing points on Holdenhurst Road
- New two-way shared paths on both sides of Holdenhurst Road, between Station Roundabout and the Wellington Road Roundabout
- Junction layout revisions to give more priority to people walking and cycling, at the junctions of Holdenhurst Road and various adjoining roads
- Improvements along Windham Road and other local roads to provide a quiet route for cycling and walking, including upgraded speed humps, new raised table junctions, improved lighting and new wayfinding signage



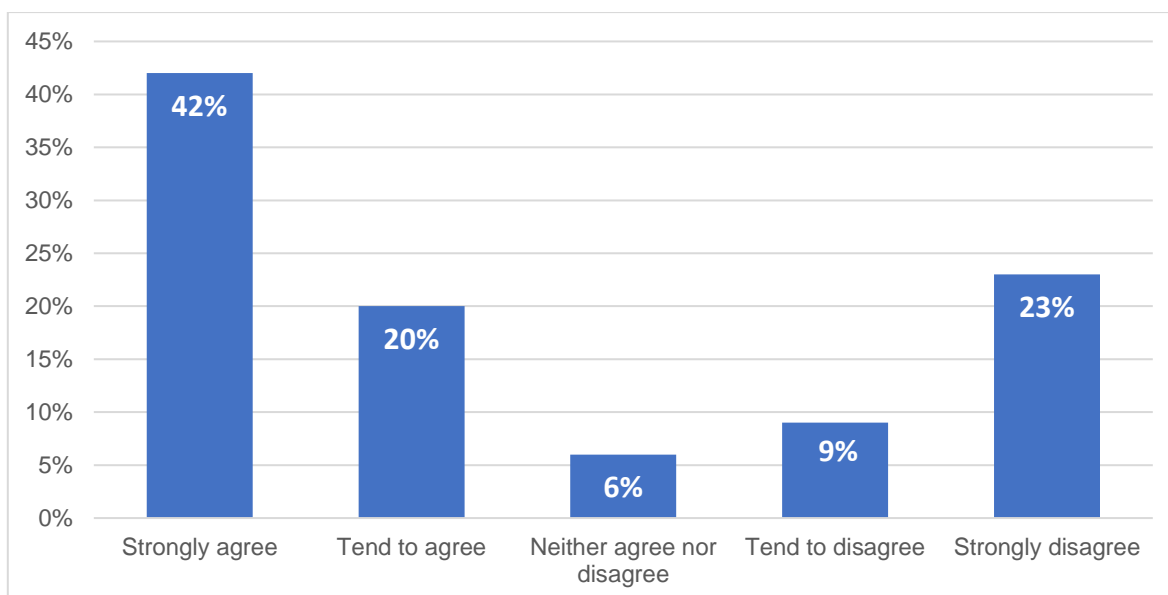
213 respondents



143 comments

Over three fifths of respondents (62%) of respondents agreed with the proposals whilst less than on third (31%) disagreed.

Figure 7 – Overall agreement/disagreement levels for Holdenhurst Road – Ashley Road (% respondents)



Base: All respondents

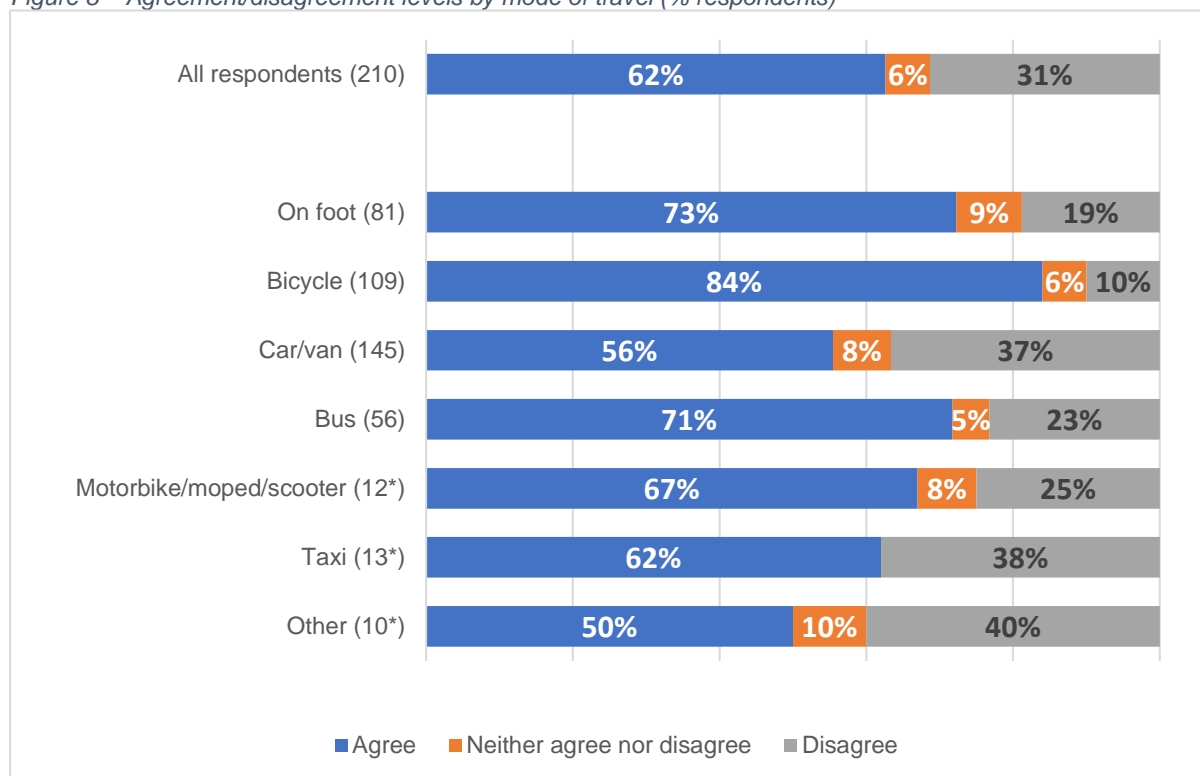


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Figure 8 shows agreement levels by mode of travel on the Bournemouth railway station to/from Jumpers Common, Christchurch route. Respondents who travel by bicycle are significantly more likely to agree with the changes than those who travel by car/ van.

Figure 8 – 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)

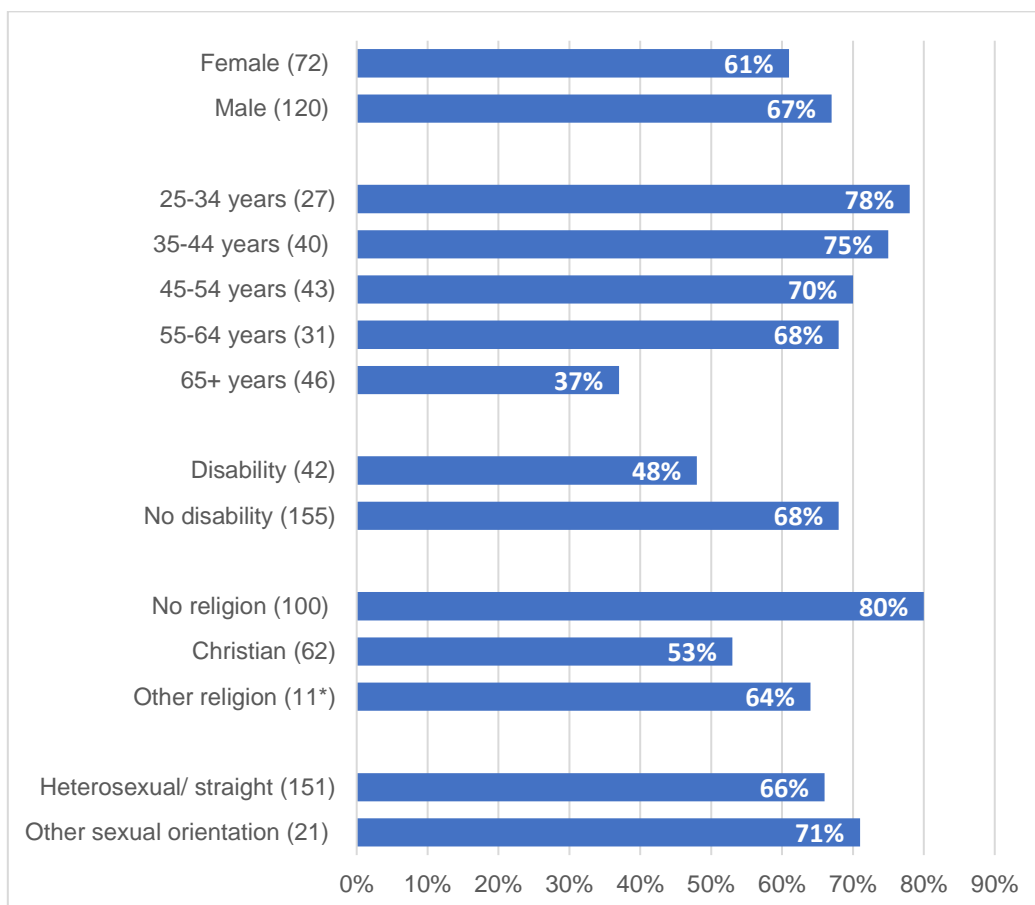


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Figure 9 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than any 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.

Figure 9 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 150 respondents made a comment in relation to Holdenhurst Road – Ashley Road. Figure 10 shows the themes of comments received. The most prevalent themes were design comment/suggestion, changes improving safety, the negative impact on traffic/car users and general agreement. Example comments are shown below.


Figure 10 – Themes of comments


Theme	No. of comments
Design comment/ suggestion	37
Changes will improve safety	26
Negative impact on traffic/car users	22
General agreement	19
Disagree with shared paths	16
Environmental factors	13
General cycle comment	11
General disagreement	9
Disagree with speed humps/raised junctions	7
Disability/ Accessibility Issue	6
Other	5
Agree with crossing points	4
Agree with shared paths	3
Agree with speed humps/raised junctions	2
Disagree with crossing points	2


Base: 143 respondents


Design comment/suggestion:

Design comments and suggestions varied but there were a few comments in relation to making the speed humps cycle friendly. There were also comments suggesting that a main segregated cycleway would be preferable to quiet routes which can be slow.

 “Please ensure that new traffic humps are cyclist friendly, full width humps or those not taking account of parked vehicles are unpleasant for those of us without suspension on our bikes.”

 “The speed bumps in Windham Road, and on all cycling routes need to have a gap for cyclists.”

 “Too much reliance on quiet routes rather than a direct segregated cycleway.”

 “The quietway aspects of this route are on very narrow streets, and while traffic levels are low, this will involve a considerable amount of stop start movement - meaning a slow average speed. Upgrading further / making greater use of the



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existing cycle infrastructure along Christchurch Road and on the A35 to the west of Boscombe town centre could create a faster more continuous route.”

Changes will improve safety:

Comments in relation to this theme mainly described how unsafe the area feels currently and how much the changes would improve safety.



“Holdenhurst Road is currently horrible to cycle on, so I'd be thrilled with new cycle paths there...”



“I use cycling as my primary mode of transport and find these areas very intimidating to cycle on with all the heavy traffic etc. I would strongly welcome improved safety and access for cycling.”



“Anything which improves these routes is very welcome, cycling does not feel safe, and cars drive too fast. Cycling needs to be more of a priority. These routes will help.”



“I use these routes regularly with my children by foot and by bike and do not feel entirely safe, and these improvements seem like they will increase the safety of the users.”

Negative impact on traffic/car users:

Comments around the negative impact on traffic and car users were mainly in relation to increased congestion.



“These changes are ill-thought out and will not only cause traffic chaos but will be totally underused by cyclist and walkers. All these plans are doing is taking lanes used for cars etc and changing them into lanes for walking and bicycles.”



“Adding a cycle route through this section would only create more congestion. The cycle paths currently available are often not used, this money could be better spent elsewhere.”



“It will cause more congestion, vast numbers of people have to travel by car due to the logistics of health, mobility, time, employment, child issues, other care issues, etc etc it's ridiculous to cause all this mayhem at great expense for a few walkers/cyclists during the short periods of good weather we have.”



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General agreement:



"This will help improve the area. Making the areas more accessible to people and hopefully create more jobs."



"Strongly support steps to prioritise cycling and walking over cars as a means to tackling Climate & Obesity Crisis."



"As a keen cyclist this makes me very very happy."

Kings Park

This section 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



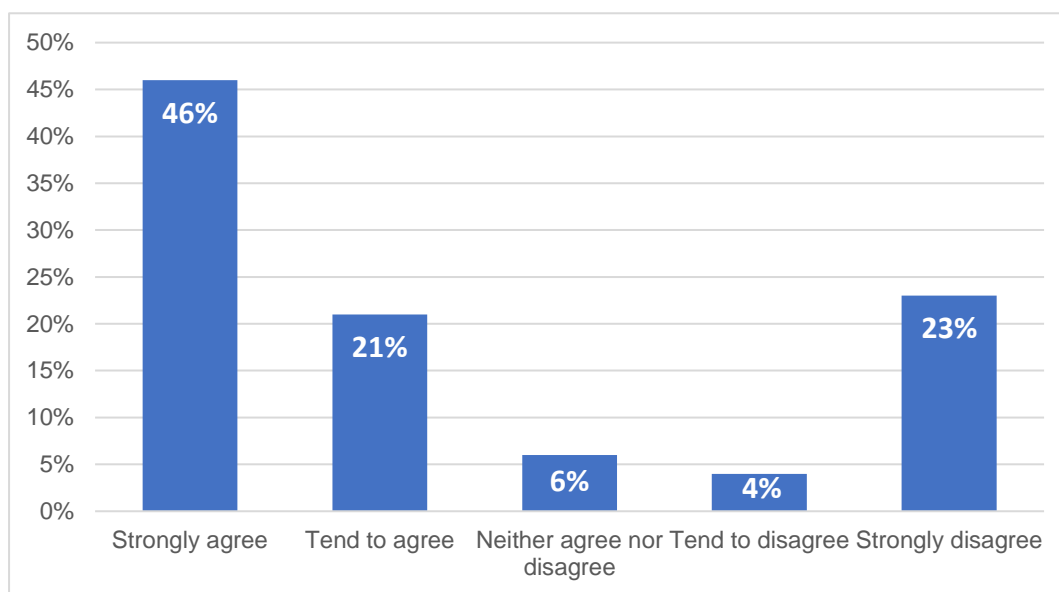
192 respondents



109 comments

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

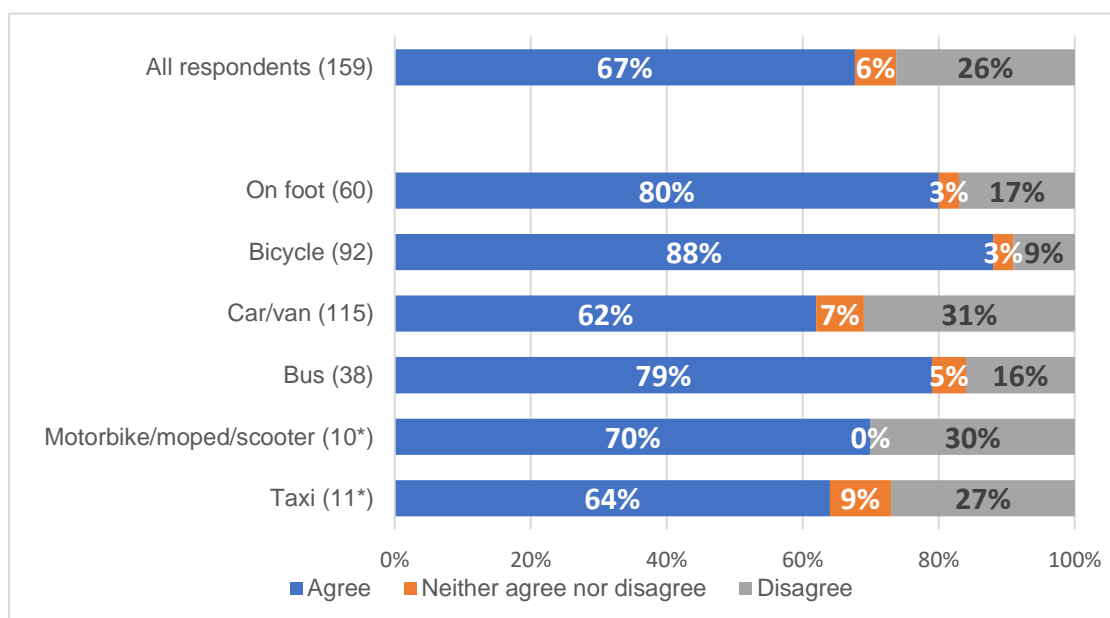
Figure 11 – Overall agreement/disagreement levels for Kings Park (% respondents)



Base: All respondents

Figure 12 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 12 – 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)

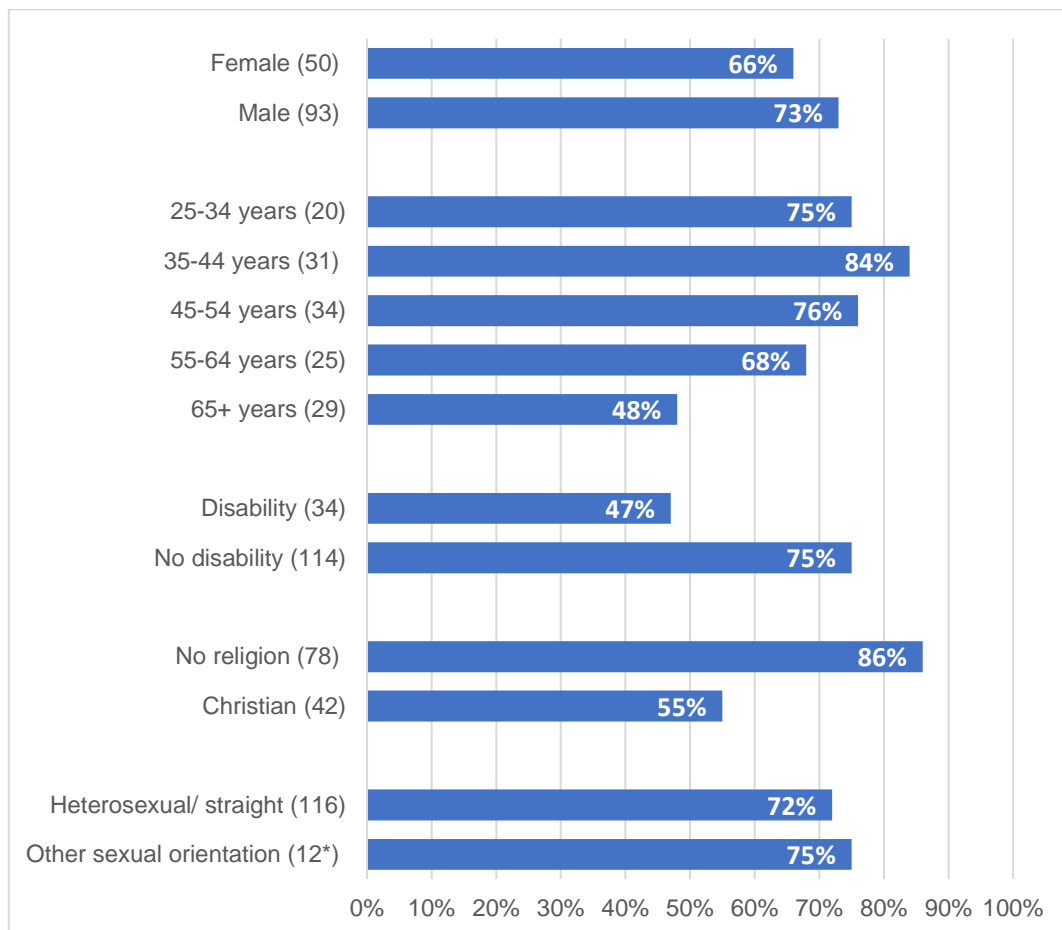


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Figure 13 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to respondents 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 13 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

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. Figure 14 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 14 – 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

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.."

Chaseside – Iford Roundabout

This section details feedback received on the Chaseside – Iford Roundabout section on the survey (which is on the Bournemouth railway station to/from Jumpers Common, Christchurch route). The proposed changes on this section are:

- Improvements along Chaseside, with new crossing points and a protected two-way cycle track on the northern side of the road
- Riverside Avenue junction improved, providing space for better crossing points
- New shared path on the north-east side of Castle Lane East, between Riverside Avenue and Iford Roundabout
- Junction layout revisions to give more priority to people walking and cycling at the junctions of Castle Lane East and Holdenhurst Avenue, Cheriton Avenue, Holmfield Avenue, Iford Close and Bridle Crescent
- The existing shared path through the woodland north of Castle Lane East would be improved by surfacing
- New protected space for cycling on the south-west side of Castle Lane East, between Riverside Avenue and Bridle Crescent



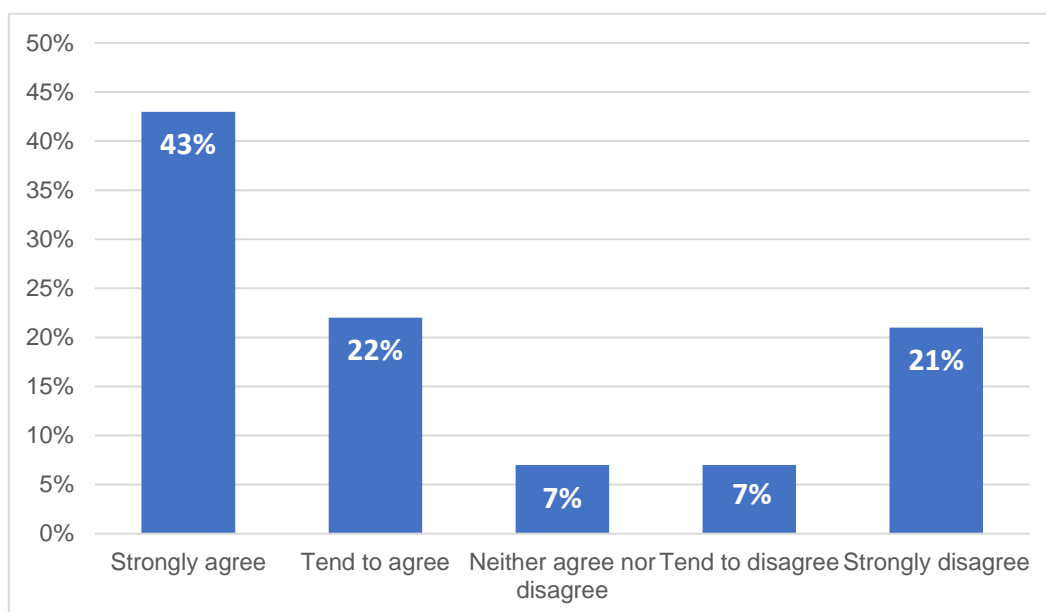
210 respondents



124 comments

Almost two thirds of respondents (65%) of respondents agreed with the proposals whilst less than one third (28%) disagreed.

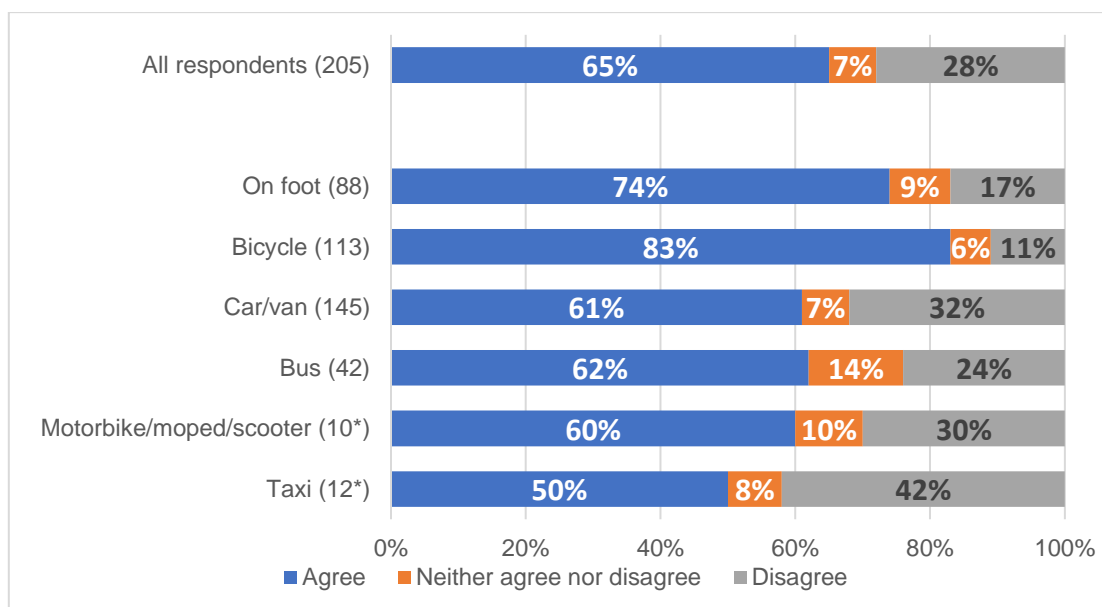
Figure 15 – Overall agreement/disagreement levels for Chaseside – Iford Roundabout (% respondents)



Base: All respondents

Figure 16 shows agreement levels by mode of travel on the Bournemouth railway station to/from Jumpers Common, Christchurch route. Respondents who travel by bicycle and those who travel on foot are most likely to agree with the proposed changes.

Figure 16 – 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)

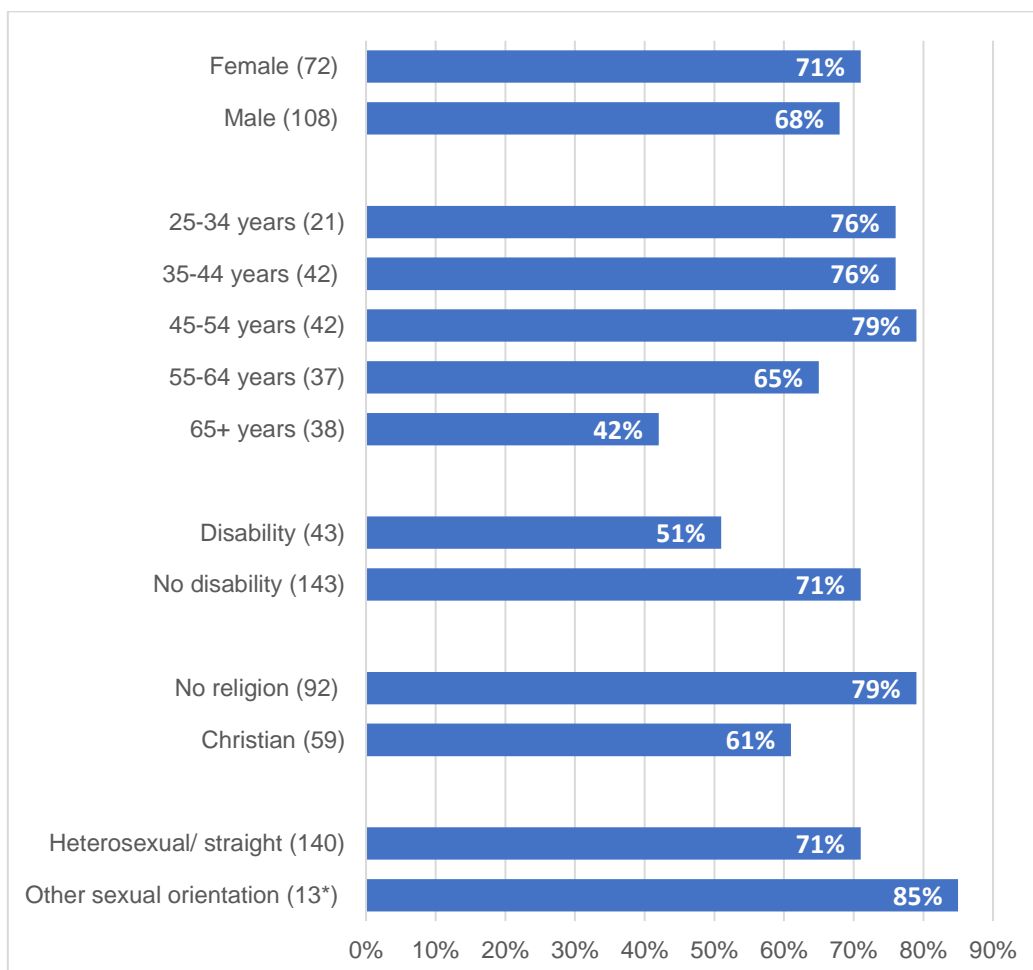


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Figure 17 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than any 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.

Figure 17 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 120 respondents made a comment in relation to Chaseside – Iford Roundabout. Figure 18 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general agreement and disagreement with shared paths. Example comments are shown below.

Figure 18 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	26
General agreement	21
Disagree with shared paths	17
Negative impact on traffic/car users	15
Changes will improve safety	15
Agree with junction/crossing improvements	14
Environmental factors	6
Need more direct/joined up route	6
Agree with improved woodland path	6
General cycle comment	6
Disability/ Accessibility Issue	5
Disagree with improved woodland path	3

Base: 124 respondents

Design comment/suggestion:

Design comments and suggestions varied but there were a couple of comments in relation to the crossing around the hospital and also comments about adding lighting on remote paths.

“Can you improve the hospital junction for pedestrians and cyclists? It would be better to spend money here rather than other bits of the route which feel safe and pleasant already.”

“Has any consideration been given to improvements for cyclists and pedestrians at the RBH junction on Castle Lane East? It can take quite a time to get from Chaseside to Deansleigh Road with 4 sets of cycle/pedestrian crossing lights to negotiate.”

“Need lighting on all remote paths or they won't get used after dark.”

“I would like to ask you to add lighting to the footpath/cycle path that branches off the main path, between Harewood Avenue and Chaseside. The path leading to Sevenoaks Drive is extremely dark after dusk.”



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General agreement:



"I'm in favour of anything that makes these areas easier for cyclists to navigate. It would help my daily commute."



"So much better than the current situation."



"Brilliant idea well done."

Disagree with shared paths:



"Shared paths are not a solution. Cycle paths need to be separate from vehicles and pedestrians."



"I keep seeing 'shared path' why? its 2021, shared paths are last resort. Use LTN 1/20 guidance please."



"As a pedestrian, I find shared paths with cycles and e-scooters a most uncomfortable and stressful experience, and so will go back to the safety of my car."

Riverside Avenue – Jumpers Common

This section details feedback received on the Riverside Avenue – Jumpers Common section on the survey (which is on the Bournemouth railway station to/from Jumpers Common, Christchurch route). The proposed changes on this section are:

- A new shared path between the existing paths near Riverside Avenue and the bridge crossing point
- The existing footpath upgraded to a shared path for walking and cycling between the bridge that crosses the river and Stour Way, with new wayfinding signage and surfacing, subject to agreement with the golf course operator



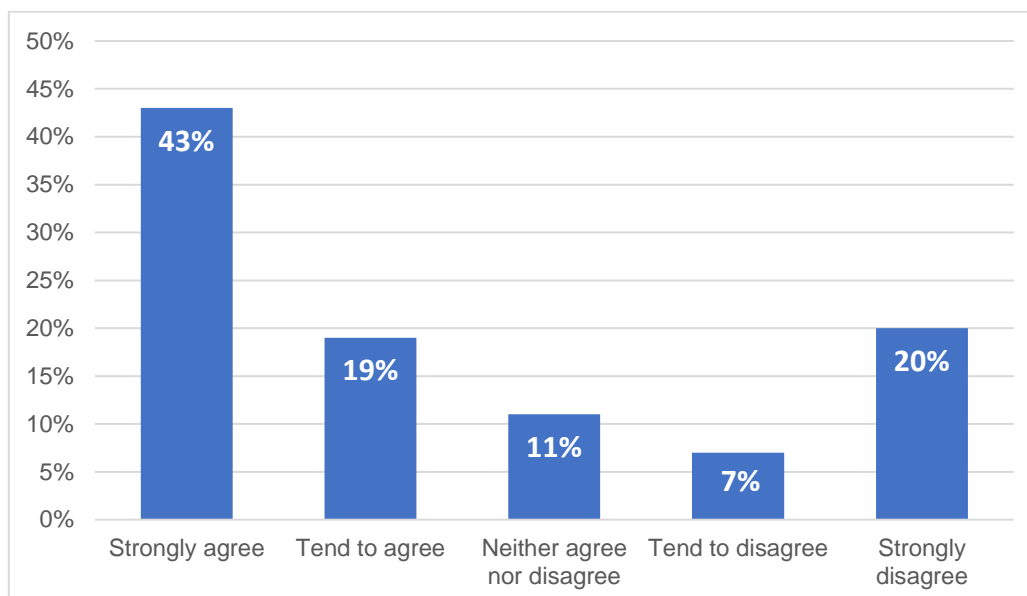
201 respondents



116 comments

Over three fifths of respondents (63%) of respondents agreed with the proposals whilst just over one quarter (27%) disagreed.

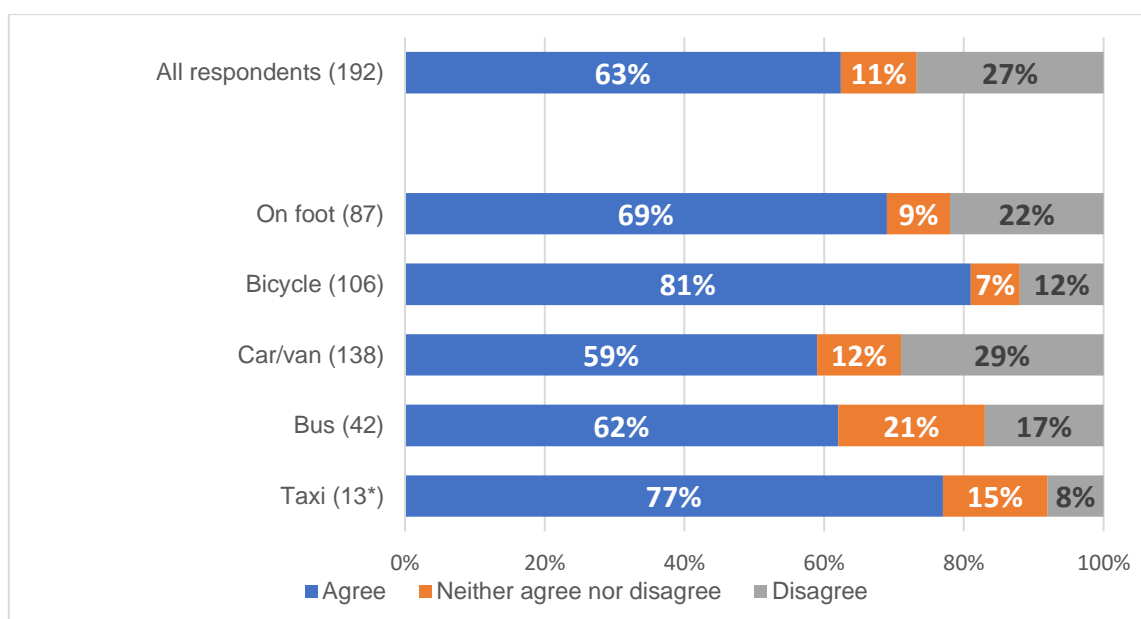
Figure 19 – Overall agreement/disagreement levels for Riverside Avenue – Jumpers Common (% respondents)



Base: All respondents

Figure 20 shows agreement levels by mode of travel on the Bournemouth railway station to/from Jumpers Common, Christchurch route. Respondents who travel by bicycle are most likely to agree with the proposed changes whilst those who travel by car/van are least likely to agree.

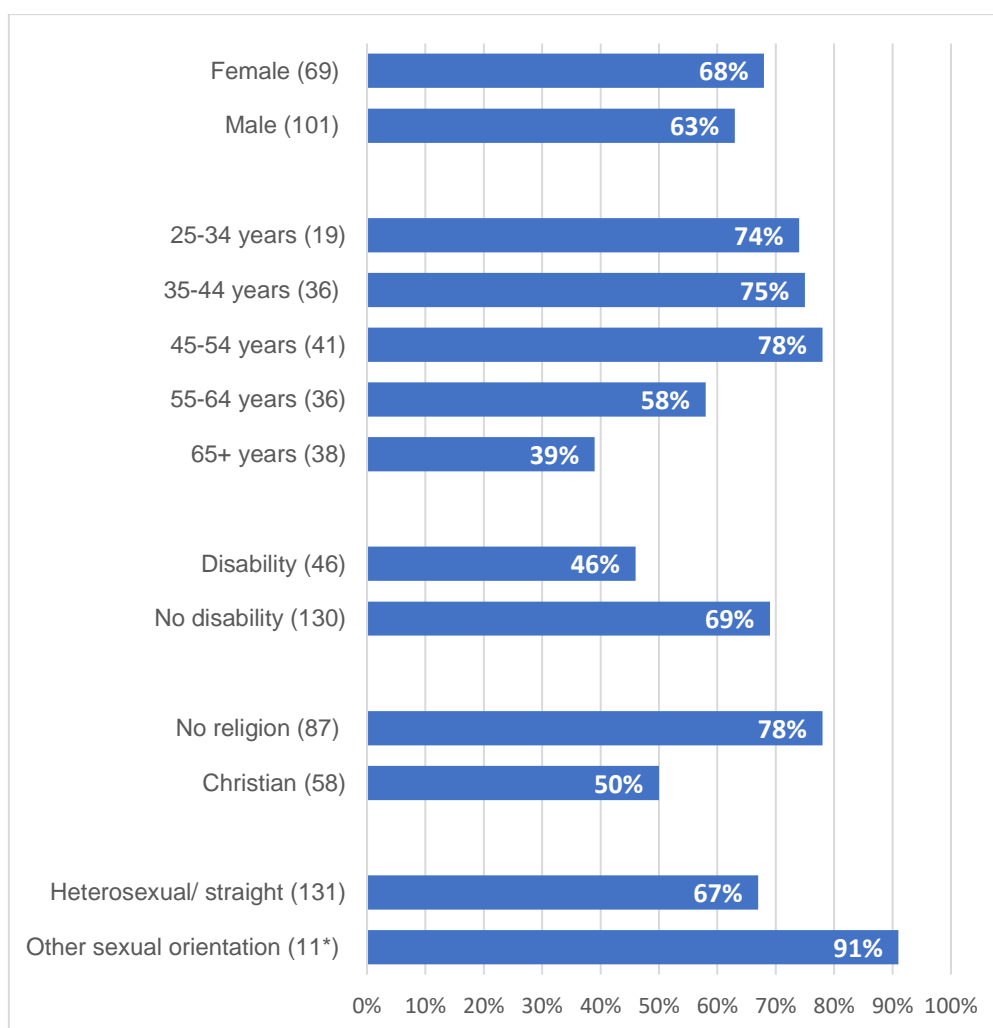
Figure 20 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 21 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 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.

Figure 21– Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 110 respondents made a comment in relation to Riverside Avenue - Jumpers Common. This included two written responses. Figure 22 shows the themes of comments received. The most prevalent themes were design comment/suggestion, disagreement with shared paths and general agreement. Example comments are shown below.


Figure 22 – Themes of comments


Theme	No. of comments
Design comment/ suggestion	29
Disagree with shared paths	24
General agreement	23
Environmental factors	16
General cycle comment	15
Need direct route/better connectivity	13
Agree with upgraded footpath	13
General disagreement	11
Negative impact on traffic/car users	7
Agree with new shared path	4
Disability/ Accessibility Issue	3


Base: 116 respondents


Design comment/suggestion:

Design comments and suggestions varied but there were a few comments in relation to flooding around the golf course and the path being impassable during the winter. There were also comments about the route needing to continue on past Jumpers Common.

 “This has the potential to be a good link - the key here is a good quality hard wearing surface that can withstand occasional flooding. Consideration needs to be made to the north of the bridge along the path. That has been flooded and impassable for much of the winter.”

 “Upgrade of existing footpath sounds a good idea but this path is usually impassable during winter months and detours have to be taken across the golf course.”

“I am desperately disappointed that the route will end when it reaches the road at Stour Way.
 Is it not possible to continue it up River Way to connect into the cycle route up Hurn Road over the A338 and on to Hurn Airport? And to additionally have a branch going along Stour Way to a safe crossing of The Grove, at the busy, fast junction of The Grove/ Stour Way/ Elm Avenue, allowing safer access onto the quieter residential roads from Elm Avenue onwards please?”

 “Why oh why is it just ending at Jumpers ??? Nobody ends their journey there! The route needs to continue along Barrack Road into the town centre. Barrack road's cycle so called lane/track is APPALLING and DANGEROUS.”

Disagree with shared paths:



"I think its better to have separate paths as have seen cyclists riding fast and narrowly avoiding people especially toddlers who are pushing prams etc".



"As a walker, I'm sick and tired of many cyclists totally disregarding the meaning of 'sharing' and never giving way."



"PLEASE, PLEASE can we have separate paths for walkers and cyclists. Cyclists have no respect for people walking - they go too fast and nearly run them down."

General agreement:



"Good improvement for pedestrians & cyclists."



"Really much better than the current version."



"Will make it nicer to walk."



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Bournemouth town centre to/from Ferndown

Upper Gardens

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

- The existing cycle/footpath through Upper Gardens to be widened and resurfaced, with improvements to lighting
- The existing footway on the eastern side of Prince of Wales Road and Queens Road widened, creating a shared space for pedestrians and cyclists, with new crossing points on both roads
- Junction layouts revised where Prince of Wales Road, Benellen Avenue and Queens Road meet Branksome Wood Road, giving more priority to people walking and cycling



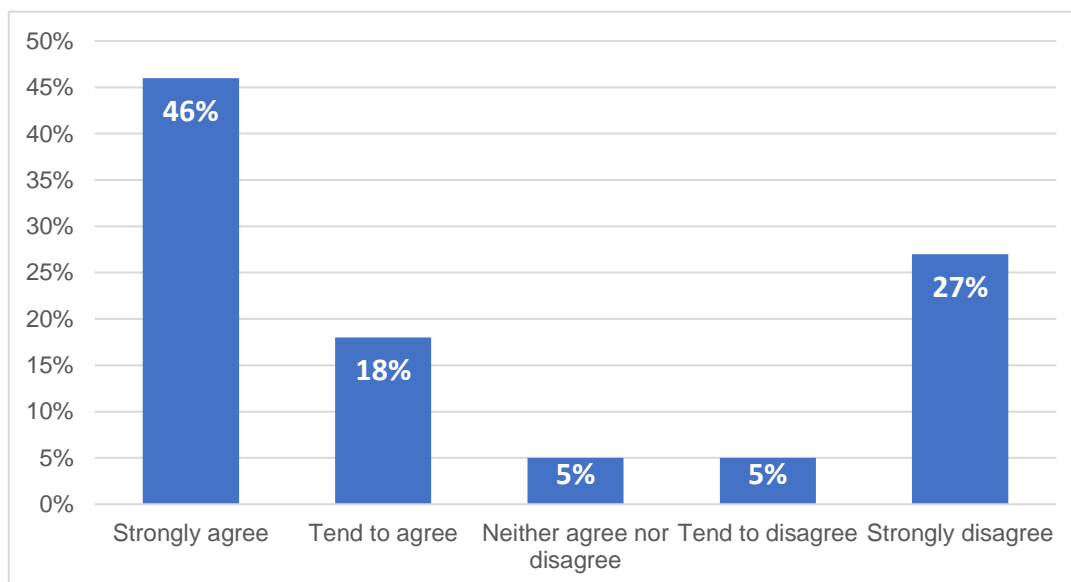
263 respondents



153 comments

Almost two thirds of respondents (64%) agreed with the proposed changes and just under one third (32%) disagreed.

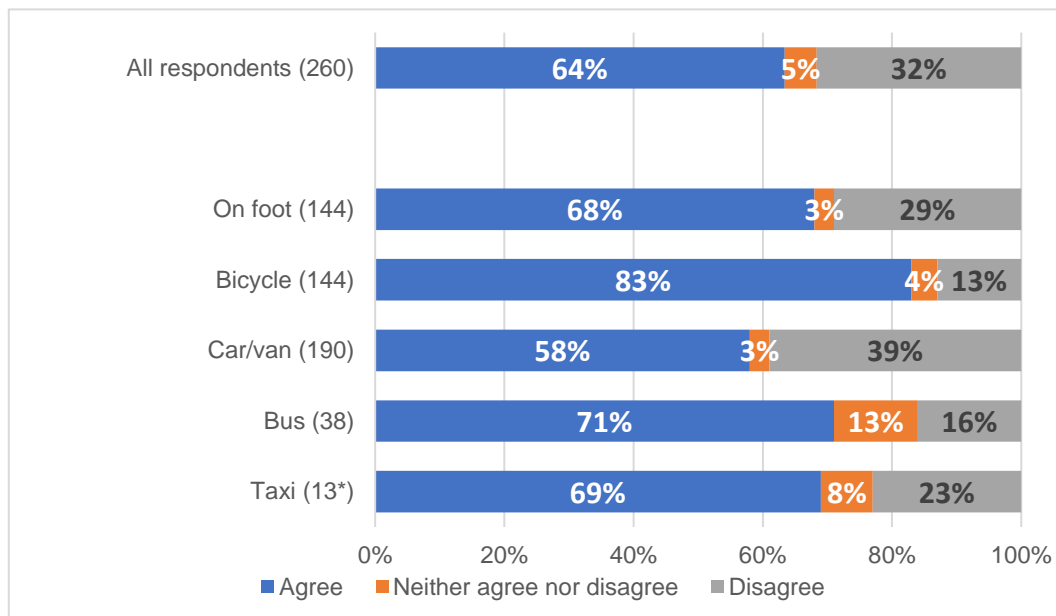
Figure 23 – Overall agreement/disagreement levels for Upper Gardens (% respondents)



Base: All respondents

Figure 24 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 to with the proposed changes and those who travel by car/van are least likely to agree.

Figure 24 – 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)

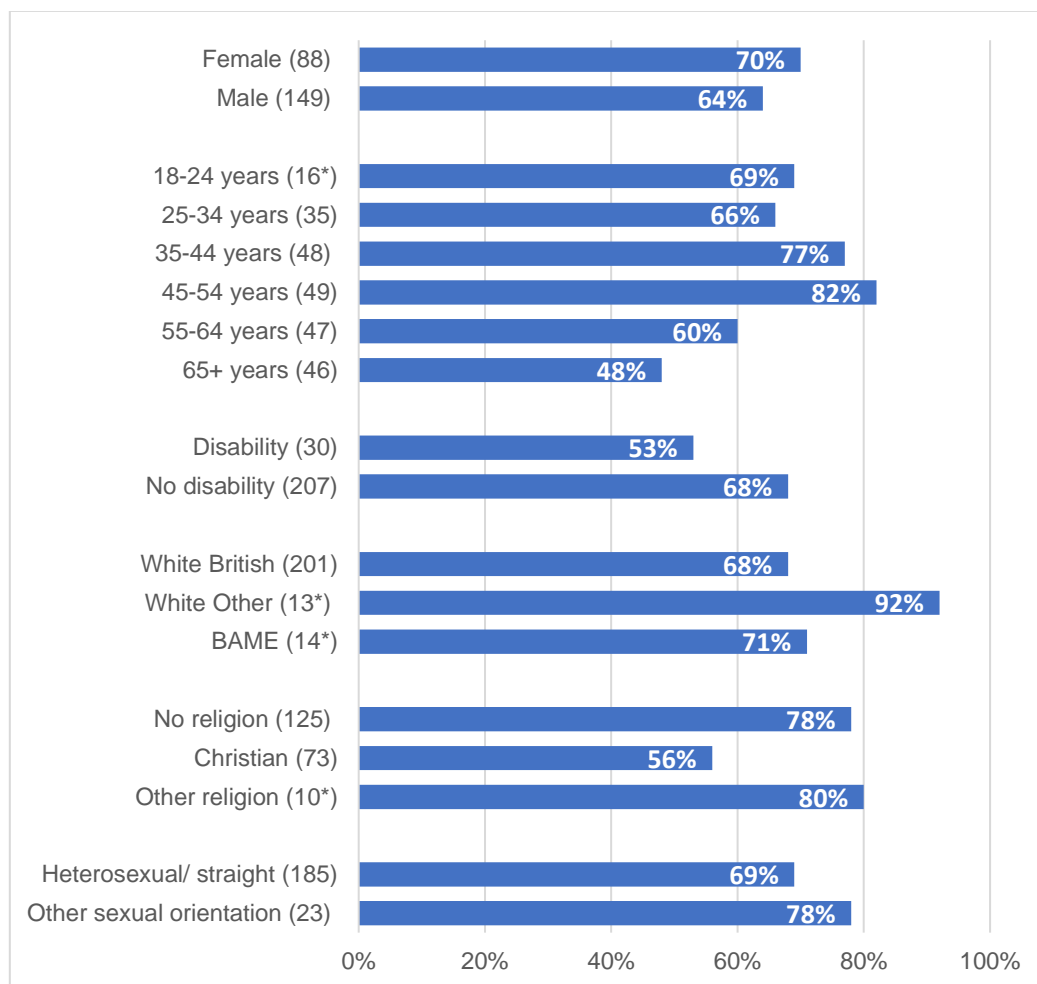


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Figure 25 shows agreement levels by equalities groups. Respondents aged 35 to 54 are significantly more likely to agree with the proposed changes than those aged 55 and over. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age.

Figure 25– Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 150 respondents made a comment in relation to Upper Gardens. This included one written response. Figure 26 shows the themes of comments received. The most prevalent themes were both agreement and disagreement with the proposed changes, improving travel and comments or suggestions in relation to the design of the changes. Example quotes are shown below.

Figure 26 – Themes of comments

Theme	No. of comments
Agreement/support	51
Disagreement	37
Will improve travel	33
Design comment/suggestion	32
Concerns with shared paths	24
Walking safety	22
Cycling safety	20
Prefer separated paths	19
Concern with tree removal/nature	7
Other	5
General cycling comment	4
Disability issue	3
More joined up routes	3

Base: 153 respondents

Agreement/support:



“Good to see better space for pedestrians.”



“All improvements are welcome especially the Upper Gardens route as this is very poor at the moment.”



“Strongly support steps to prioritise cycling and walking over cars as a means to tackling Climate & Obesity Crisis.”

Disagreement:

General disagreement was mainly around the changes not being necessary and that the path wouldn't be used.



“It won't be used.”



“It works well, there's no need to change anything.”



“I don't think there will be enough cyclists and pedestrians using this route to warrant the expenditure and disruption. The cycle lanes there are sufficient and pedestrian routes the same.”



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Will improve travel:

Comments for this theme were mainly in relation to the proposed changes making the area safer and more enjoyable to travel through.



"Will make it more pleasant and safer to cycle."



"As a keen hiker, runner and cyclist, I really welcome these changes, and look forward to feeling safer when travelling on foot and bike."



"I believe these changes will make the routes safer and more enjoyable to use."

Design comment/suggestion:

Design comments and suggestions included issues with flooding and that the signage for the cycle path needs to be very clear.



"New flooding defences are required, the river is prone to flooding the gardens area."



"Drainage channels across existing path, and tree roots are a problem, so hope to see sorted."



"We will need very clear and repeated signs and an etiquette guide that riders sign up to."



"If the cycle route through the Upper Gardens is to be improved and through traffic encouraged/ increased, the signage and restriction from cycling on the opposite North side of the gardens needs to be improved and enforced by regular policing."



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Benellen Avenue – Glenferness Avenue

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

- New planting on Leven Avenue - no direct access for vehicles between Glenferness Avenue and Branksome Wood Road as a result
- A new protected cycle track installed on both sides of Glenferness Avenue
- A new toucan crossing would be installed on Glenferness Avenue, near the Leven Avenue junction
- The junction layout revised where Rothesay Road meets Glenferness Avenue, giving more priority to people walking and cycling across the junction



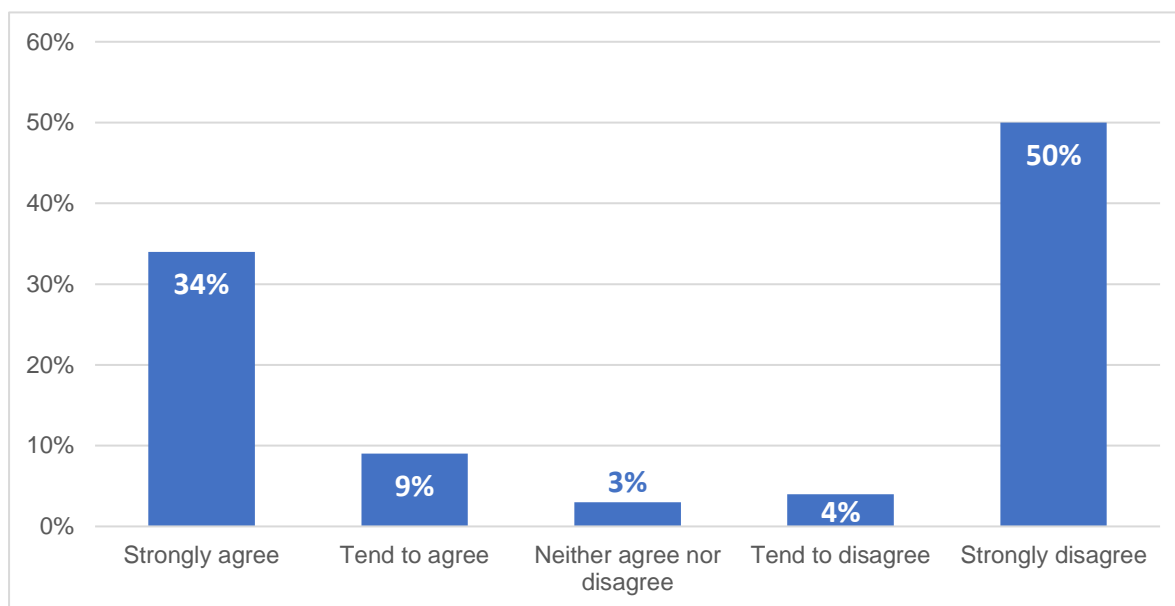
391 respondents



315 comments

Half of respondents (50%) strongly disagreed with the proposed changes and just over one third (34%) strongly agreed.

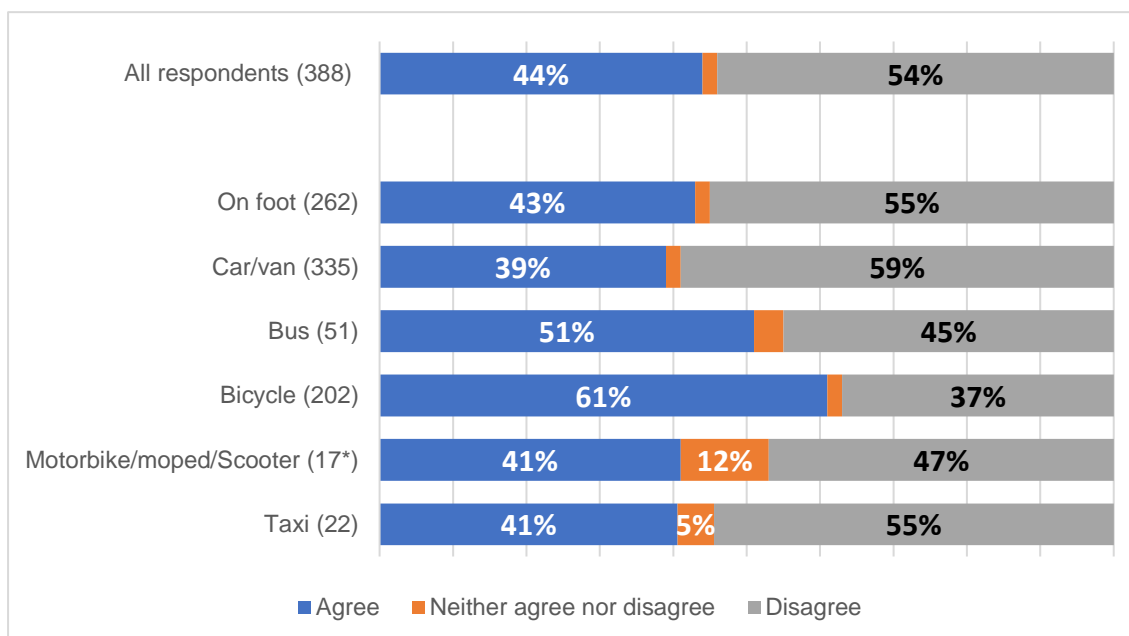
Figure 27 – Overall agreement/disagreement levels for Benellen Avenue – Glenferness Avenue (% respondents)



Base: All respondents

Figure 28 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 or van are least likely to agree.

Figure 28 – 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)



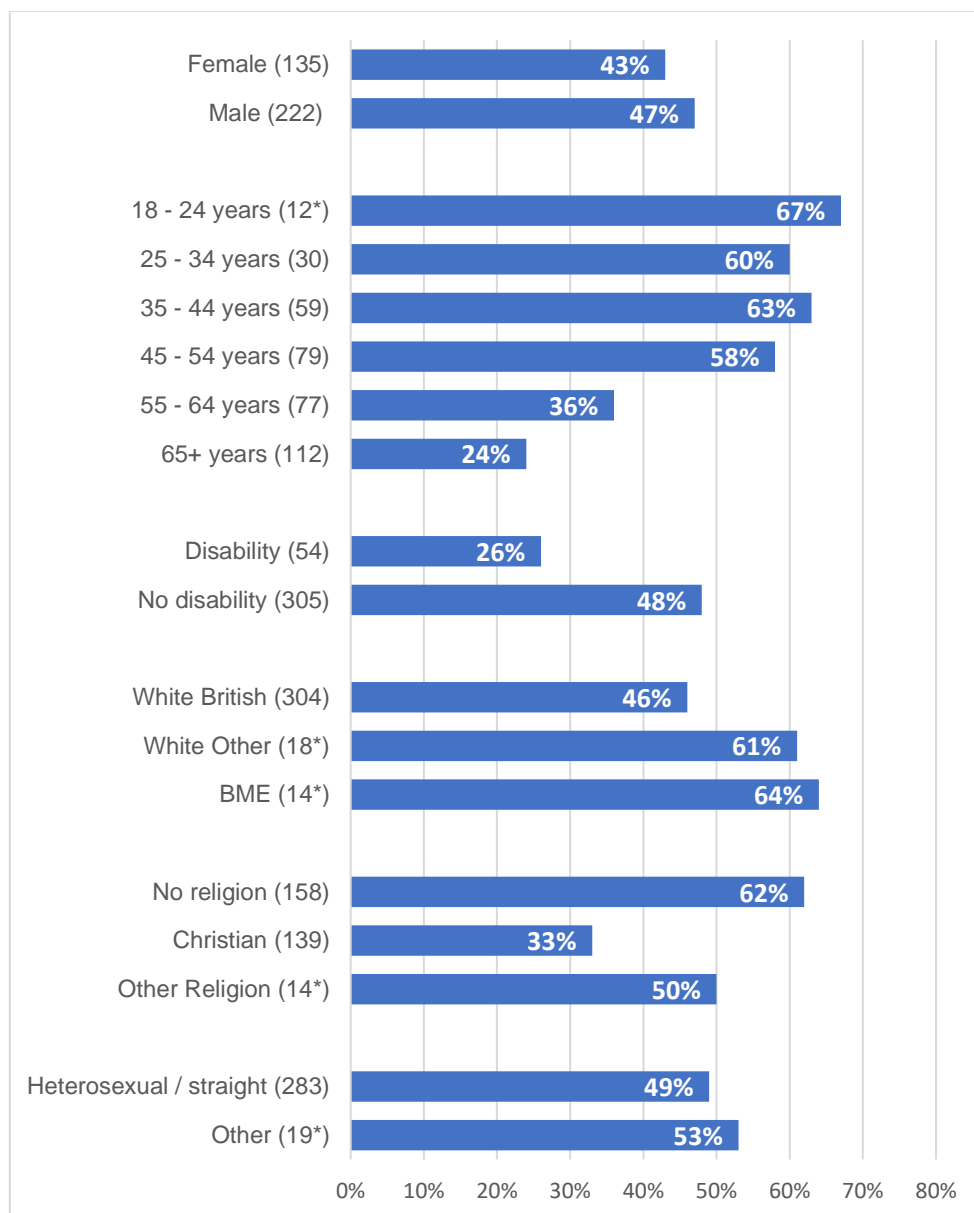
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Those aged 55 years and over are significantly less likely to agree with the proposed changes than any other age group.

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.

Figure 29 – Agreement levels by equalities groups (% respondents)



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



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. 315 respondents made a comment in relation to Benellen Avenue – Glenferness Avenue. Figure 30 shows the themes of comments received. The most prevalent themes were disagreement to closure on Leven Avenue, a design comment/suggestion and disagreement with the cycling changes. Example quotes are shown below.

Figure 30 – Themes of comments

Theme	No. of Comments
Disagree to closure on Leven Avenue	182
Design comment/ suggestion	99
Disagree with cycling changes	82
Agree with cycling changes	69
Environmental factors	60
Agree with walking changes	41
Agree to closure on Leven Avenue	35
Changes will ensure safety	27
General cycle comment	26
Agree with crossings	10
Disability/ Accessibility Issue	8

Base: 315 respondents

Disagreement to closure on Leven Avenue:

General disagreement was mainly around the changes not being necessary and will cause more traffic by the traffic lights at the end of Glenferness Avenue.

“The proposal to close Leven Avenue to through traffic will cause congestion and pollution as traffic proceeding westwards along Branksome Woods Road hits the traffic light-controlled junction at Glenferness Avenue. This will be a real problem at peak times. There is a simple solution: make Leven Avenue one-way for traffic proceeding westwards. There is ample room for two cycle ways here, with a middle band for vehicular traffic.”

“I object to the closure of Leven Avenue to motor vehicles. The existing Branksome Wood Road junction with Glenferness Road is already poor and increasing traffic flows through it will lead to traffic delay and pollution.”

“I strongly disagree with the proposal to close Leven Avenue to vehicles by planting. This was trialled over the past year and resulted in significant traffic build up at the bottom of Glenferness road and in the filter lane on Branksome wood road as you look to turn right up onto Glenferness Road. I regularly travel this route by foot / bike and car and I can see no justification as to why Leven Avenue should be closed to vehicles.”



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Design comment/ suggestion:



"Disagree with toucan crossing on Glenferness Ave - a central refuge would be sufficient and not interfere with traffic flow."



"I would suggest that a better way of achieving improved air quality for this area would be to retain the access to Leven Avenue for traffic but stop traffic from turning right into Branksome Wood Road from Leven Avenue. Traffic for Queens Road should then be directed to turn right into Benellen Avenue."



"Walking/cycling is all well and good during fine weather and if the traveller is reasonably young/fit - otherwise the whole concept is not going to succeed."

Disagree with cycling changes:

Comments for this theme were mainly in relation to the cyclist changes seeming unnecessary.



"How to wreck a beautiful Conservation area.....this is all very much biased to Cyclists and pedestrians.....we need more electric vehicles. The cyclists and pedestrians have plenty of space as things stand at present."



"Glenferness avenue is wide and safe enough not to create a segregated cycle lane. It is a beautiful tree lined avenue and will be ruined by this unnecessary conversion. The link through Leven Avenue for vehicular use relieves the traffic lights at the end of Glenferness avenue, and the closure of this road gives a feeling of insecurity to walk through when the current traffic is removed."



"There are very few cycles that use Glenferness avenue, Leven Avenue or Benellen Avenue. In the event of the odd cyclist that uses any of these roads there is currently plenty of footpaths and cycle lanes at present."



"Have you ever tried to cycle up Glenferness or Leven Avenue? They're exceptionally steep and you would have to be an extremely fit and proficient cyclist to even attempt it's climb!"



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Glenferness Avenue

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This section 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



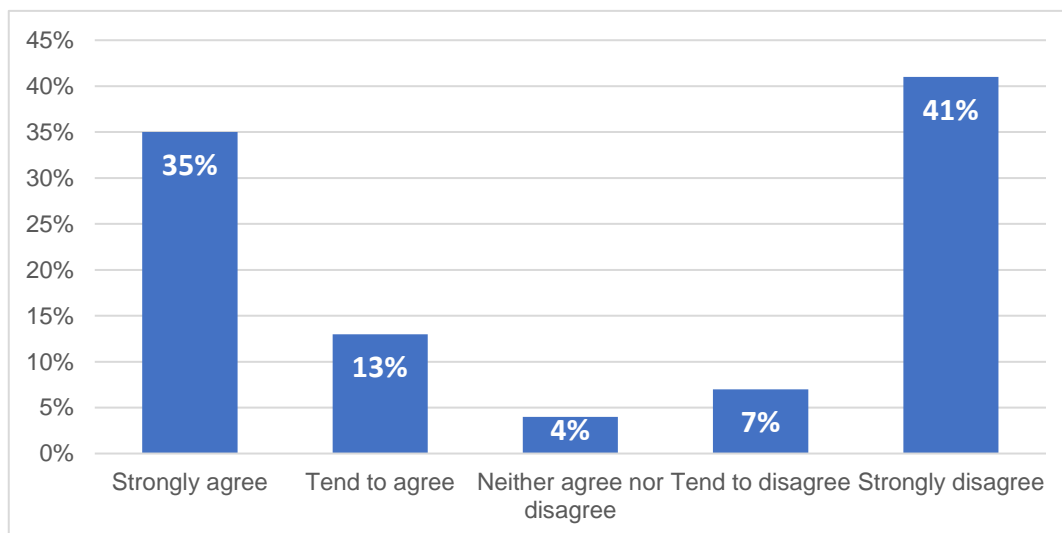
439 respondents



344 comments

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



Base: All respondents

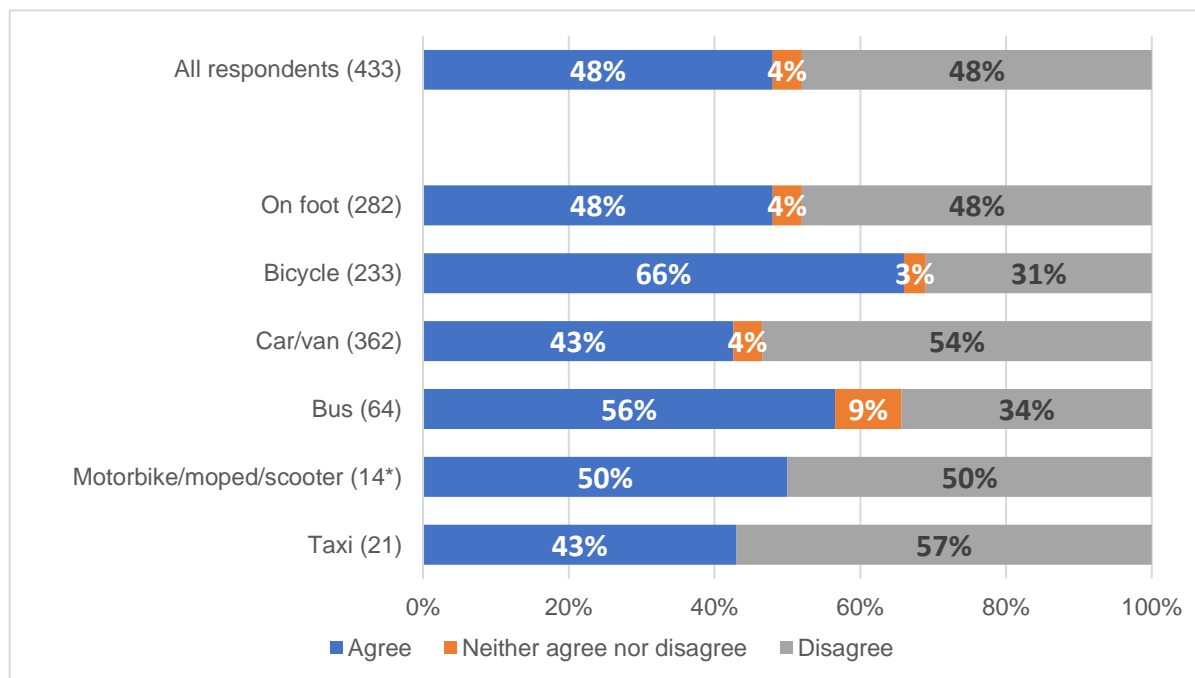


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Figure 32 shows agreement levels by mode of travel on the Bournemouth town centre to/from Ferndown route. Respondents who travel by bicycle are most likely to agree with the proposed changes and those who travel by car/van and taxi are least likely to agree.

Figure 32 – 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)

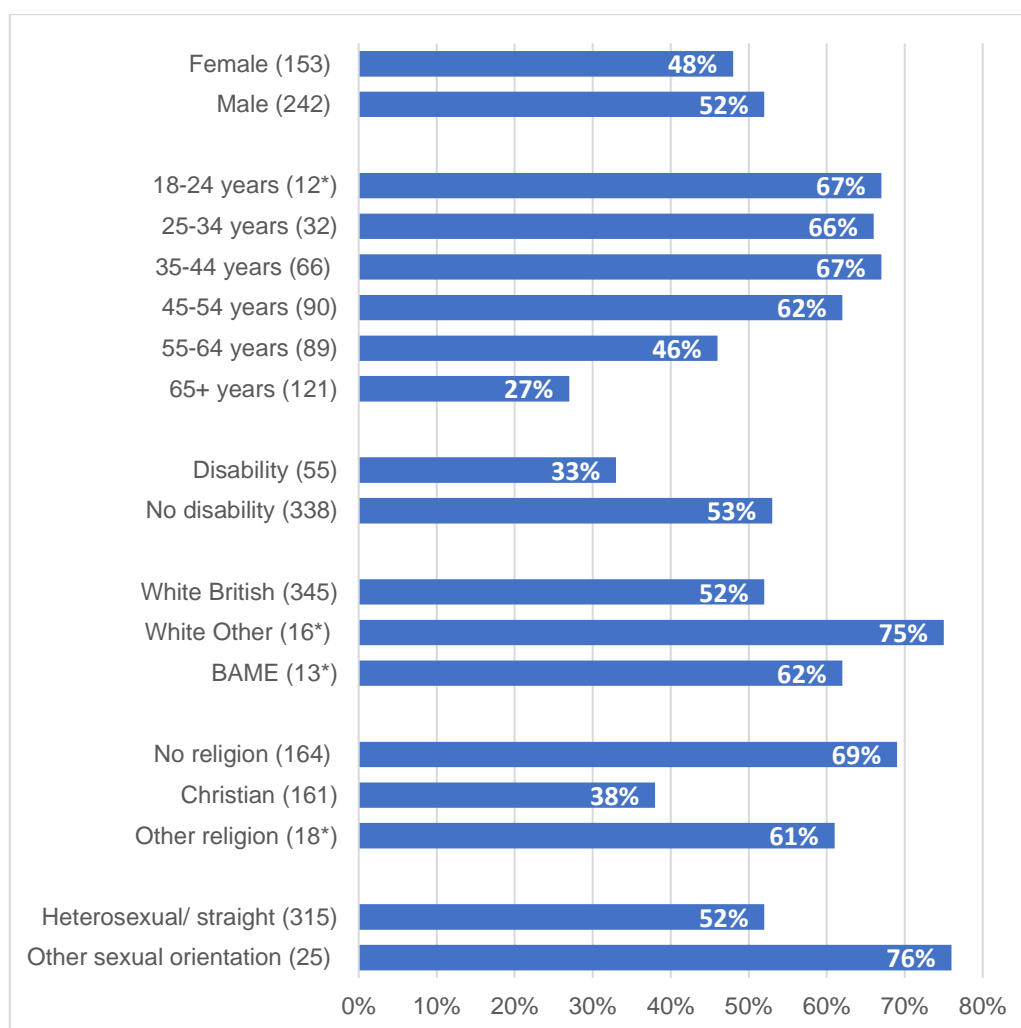


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Figure 33 shows agreement levels by equalities groups. Respondents aged 55 and over are significantly less likely to agree with the proposed changes than those aged under 55. Respondents with a disability are significantly less likely to agree with 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 33 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 340 respondents made a comment in relation to Glenferness Avenue. This includes seven written responses. Figure 34 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. Example comments are shown below.

Figure 34 – 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: 344 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!”



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“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.”

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.”

Boundary Road – Ensbury Park

This section details feedback received on the Boundary Road 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 southern side of Wallisdown Road, connecting to University Roundabout, with upgraded crossings
- A new protected two-way cycle track on the west side of Boundary Road, with parking removed at the northern end to provide the space
- More priority for cyclists and pedestrians on Boundary Road across the adjoining roads
- A reduction in speed limit from 40mph to 30mph on Boundary Road
- New crossing points and upgrades to the existing crossings
- New walking and cycling provisions around Ensbury Park Gyratory, including new crossing points and a cycling link around it, connecting to Redhill Avenue cycle track
- Up to five highways trees may need to be removed opposite Redhill Park Fire Station to create space for the cycle track



282 respondents



192 comments

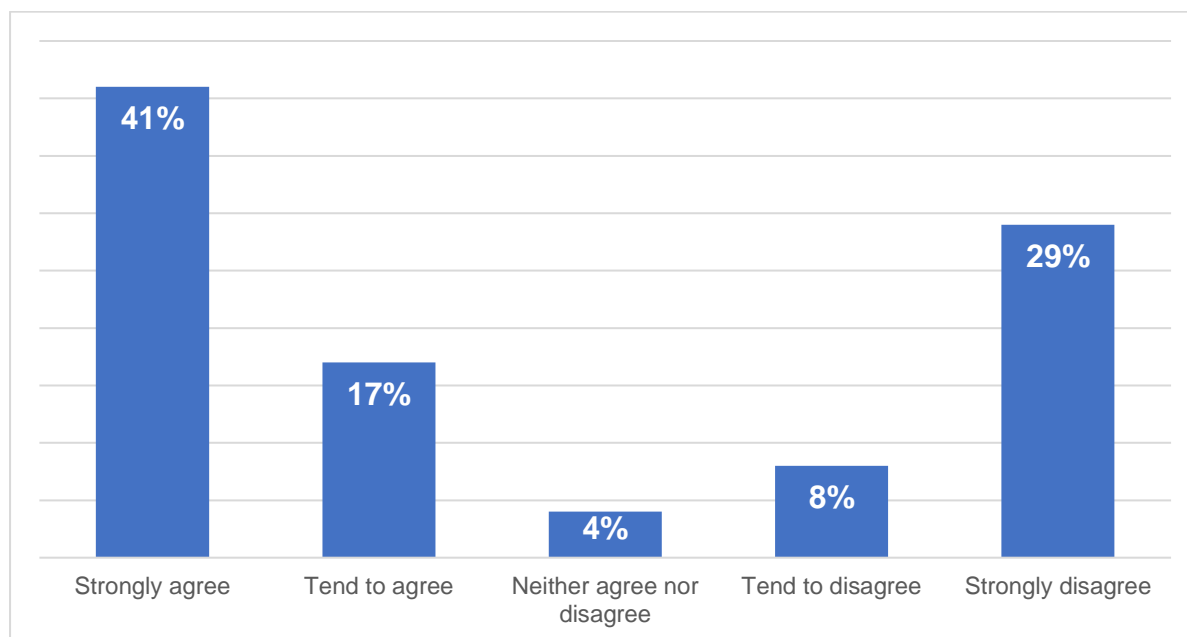


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Just over two fifths of respondents (41%) strongly agreed with the proposals and over a quarter (29%) of respondents strongly disagreed with the proposals.

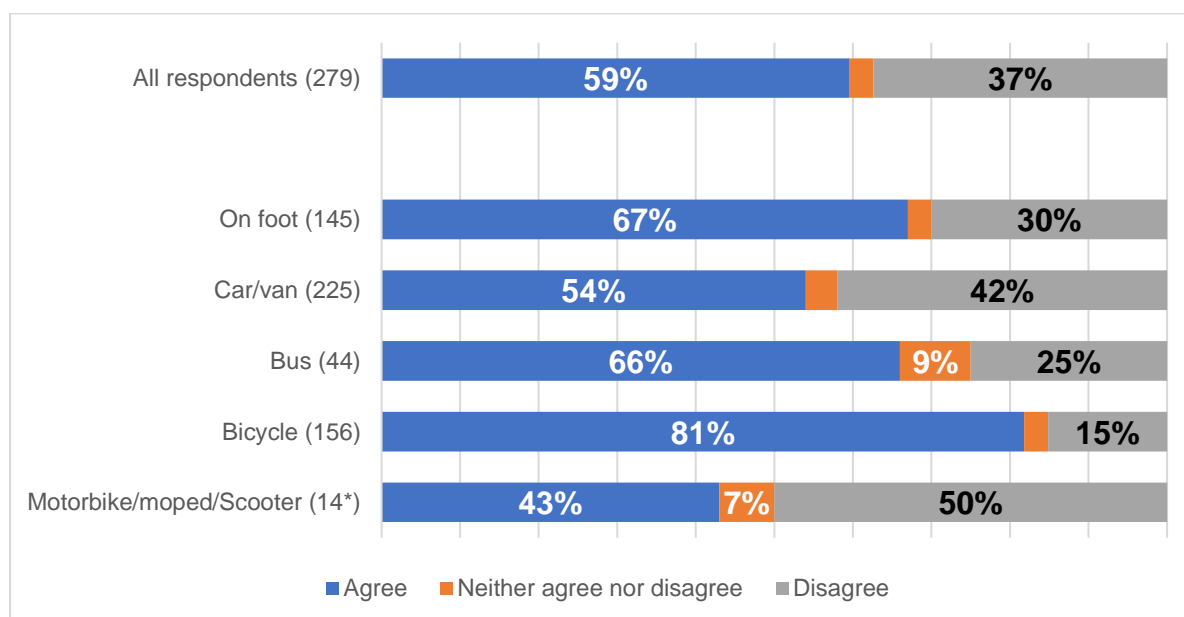
Figure 35 – Overall agreement/disagreement levels for Boundary Road – Ensbury Park (% respondents)



Base: All respondents

Figure 36 shows agreement levels by mode of travel on the Bournemouth town centre to/from Ferndown route. Values less than 5% have been removed. Respondents who travel by bicycle are significantly more likely to agree with proposals than any other group. Respondents who travel by car/van are most likely to disagree with proposals.

Figure 36– 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)

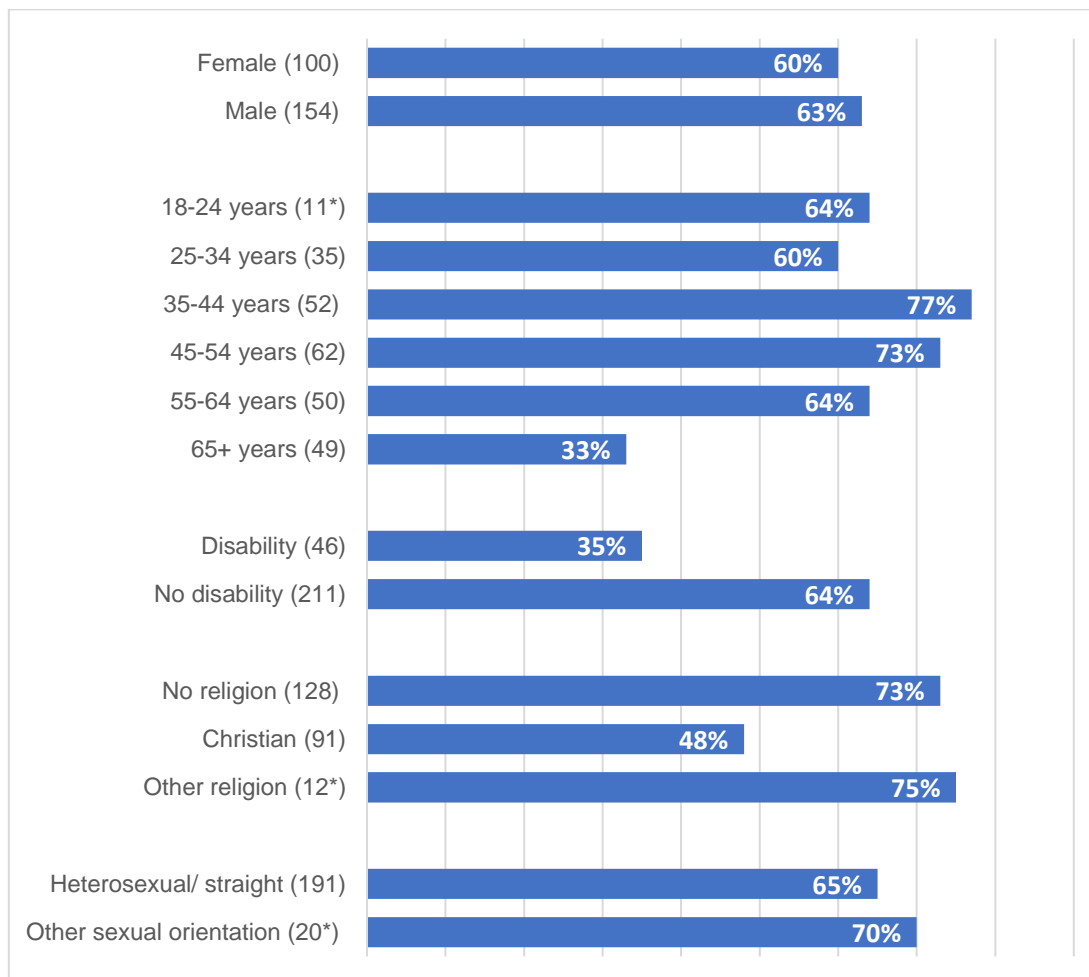


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Figure 37 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all 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 37 – Agreement levels by equalities groups (% respondents)



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



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 200 respondents made a comment in relation to Boundary Road. This included three comments received by email. Figure 38 shows the themes of comments received. The most prevalent themes were agreement with cycling changes, a design comment/ suggestion and disagreement with cycling and crossing changes. Example comments are shown below.


Figure 38 – Themes of comments


Theme	No of comments
Agreement with cycling changes	62
Design comment/ suggestion	56
Disagreement with cycling/crossing changes	51
Agree to changes at Ensbury Gyratory	32
Disagree to 30mph	24
Disagree to tree removal	24
Agree to 30mph	18
General cycle comment	10
Don't remove parking/layby	4
Disability/ Accessibility Issue	2
Agree to tree removal	1
Environmental factors	1
Yes, remove parking	1

Base: 192 respondents

Agreement with cycling changes

 “I regularly cycle along Boundary Road for work and the existing lanes around Boundary Roundabout are really dangerous with so much traffic, the improvements to this section look like they will make cycling much safer. I live by Redhill Fire Station and the gyratory is very dangerous for cycling, again due to the lanes and junctions, the improvements to this section look like they will make cycling much safer.”

 “I am a cyclist and a car driver. The Ensbury Park gyratory system is difficult to negotiate as a cyclist. The traffic is jostling for position as it goes around and one feels very vulnerable on a bike. At the moment it is unclear whether cyclists are supposed to join the traffic or cross roads where pedestrians do. Improvement is needed and clarity on where cyclists should go.”

 “This is a really useful change and will help people cycle/walk to the Uni. Making Ensbury Park gyratory better is also very welcome, it's always dangerous even in a car!”



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Design comment/ suggestion

“A new protected two-way cycle track is much needed. However it should be on the East side of Boundary Road not the West. The East has no road junctions at all, as they are all dead end roads. There is already a cycle lane/space there. All the junctions along Boundary Road are heavily used, especially at school time and rush hour. At the end of Boundary Road there is the car park for the Co-op. To have a cycle lane going in front of this would be highly dangerous. Cars are a danger coming out of there now. They frequently turn right coming out, causing hazards for traffic coming from the one way system. Also cars turning into the car park hold up the traffic coming from the one way system. The car park is also used by large lorries delivering to the Co-op. If the cycle lane was along the East side the cyclists could cross at the new toucan crossings”

“Be good to have continuous footways across side roads - not clear if this is the case from the map. Will boundary road be narrowed? Even with narrowing of carriageway, speeds likely to be higher than 30mph due to design of road. Therefore, please create significant physical spacing between carriageway and cycle lane.”

“I think the section between Boundary Roundabout and Ensbury Park Gyratory needs a redesign. - The cycle track northbound should be unidirectional, starting with new shared paths at Boundary roundabout and merging into the bidirectional track near Redhill. Reasoning being that it means traffic crossing side roads only expect bikes from one direction, motorists will find giving way to two way bike and car traffic difficult and will block the lane. Plus southbound cyclists who want to turn left will find it difficult crossing two lanes of traffic and not blocking the bike lane. - The cycle track southbound should also be on the eastern side of Boundary road, using the already provided access roads as these are quiet and the new improvements mean there is a good link at the end of the service roads to the roundabout anyway. This will also make junctions safer. In principle, bidirectional tracks are best for rural areas where users and traffic don't need to turn across each other so much. Still keep the continuous footways and junction priority changes.”

Disagreement with cycling and crossing changes.

As a resident of Boundary Rd, I would like to point out that the service rd you are proposing to remove is the access road for all the houses on the Western side of the road - there is no rear access and all the drives, garages etc. have to use it. This service rd is not only used for parking when the residents are unable to park on their own property, it is also for deliveries, maintenance providers, refuse collection, removals etc. who all require safe access and parking near a very busy rd. There is already a cycle lane on the Eastern side of Boundary rd, where there are no access points for houses, and it would seem sensible to increase this provision rather than put the safety of walkers, cyclists and residents at risk by removing what it now a safe means of access for all. This may be a more expensive proposition but it is undoubtedly a much safer one for everyone including the many families and school children who use this service rd.

“There are already enough plus there are also overpasses for pedestrians at points along this stretch. More crossing equals even more congestion than there already is at key times of the day already! Crossing provision is adequate.”

“There has been a lot of disruption to travel routes due to ongoing roadworks in this area and these are finally coming to an end! To add more now would be very inconvenient for many road users.”



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Redhill Avenue

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This section 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



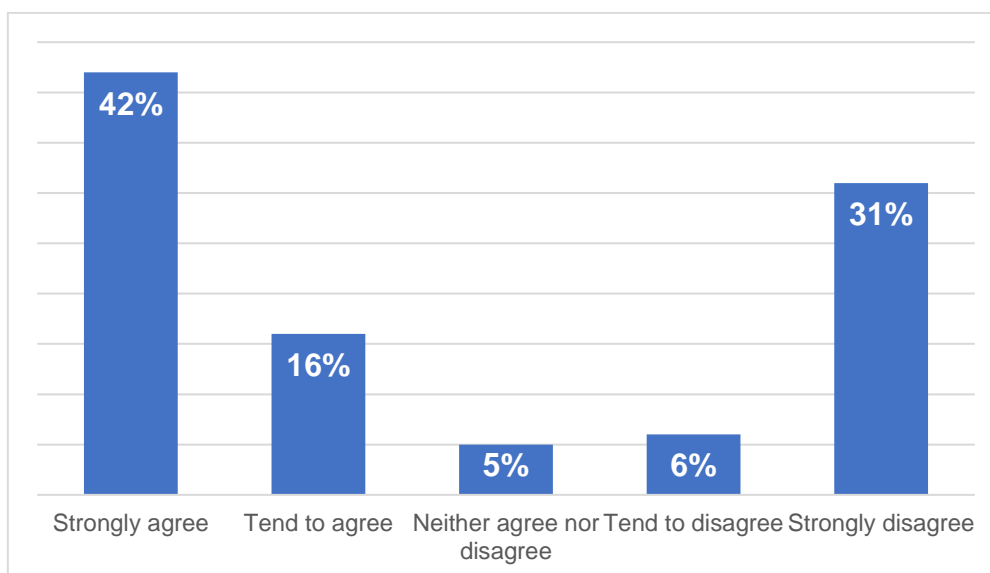
271 respondents



172 comments

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



Base: All respondents

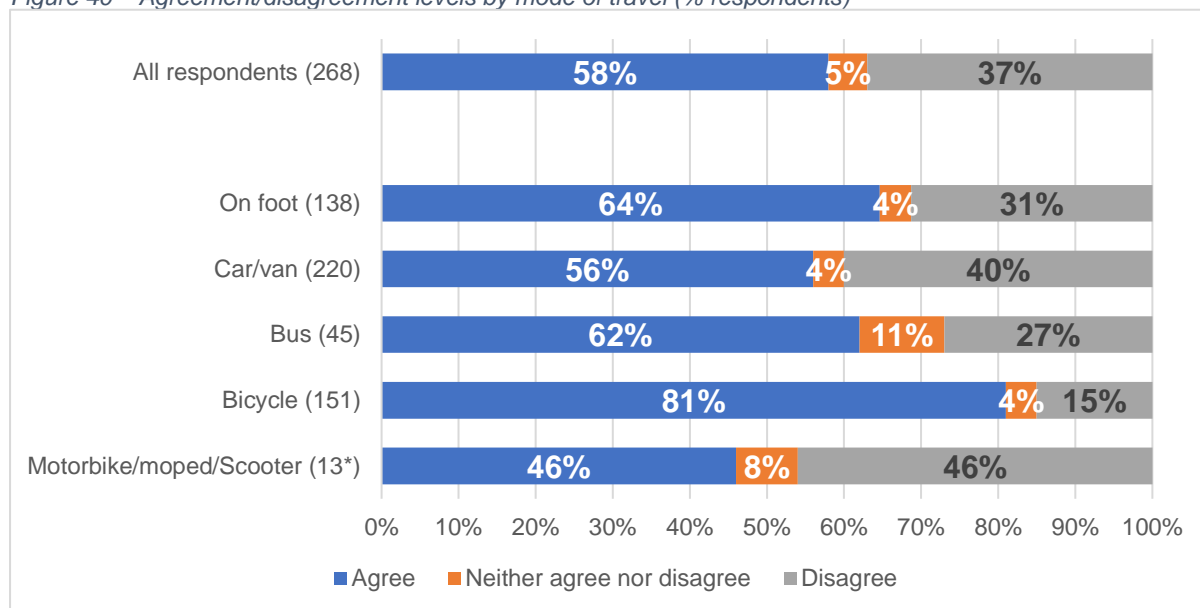


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Figure 40 shows agreement levels by mode of travel on the Bournemouth town centre to/from Ferndown route. Respondents who travel by bicycle are significantly more likely to agree with proposals than any other group.

Figure 40 – 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)

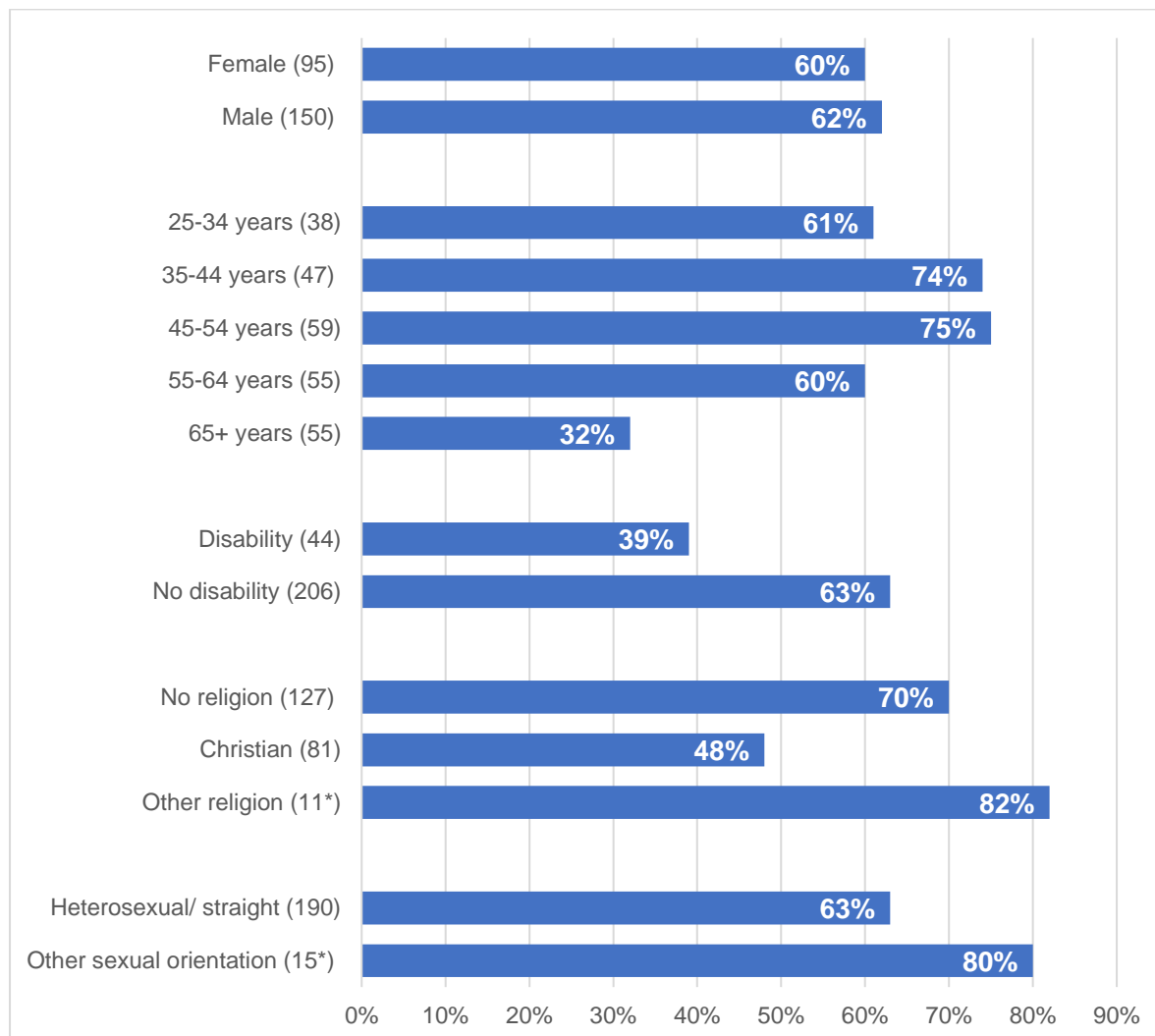


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Figure 41 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all 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 41 – Agreement levels by equalities groups (% respondents)





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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. Figure 42 shows the themes of comments received. The most prevalent themes were a design comment/ suggestion, agreement with cycling changes, and disagreement with cycling changes. Example comments are shown below.

Figure 42 – 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

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."



"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."

Whitelegg Way

This section details feedback received on the Whitelegg Way 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 Whitelegg Way
 - Improvements to crossing at Northbourne Roundabout
 - A lower speed limit of 30mph along Whitelegg Way, reduced from 40mph
 - Bus stop improvements along Wimborne Road
 - No left-turn from Wimborne Road onto Whitelegg Way in order to reduce wait times at the traffic lights for cyclists, buses and cars
 - The traffic lights at Whitelegg Way/Wimborne Road junction would not apply to eastbound cyclists using the cycle track
- An advance start for cyclists would be added to the signals on other arms of the junction



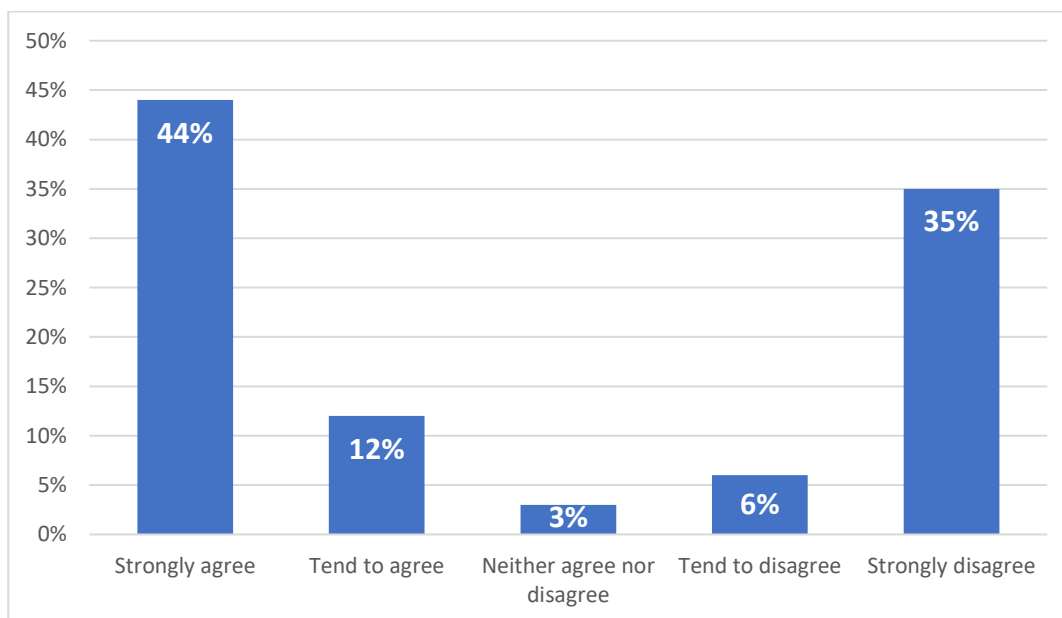
236 respondents



139 comments

Over half of respondents (56%) agreed with the proposed changes and just over two fifths (41%) disagreed.

Figure 10 – Overall agreement/disagreement levels for Whitelegg Way (% respondents)



Base: All respondents

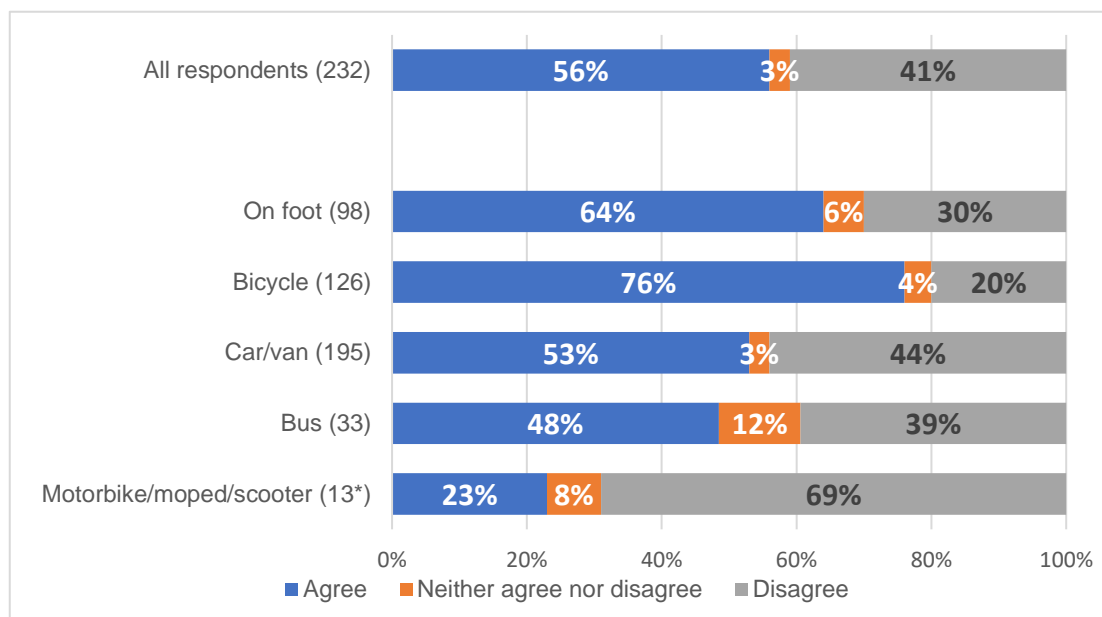


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Figure 44 shows agreement levels by mode of travel on the Bournemouth town centre to/from Ferndown route. Respondents who travel by bicycle are most likely to agree to with the proposed changes and those who travel by bus are least likely to agree.

Figure 44 – 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)

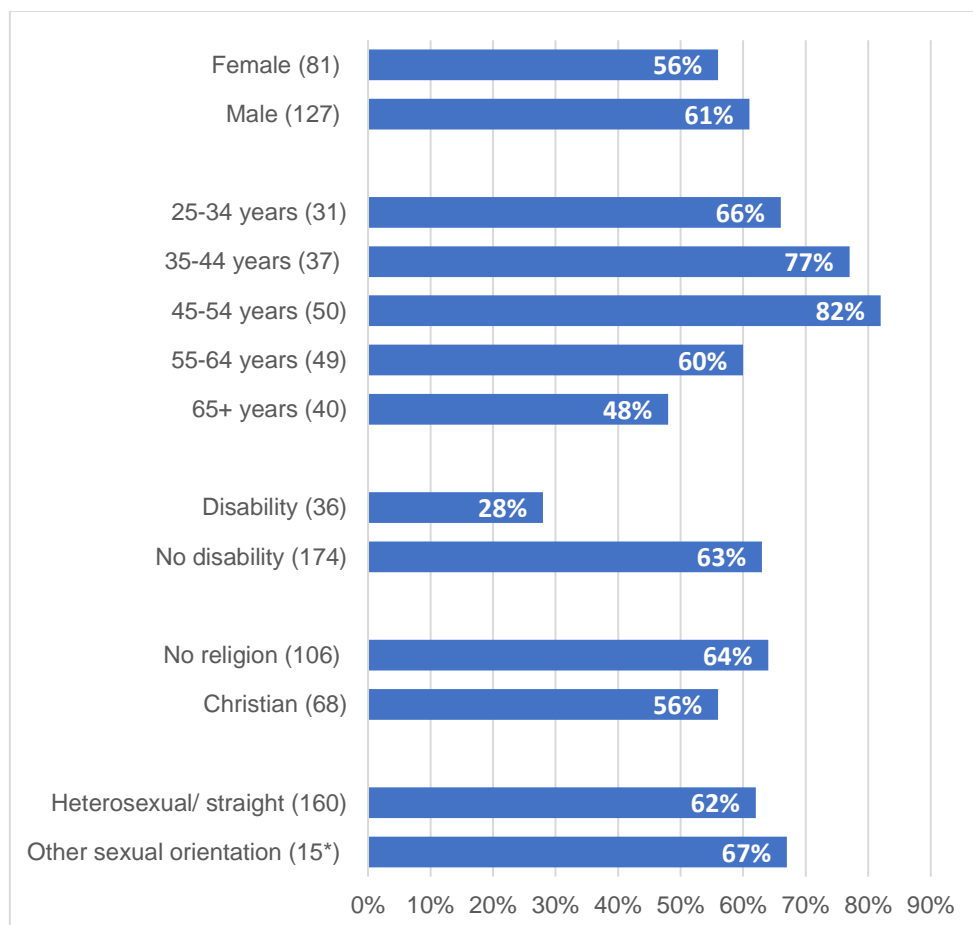


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Figure 45 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all other age groups. Respondents with a disability are significantly less likely to agree with proposed changes compared to those without a disability.

Figure 45 – Agreement levels by equalities groups (% respondents)



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



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 140 respondents made a comment in relation to Whitelegg Way. This included two comments received by email. Figure 46 shows the themes of comments received. The most prevalent themes were disagreement with the proposed changes, speed limit and cycling on Wimborne Road. Example comments are shown below.

Figure 46 – Themes of comments

Theme	No. of comments
Disagreement	46
Speed limit	26
Cycle on Wimborne Rd instead	22
Design comment/suggestion	21
Agreement/support	20
Cycling safety	19
Will improve travel	13
Will improve safety	12
No left turn comment	11
General cycling comment	7
Support separated paths	5
Other	4
Disability issue	2
Concerns with shared paths	2

Base: 139 respondents

Disagreement:

General disagreement was mainly around the changes not being necessary and will cause more traffic.



“Not needed, not wanted. Waste of money to benefit the small minority.”



“These changes are ill-thought out and will not only cause traffic chaos but will be totally underused by cyclist and walkers.”



“Once again wasting money on cycle paths that aren’t really being used and causing further congestion in the meantime from reducing vehicle sections on the road.”

Speed limit:

The comments in relation to the speed limit were mixed.



“Lower speed limits should help.”



“No need to lower speed limit on this route.”



“Reducing the speed limit along Whitelegg Way will increase congestion in peak hours.”



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"Whitelegg way is such a dangerous road to cycle on and I really feel vulnerable when I do. A reduction in speed limit and paths will definitely help."



"What is the justification for reducing the speed limits on these three roads? The cycle lanes will be "protected" and there are no road junctions or other obstacles to progress. Reducing speed limits reduces capacity."

Cycle on Wimborne Road instead:

Comments for this theme were mainly in relation to the proposed changes on Whitelegg Way being unnecessary as Wimborne Road is a better route for cyclists.



"It would make more sense to use the Wimborne Road as a cycle route as it is a quieter road."



"As a cyclist, I would use the parallel quiet part of Wimborne Road in preference to Whitelegg Way."



"When travelling through this area by bike I always choose to go down Wimborne Road instead of Whitelegg Way because it is much less busy. If a cycle lane was to be installed along Whitelegg Way I would not use it because I prefer not to travel next to busy road traffic."

River Stour

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

- Route options from the north of Redhill Roundabout to Chapel Gate Roundabout are being assessed and subject to agreement with landowners.
- An accessible bridge over the River Stour
- A new crossing point on Christchurch Road
- Improvements to the existing path on the north side of Christchurch Road to provide shared space near school



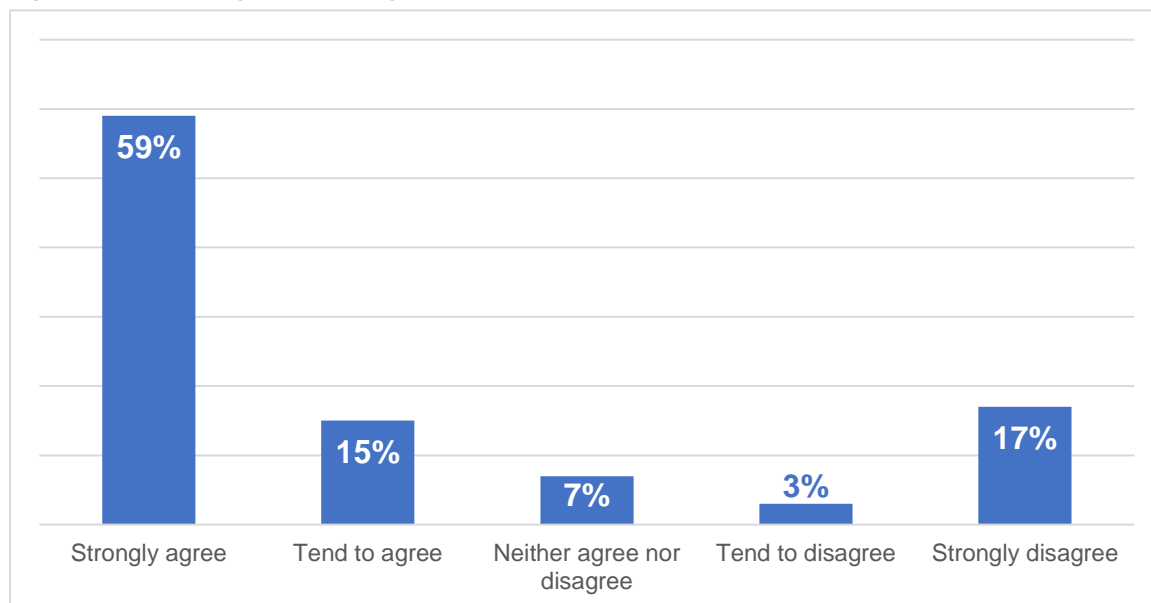
220 respondents



116 comments

Over half of respondents (59%) strongly agreed with the proposed changes and just under one fifth (17%) disagreed.

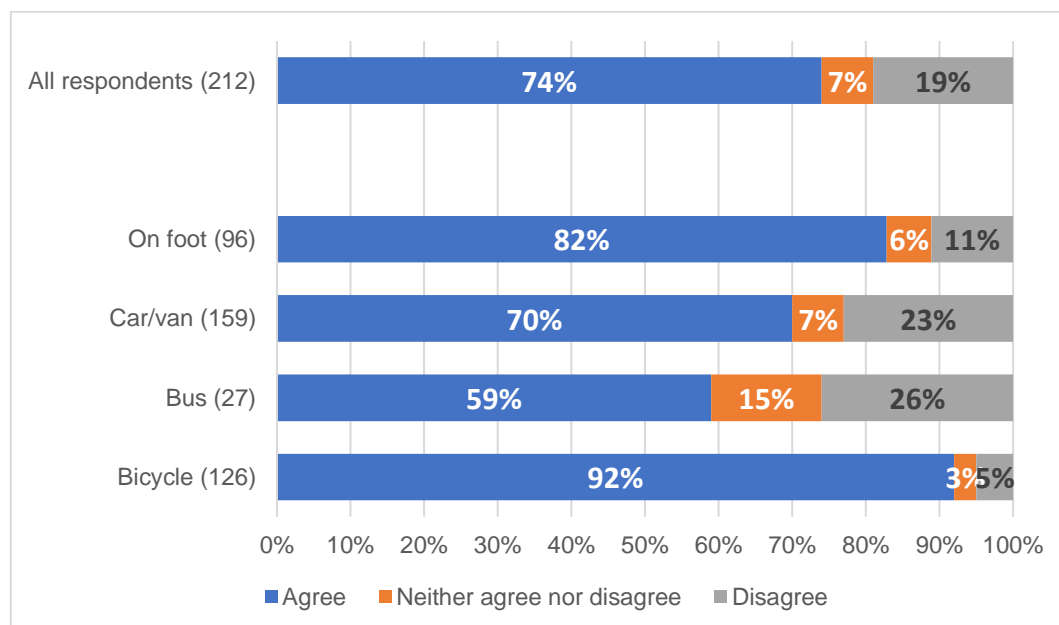
Figure 47 – Overall agreement/disagreement levels for River Stour (% respondents)



Base: All respondents

Figure 48 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.

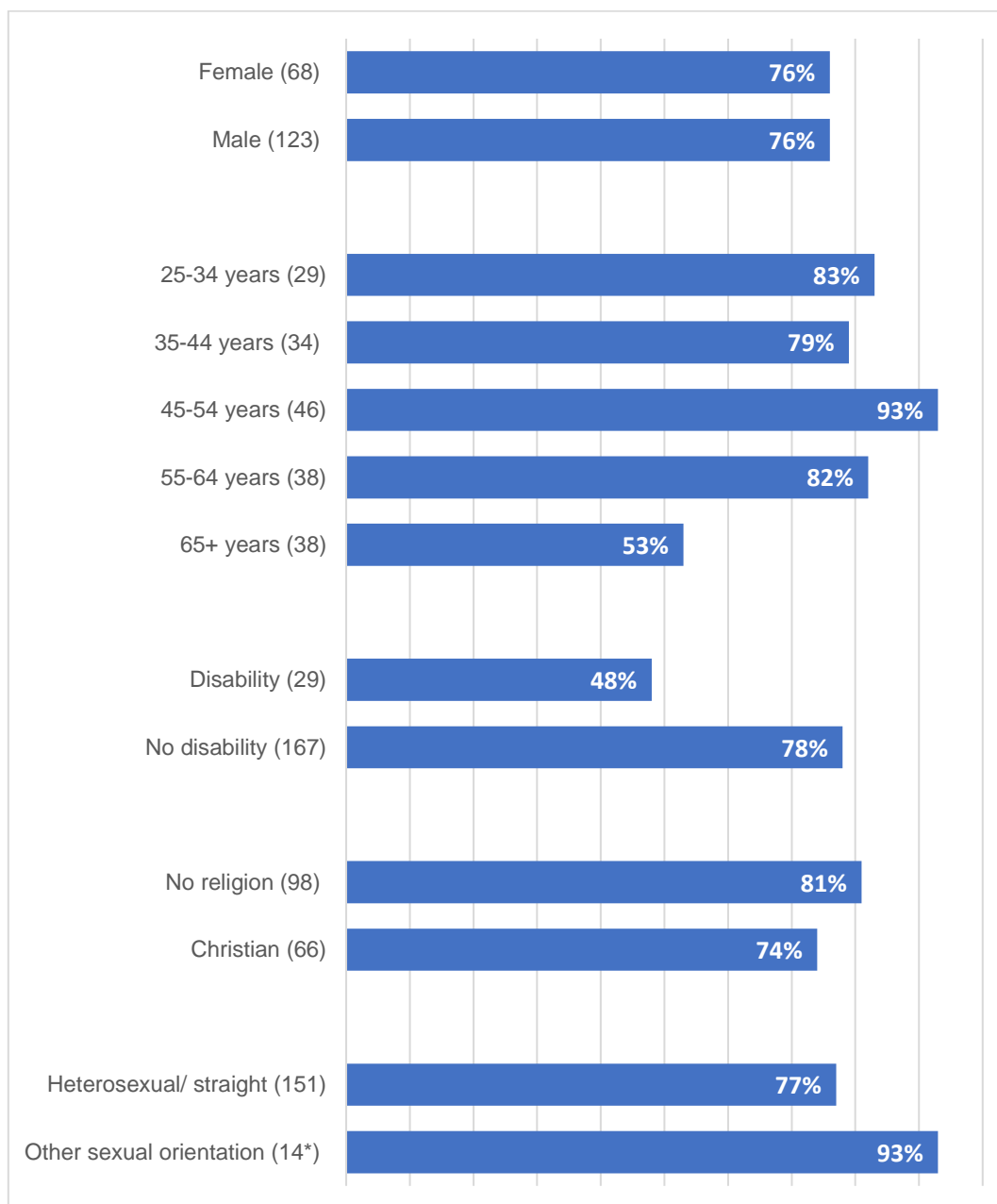
Figure 48 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 49 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.

Figure 49 – Agreement levels by equalities groups (% respondents)



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

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 120 respondents made a comment in relation to the River Stour section. This included two written responses. Figure 50 shows the themes of comments received. The most prevalent themes were general agreement and design comment/ suggestion. Example comments are shown below.

Figure 50 – Themes of comments

Theme	No. of comments
General agreement	80
Design comment/ suggestion	26
General disagreement	22
General cycle comment	16
Environmental factors	7
Negative impact on traffic/car users	6
Disability/ Accessibility Issue	5
Disagree with upgrade/improvements to existing paths	4
Agree with crossing on Christchurch Rd	4
Agree with upgrade/improvements to existing paths	1
Disagree with crossing on Christchurch Rd	1

Base: 116 respondents

General agreement:



“A much needed alternative to using busy New Road. Any path/bridge that crosses the Stour needs to be raised so flood resistant due to the area often being underwater in winter.”



“An accessible bridge over the River Stour is absolutely crucial and long overdue. I cannot state this strongly enough. I previously lived north of the Stour and when I first began to cycle in to work in Bournemouth I realised how much of a barrier it is to cycling. There are so few crossing points, and none that are both safe and direct all-season crossings for cyclists. Therefore, any new bridge needs to be linked up with high-quality, sealed surface and well-lit direct routes on either side of the river, so that anyone (including children, the elderly, women on their own, etc.) feels safe and able to use it at all times of the year and all times of the day. It's frankly absurd that in the 21st century the crossing situation for cyclists (and also pedestrians) across the Stour is still so medieval.”



“This is an excellent idea and would take traffic off the road and into a more enjoyable, and safer, environment.”



“Definitely would massively improve connections.”



“Agree, along the River Stour there is not enough space for cyclists and cars get too close too often.”



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Design comment/ suggestion:



"Lighting along this rural stretch will be crucial to make sure it is used in commuting times outside of light evenings and mornings. Otherwise, very much looking forwards to this."



"This part of the Stour Valley Way is often under water in winter. The proposed bridge and approaches need to be raised enough to make them flood resilient. The bridge is a much needed alternative to the currently popular New Road cycle route that currently has no cycling infrastructure."



"This route for a bike path skirts round where people actually live and work. My understanding of the evidence from the Netherlands is that bike paths only work when they are direct - this one isn't. It should come straight down from Ferndown through parley Cross to join the routes in BCP, instead of this dark, unlit, remote out of town route that is proposed. Even the map you've created to show the routes highlights that the proposed route from Ferndown into Bournemouth actually goes around the outside of where most people live! Spend the available money on making the parley cross road, which is already well used by cycles, safe for them. Right now it is frequently very dangerous, but is clearly where people want to actually ride a bike as an alternative to driving. It also seems like the gap in the detail of the route over the Stour caused by needing landowner agreement for a new bridge means that the whole thing could quite easily never happen. Is it actually a serious undertaking?"

Chapel Lane

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

- More priority for cyclists and pedestrians over the junction into Bournemouth University Sports Ground
- The existing bridleway alongside Chapel Lane to be surfaced and widened



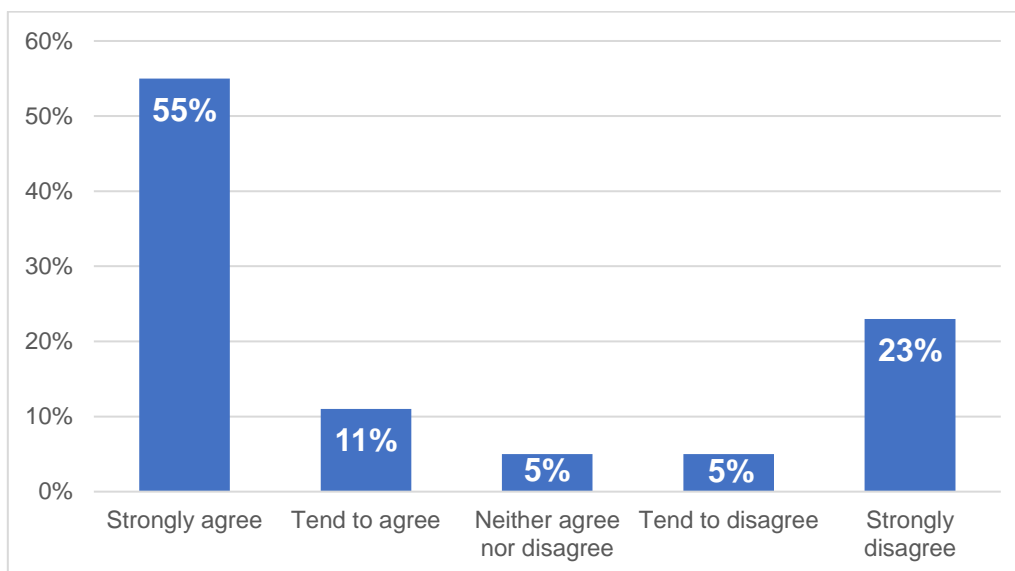
143 respondents



61 comments

Two thirds of respondents (66%) agreed with the proposals whilst over one quarter (28%) disagreed.

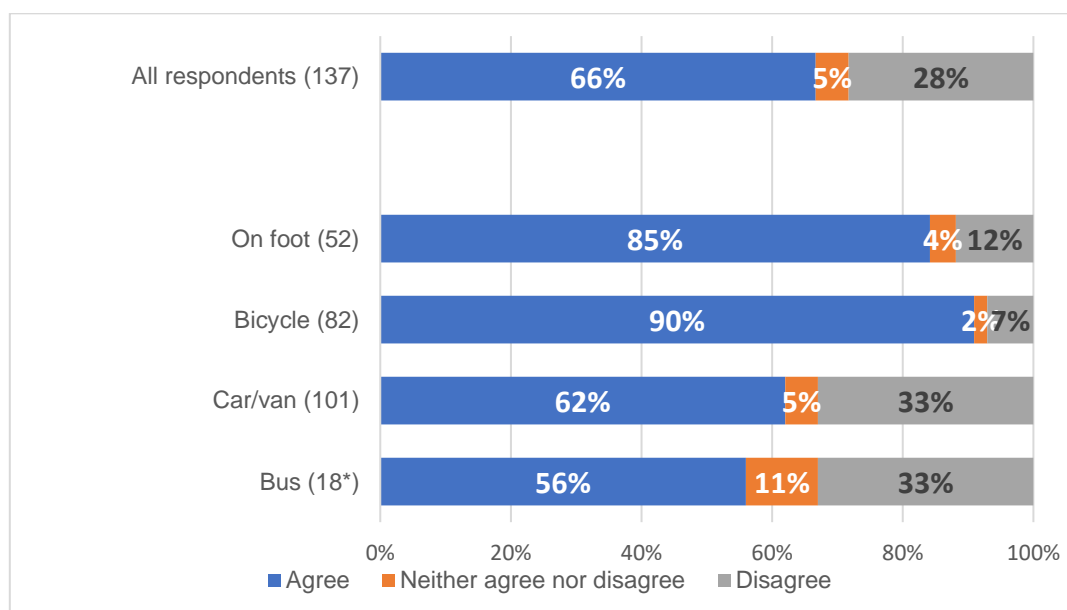
Figure 51 – Overall agreement/disagreement levels for Chapel Lane (% respondents)



Base: All respondents

Figure 52 shows agreement levels by mode of travel on the Bournemouth town centre to/from Ferndown route. Respondents who travel by bicycle and on foot are significantly more likely to agree with the proposed changes than those who travel by car/van or bus.

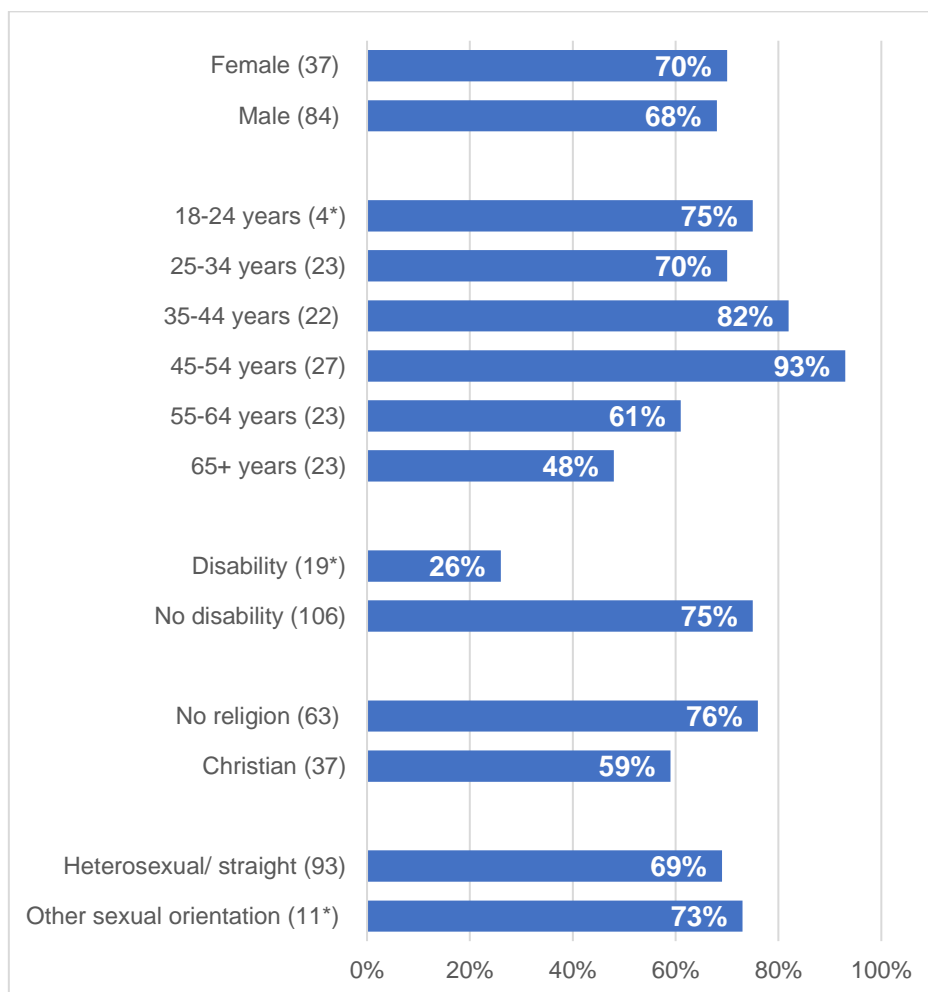
Figure 52 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 53 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 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 proposals than those without a disability.

Figure 53 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 60 respondents made a comment in relation to Chapel Lane. This included one written response. Figure 54 shows the themes of comments received. The most prevalent themes were agreement with bridleway surfacing/widening and design comment/suggestion. Example comments are shown below.

Figure 54 – Themes of comments

Theme	No. of comments
Agree with bridleway surfacing/widening	17
Design comment/ suggestion	16
General agreement	8
General disagreement	6
Changes will improve safety	5
Needs lighting	5
Negative impact on traffic/car users	5
Agree with junction changes	5
General cycle comment	4
Disagree with bridleway surfacing/widening	4
Need direct route/better connectivity	2

Base: 61 respondents

Agree with bridleway surfacing/widening:

Comments in relation to this theme were mainly around the proposed surfacing and widening of the bridleway making cycling much easier and a better alternative route to Chapel Lane.



“The current surface is terrible, even in dry conditions. I avoid it if there's been any wet weather at present, but would use regularly if it were paved.”



“I'd like to use this bridleway too but it's too overgrown, often blocked and feels unsafe. Improvements would be great.”



“Currently use Chapel Lane and it is pot holed and used by many lorries that use the recycling centre. The proposed off road alternative will be much better than the current route along Chapel Lane road.”

Design comment/suggestion:

Design comments and suggestions varied but there were a few comments in relation to alternative route options.



“I believe Barrack Road (Parley) should be used instead of Chapel Lane. This route can then be used to directly link up to the new bridge north of the Redhill Roundabout.”



“Diversion around Timber yard needs smoothing somewhat. Is Barrack Road a reasonable alternative, or at least linking in the top? I do wonder how used this



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section will be. Might be more attractive if it linked onwards to St Leonards, crossing the Moors river, and on to West Moors.”

“This route is very out of the way and unlit. Regardless of the actual risk of harm, how safe will a single female cyclist feel at night if she had a puncture, or accident, or worse. It’s a long walk to a lit street pushing a broken bike. The abduction risk might be vanishingly small, but if the effect of the route design is that it leaves people feeling unsafe, they won’t use it and the council won’t achieve its aims. Bite the bullet and reroute the Ferndown-Bournemouth path via Parley Cross and New Road bridge over the Stour, or at the very least add lighting.”

“This route overshoots Ferndown to the north. There is a footpath across Parley Common from Lone Pine Drive to Barrack Road and there is just a small distance from the end of Barrack Road and the proposed route. Perhaps an alternative access to Ferndown should be explored.”

Thames Close

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

- New wayfinding signage and existing signage improved
- The existing bridleway surfaced and widened



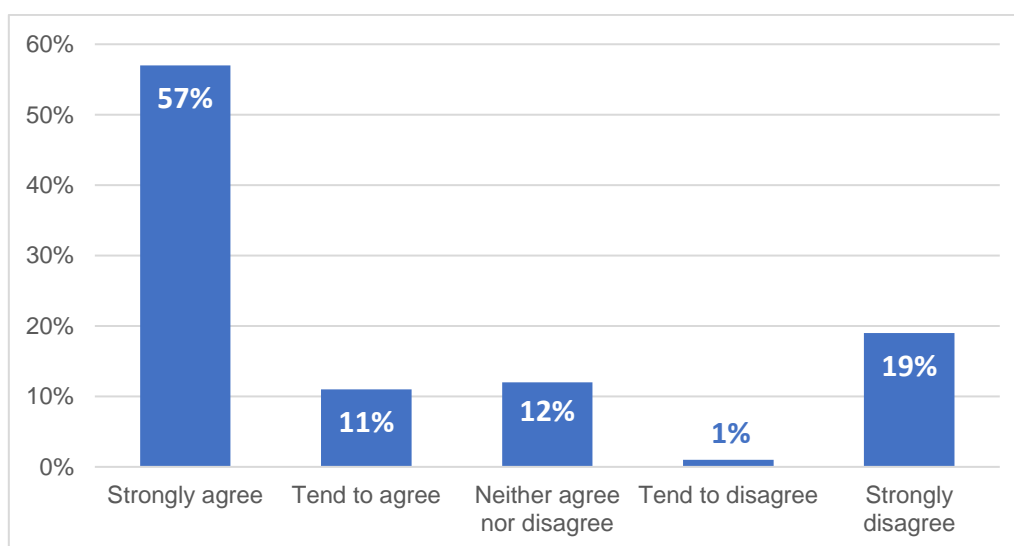
119 respondents



47 comments

Almost three fifths of respondents (57%) strongly agreed with the proposals whilst just under one fifth (19%) strongly disagreed.

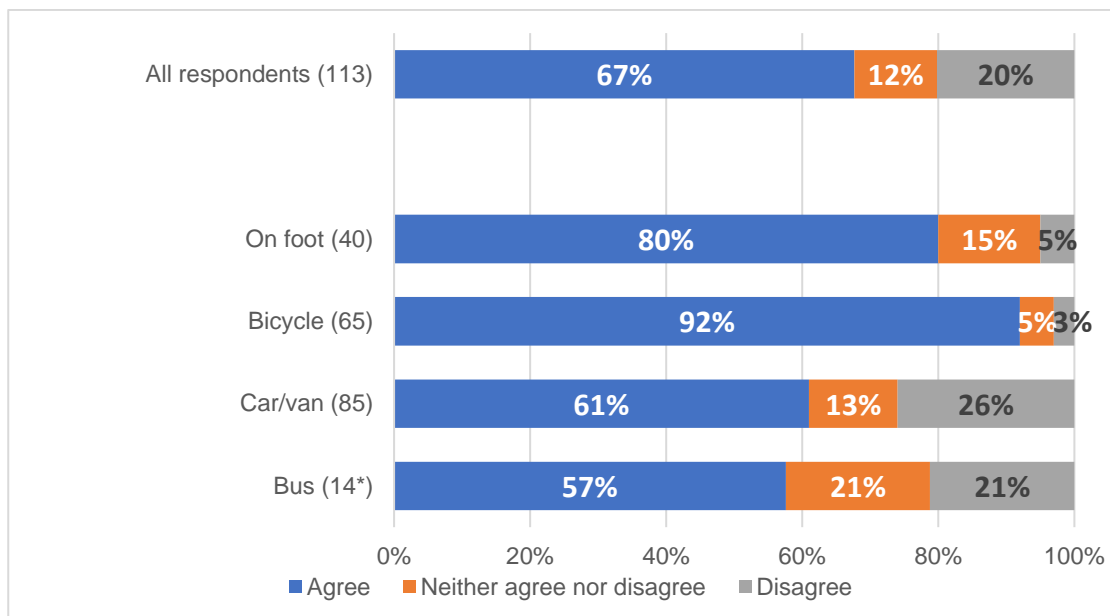
Figure 55 – Overall agreement/disagreement levels for Thames Close (% respondents)



Base: All respondents

Figure 56 shows agreement levels by mode of travel on the Bournemouth town centre to/from Ferndown route. Respondents who travel by bicycle and on foot are significantly more likely to agree with the proposed changes than those who travel by car/van or bus.

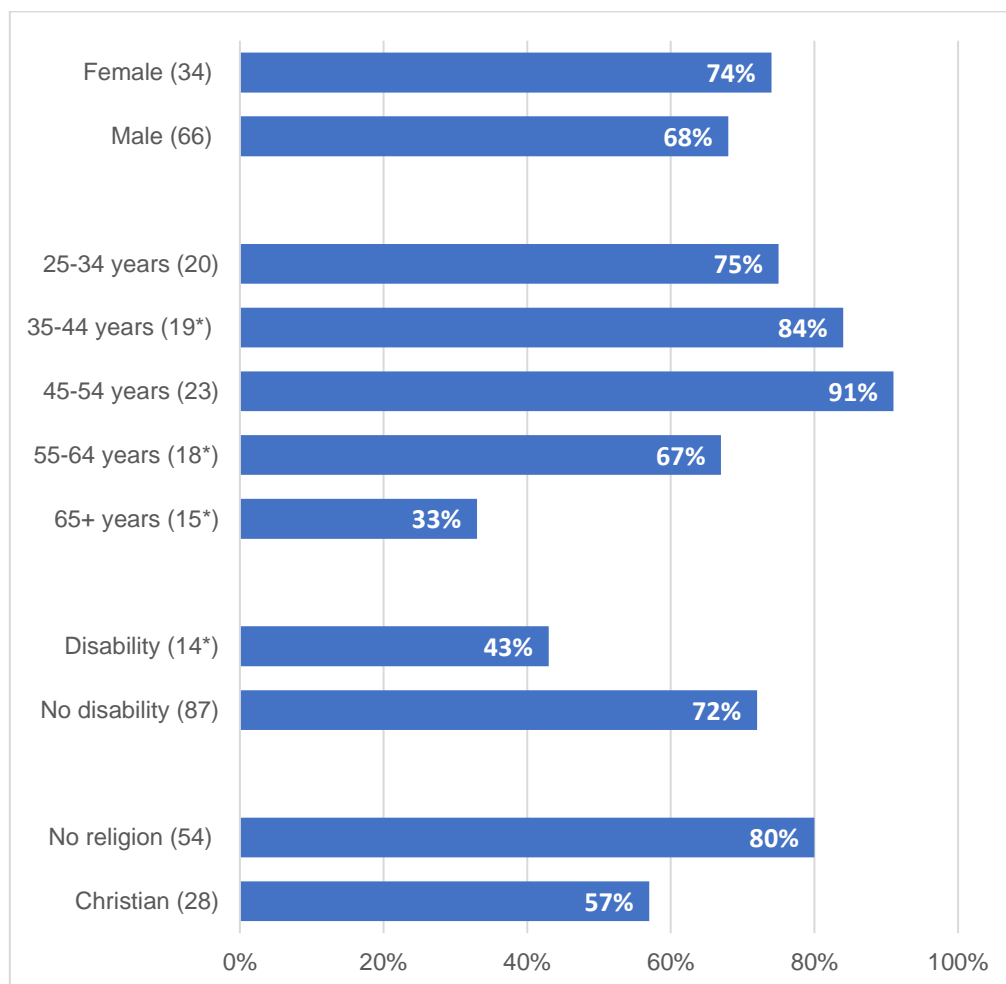
Figure 56– Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 57 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Sexual orientation has not been included as only heterosexual respondents had a large enough base. 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.

Figure 57– Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

Respondents were asked to explain why they agreed or disagreed with the proposed changes. Almost 50 respondents made a comment in relation to Thames Close. This included one written response. Figure 58 shows the themes of comments received. The most prevalent themes were general agreement and design comment/suggestion. Example comments are shown below.

Figure 58– Themes of comments

Theme	No. of comments
General agreement	12
Design comment/ suggestion	11
Agree with bridleway surfacing/widening	7
Needs lighting	5
Agree with wayfinding/signage improvements	4
Negative impact on traffic/car users	4
General disagreement	3
General cycle comment	2
Changes will improve safety	2
Environmental factors	1

Base: 47 respondents

General agreement:



“The more cycle routes the better!”



“Hurray!”



“As a keen hiker, runner and cyclist, I really welcome these changes, and look forward to feeling safer when travelling on foot and bike.”

Design comment/suggestion:

Design comments and suggestions varied but there were a few comments in relation to the detail of the route.



“Sounds great. I would suggest that the cycling facilities through the Tricketts Cross estate are also brought up to scratch. My only real concern is that the Chapel Lane / Thames Close route is quite a bit longer than New Road for getting to Ferndown Town Centre, which makes me wonder how much this route would be used for actual travel (as opposed to recreational cycling.)”



“As a woman cyclist I would have to be convinced that this route was safe & well lit. It would be OK for a short bit of leisure cycling during a summers day. It would be nice to see it linked into some cycling infrastructure into the centre of Ferndown but there isn't any. The route ends at a 4 lane busy dual carriage way! I suppose it's near to Sainsbury's if you want to risk your life negotiating a dual carriage way and a busy/ fast roundabout to get to it.”



“Both proposals are very good, but the entrance gate at Thames Close should be made easier for cyclists to access without slowing down and opening when closed.”



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Poole town centre to/from Wareham Road, Holton Heath

Rigler Road

This section 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



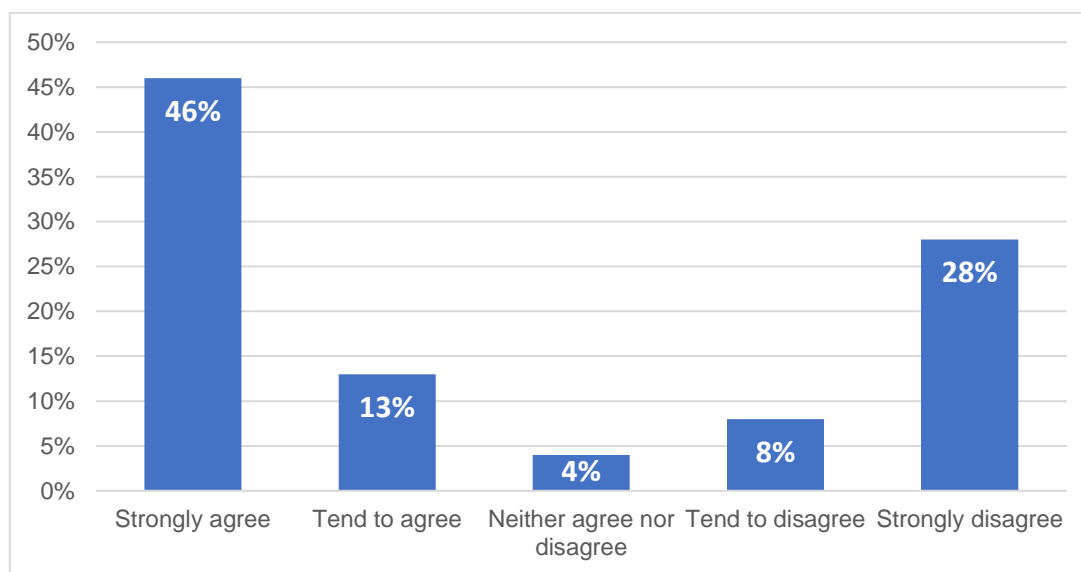
237 respondents



120 comments

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

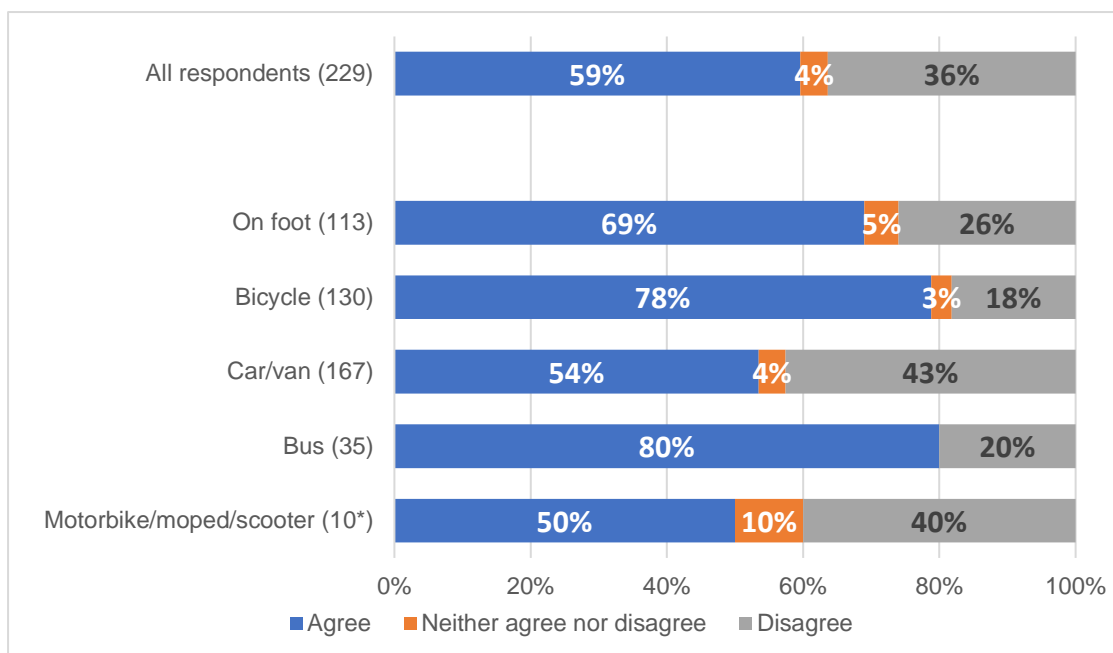
Figure 11 – Overall agreement/disagreement levels for Rigler Road (% respondents)



Base: All respondents

Figure 60 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.

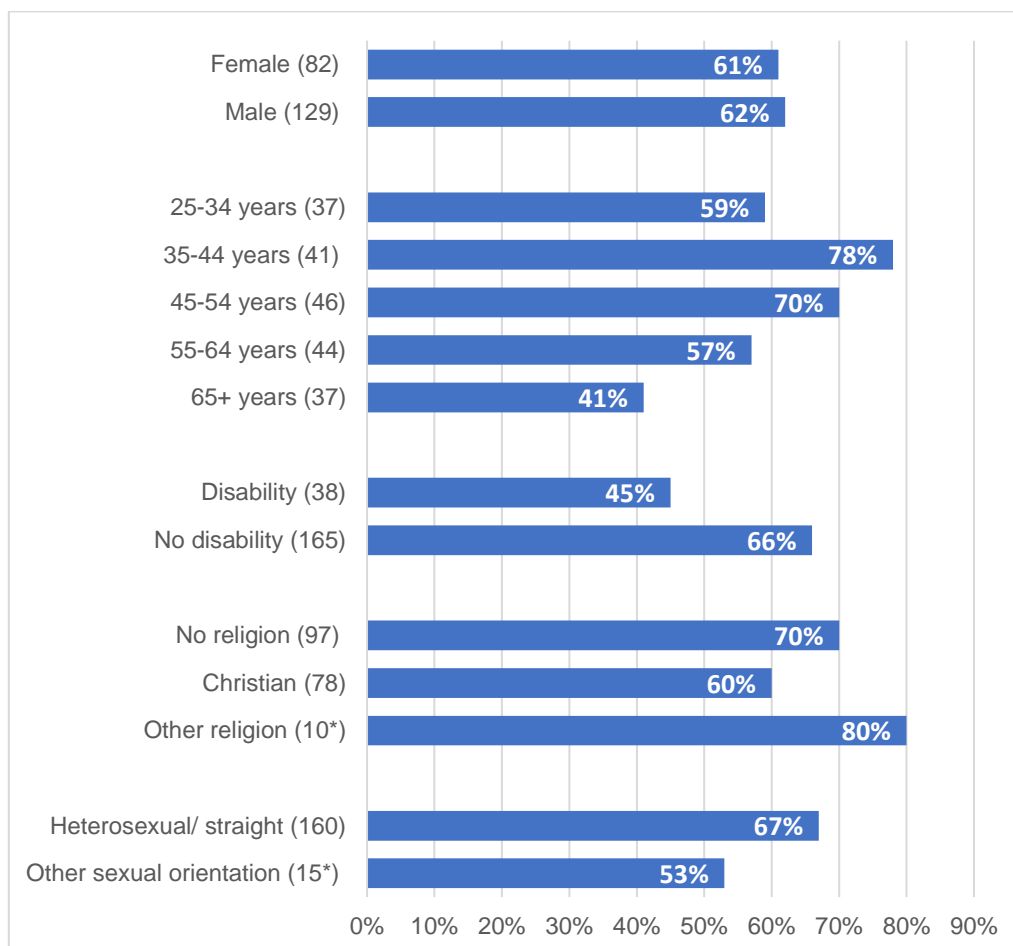
Figure 60 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 61 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 61 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)

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. Figure 62 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. Example comments are shown below.




Figure 62 – 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



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.”



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“ 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.”

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.”



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Rigler Road – Inglesham Way

This section details feedback received on the Rigler Road - Inglesham Way 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:

- A new 20mph zone along Blandford Road, between the Tuckers Lane junction and Poole Bridge
- Improvements to the existing bridleway behind Carter Community School
- A new shared use path and crossing facilities on Blandford Road near Carter Community School
- A new signalised junction where Blandford Road meets Coles Avenue/Hinchliffe Road
- New planting on Woodlands Avenue, near the Beckhampton Road junction, to create a quieter route for people walking and cycling – no access for vehicles beyond this point in either direction as a result
- Blandford Road/Lake Road junction to be improved with crossing facilities, new shared paths and removal of the right-turn lane on Blandford Road
- The shared path connecting Blandford Road and Beckhampton Road to be improved
- Inglesham Way junction improved with new crossing facilities and shared paths
- Paths around Harkwood Drive improved providing shared space for cycling and walking



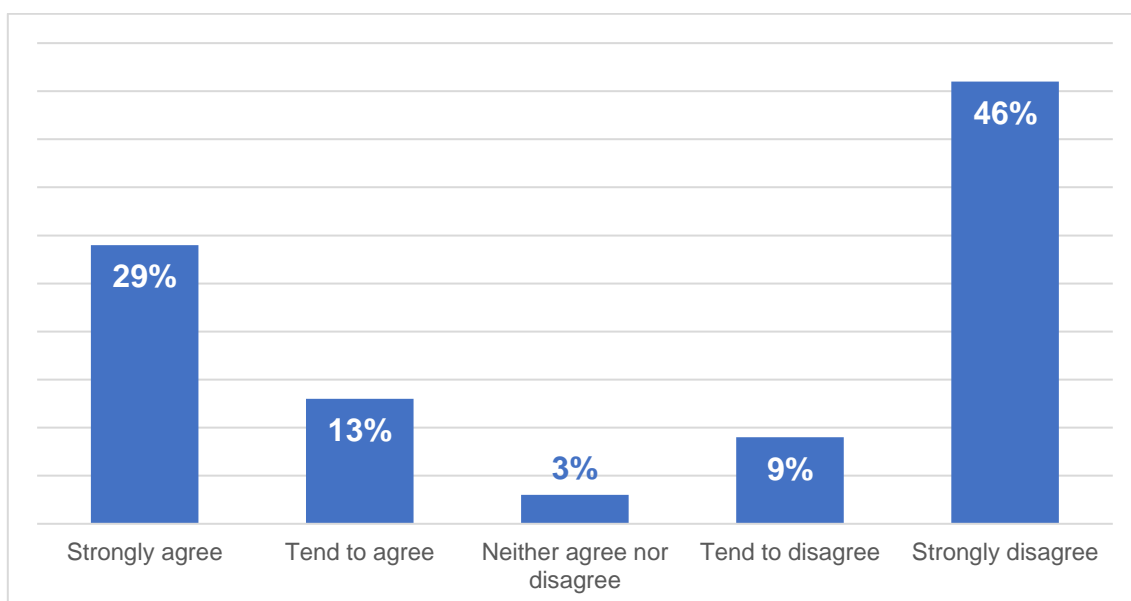
349 respondents



251 comments

Just under one third (29%) of respondents strongly agreed with the proposals, whereas over four in ten (46%) of respondents strongly disagreed with the proposals.

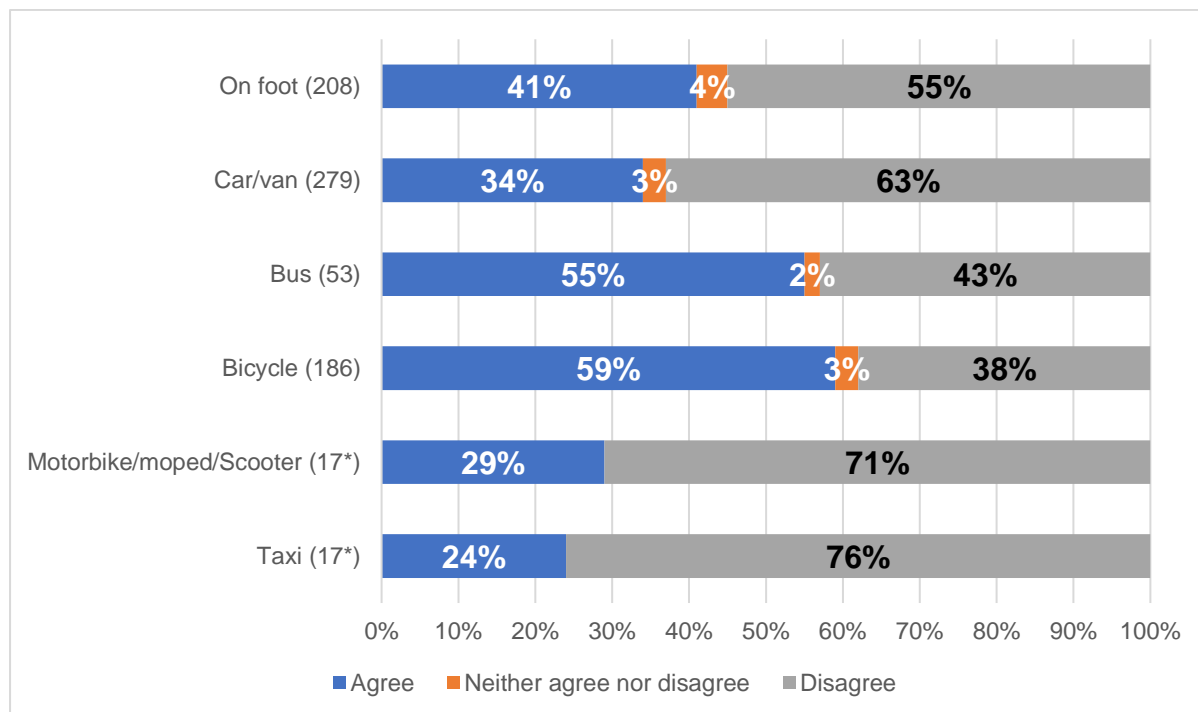
Figure 63 – Overall agreement/disagreement levels for Rigler Way – Inglesham Way (% respondents)



Base: All respondents

Figure 64 shows agreement levels by mode of travel on the Poole town centre to/from Wareham Road, Holton Heath route. Respondents who travel by bicycle are significantly more likely to agree with the changes than those who travel by car/ van.

Figure 64 – 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)

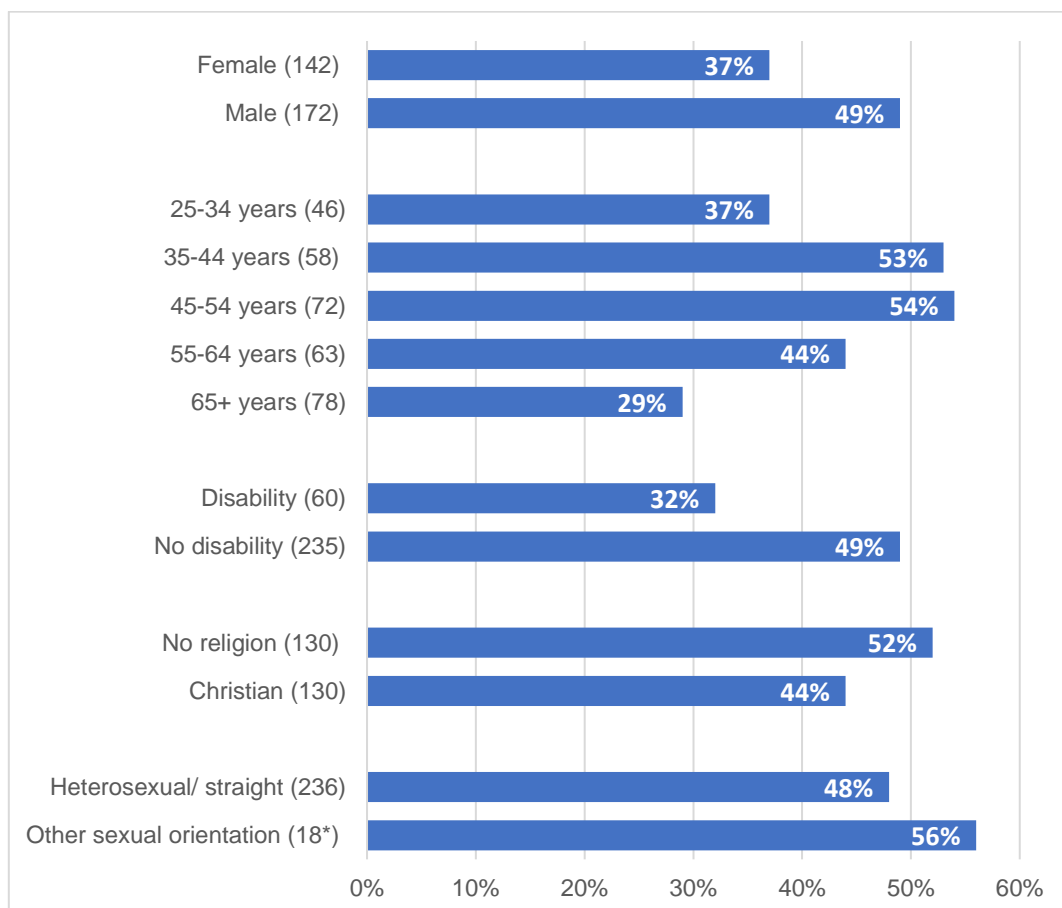


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Figure 65 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Male respondents were significantly more likely to agree with the proposals than female respondents. Respondents 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.

Figure 65 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just over 250 respondents made a comment in relation to Rigler Road - Inglesham Way. This included ten written responses. Figure 66 shows the themes of comments received. The most prevalent themes were disagreement to the closure on Woodlands Avenue, design comment/ suggestion, disagreement with the removal of the right-turn lane and disagreement with the 20mph zone. Example comments are shown below.

Figure 66 – Themes of comments

Theme	No. of comments
Disagree to closure on Woodlands Ave	103
Design comment/ suggestion	65
Disagree with removal of right-turn lane	46
Disagree with 20mph zone	37
General agreement	33
Environmental factors	21
Agree with shared paths/bridleway	20
Disagree with shared paths	19
Negative impact on traffic/car users	17
General disagreement	17
Disagree with crossings/junctions	15
Agree with 20mph zone	13
Agree to closure on Woodlands Ave	11
General cycle comment	9
Disability/ Accessibility Issue	8
Agree with crossings/junctions	3

Base: 251 respondents

Disagree to closure on Woodlands Avenue:

There was strong disagreement to the closure of Woodlands Avenue. Many comments were in relation to the additional traffic it will cause on surrounding roads and issues accessing Cobbs Quay.



“The planters in woodlands ave would cause all heavy traffic for Cobbs quay to come along narrow Beckhampton Rd which is just as much a residential area as Woodlands Ave.”





“I live in Woodlands Crescent and I think blocking through traffic along Woodlands Avenue will be an absolute disaster. I absolutely support the need for traffic CALMING measures along this stretch of road, but BLOCKING traffic is totally unnecessary and will cause chaos for the people who live here. This road is a primary access road for Cobbs Quay Marina...Blocking the road will mean vehicles towing large boats on trailers will be attempting to turn around in very small residential roads.”



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 “This is a terrible move as it will force all the traffic down Beckhampton which has extremely dangerous bend on it...Also Woodlands Avenue is not busy at all and a quiet safe road, mainly used by the locals which help ease the Blandford road congestion.”


 “It would not be beneficial to close woodlands avenue ,it is a quiet road already .it would create more traffic on Blandford road .and Beckhampton road would be a lot busier with traffic going to cobbs quay, everyone wanting to go to the boatyard especially in the summer months so I do not agree with it.”


Design comment/suggestion:

Design comments and suggestions varied but there were several comments in relation to considering traffic calming measure in Woodlands Avenue instead of closing it off or moving the closure point to one end. There were also comments about the materials that should be used for the shared paths.

 “ Traffic calming would be better the poles or the planter boxes that allow 1 car at a time. We want access on our roads especially since the main road is terribly congested on a regular basis, especially when the bridges break.”


 “ I would agree that the road is used as a rat run but would suggest other measures by tried first. At almost no extra cost planters could be used to erect opposing chicanes, with signage and widths to discourage larger transport vehicles. Failing that the installation of speed bumps/camera would be preferable.”


 “Put the obstruction at the end of Woodlands Avenue and let us have a choice how we exit on to the main road without penalising us for where we live.”

 “The link between Rigler Road and the existing bridal way is a great idea and long overdue. Please consider using gravel paths (similar to the ones in Upton park) in keeping with the 'natural' feel of the area across the recreation ground and behind the school, rather than tarmac. The same goes from the path north/south through the rec ground.”

Disagree with removal of right-turn lane:

Disagreement with removal of the right-turn lane was mainly around the additional congestion it would cause and issues with public transport.

 “Removal of the right hand turn from the Blandford Road affects the bus route and moves all residents vehicles living in the area to the traffic lights to a turn right into Coles Avenue or through Hamilton Road increasing vehicles movements in these two roads significantly.”

 “Strongly disagree to the removal of the right-turn lane into Lake Road as another 60 odd houses and a Care home for 60 residents has recently been built off this road and removing this right hand turn into Lake Road would be such a bad idea for all the residents living in Lake Road and all the roads off Lake Road.”



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"Object to removal of the right-turn lane on Blandford Road junction with Lake Road. Access to Lake Road and Lake area generally is vital. Removal of this lane would mean longer journeys and more pollution. Also would re-route vital public transport."

Disagree with 20mph zone:

Disagreement with the 20mph zone was generally around it increasing congestion and not being necessary.



"A 20 MPH zone will cause even more traffic and congestion along Blandford Road - especially during rush hour."



"Blandford road at a 20mph speed limit is ridiculous and will only cause an increase in vehicle emissions."



"I do not agree with 20 miles an hour, this is unnecessary as all schools have been passed by this point and prior to this there are too many traffic lights to allow speed above 20 during school times."

Inglesham Way – Sandy Lane

This section details feedback received on the Inglesham Way – Sandy Lane 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:

- Blandford Road/Dawkins Road junction redesigned with wider footways, new traffic lights and controlled crossing points.
- A new two-way cycle lane on the eastern side of Blandford Road, between Symes Road and Dawkins Road junctions
- New wayfinding signage towards Hamworthy train station
- Upgrades to the shared use path between Blandford Road and Symes Road
- Road markings to raise driver awareness of cyclists on the road near the railway bridges on Blandford Road.
- New and improved crossing points around Willow Close and Sandy Lane
- Improvements to the existing paths through Upton Country Park



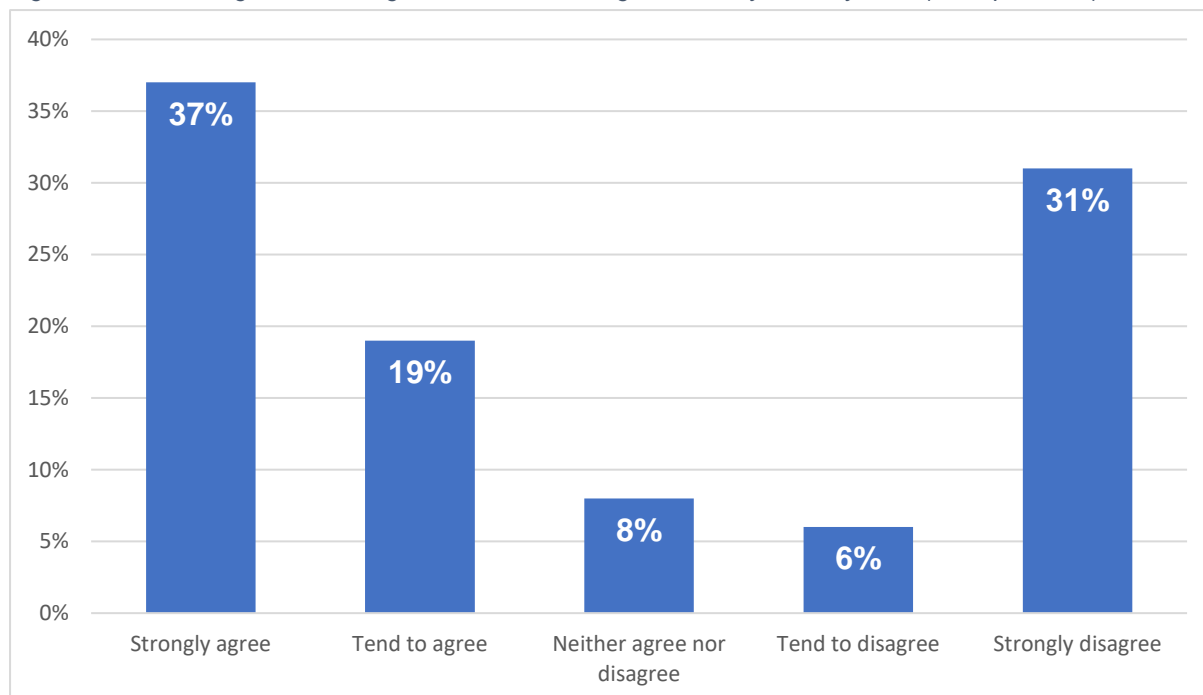
262 respondents



160 comments

Over one third of respondents (37%) strongly agreed with these proposed changes. Less than a third of respondents (31%) strongly disagreed with the proposed changes.

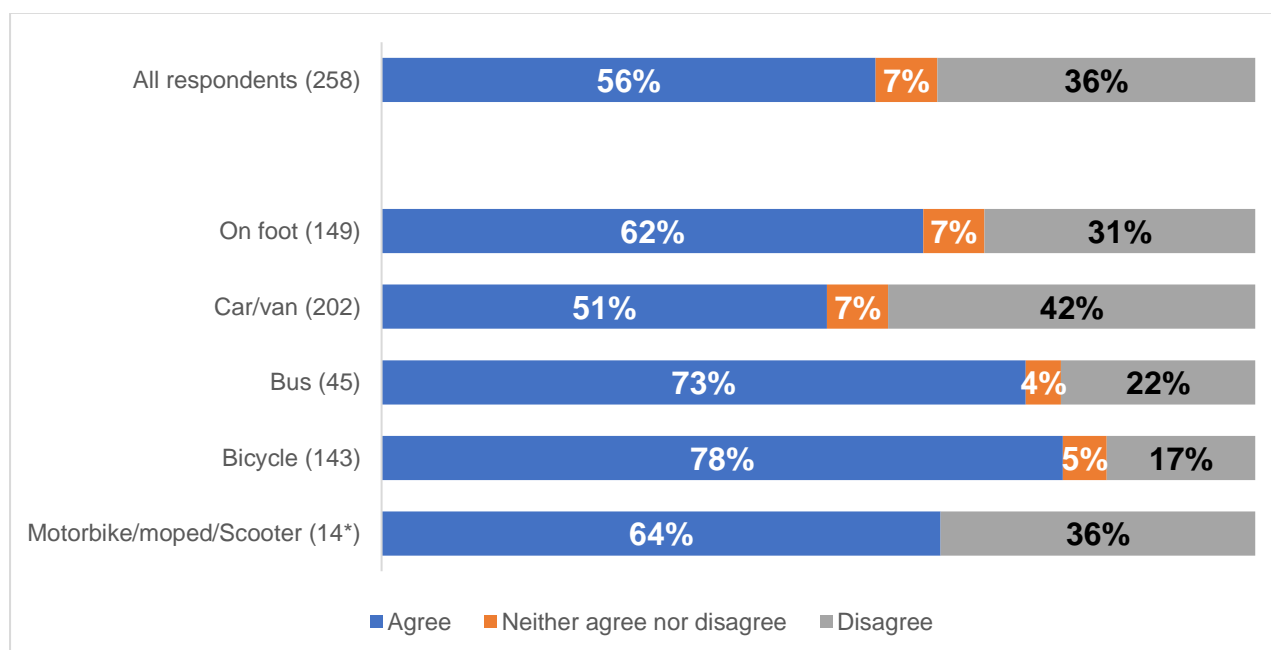
Figure 12 – Overall agreement/disagreement levels for Inglesham Way – Sandy Lane (% respondents)



Base: All respondents

Figure 68 shows agreement levels by mode of travel on the Poole town centre to/from Wareham Road, Holton Heath route. Respondents who travel by bicycle are most likely to agree with the changes; whereas those who travel by car/van are least likely to agree with the changes.

Figure 68 – 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)

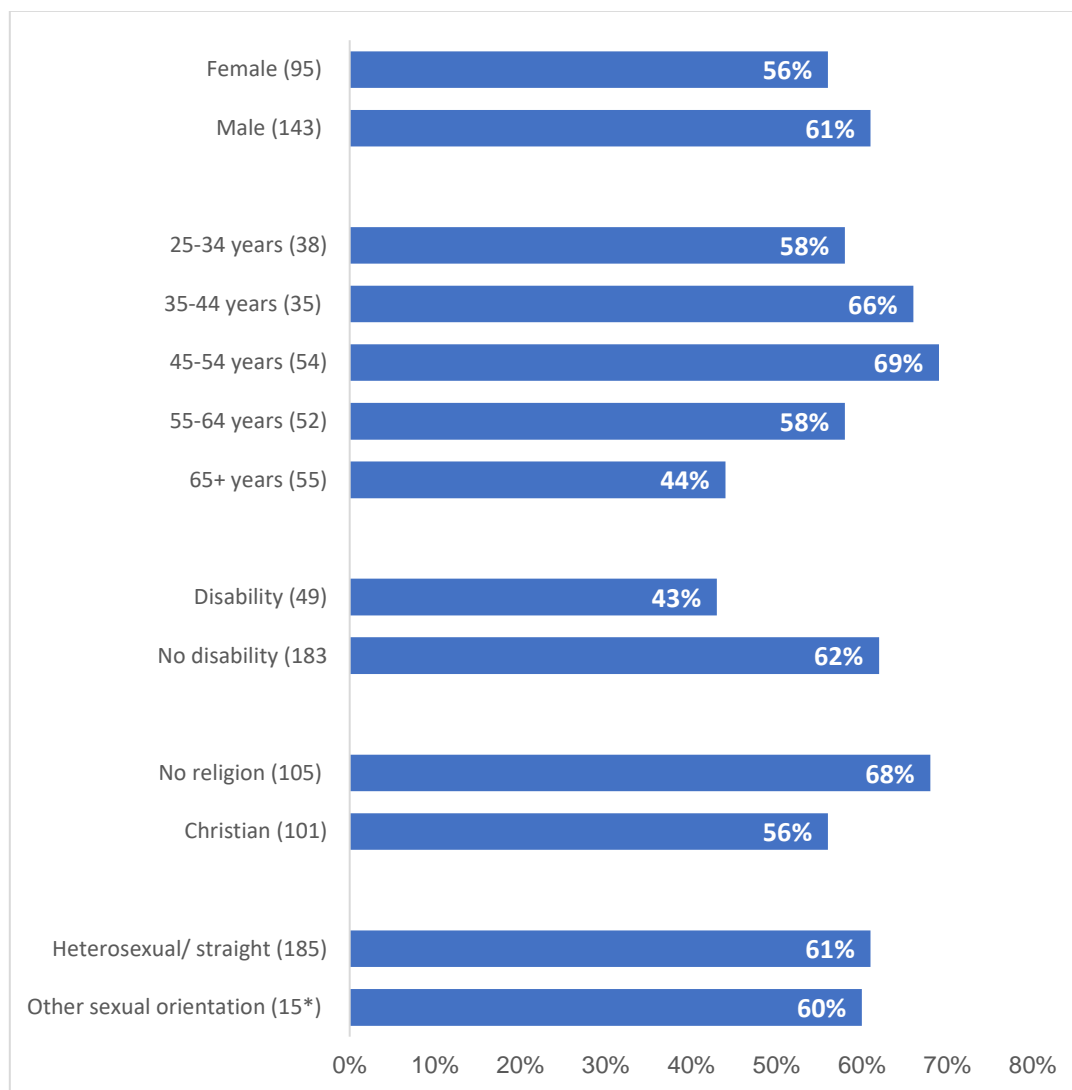


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Figure 69 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 45-54 years are significantly more likely to agree with the changes than those ages 65+ years. Respondents without a disability are significantly more likely to agree with the changes than those who have a disability.

Figure 69 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. A total of 160 respondents made a comment in relation to Ingelsham Way – Sandy Lane. This included one written response received. Figure 70 shows the themes of comments received. The most prevalent themes were design comment/ suggestion, agreement with cycling changes and impact for motor vehicles. Example comments are shown below.

Figure 70 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	81
Agree with cycling changes	40
Impact for motor vehicles	23
General cycling comment	23
Disagree with cycling changes	20
Agree with walking changes	19
Environment impact	7
Disability/ access issue	5

Base: 160 respondents

Design comment/ suggestion:

“I think the cycle lane should completely avoid Blandford Road. This route is too busy, and I would never use it myself or with the children. I feel that a cycle lane would be better through Hamworthy park / Branksea AVE / past the Red Lion and up to the Marines Camp, over the railway bridge and then a cycle lane through Turlin Moor connecting to Upton side roads. There are too many traffic lights on Blandford Rd so this other route would be much faster by Bike. It would also increase accessibility to the park, Rockley holiday camp and the Marines base”

All excellent improvements - have cycled this way for a while, trying to avoid Blandford Rd, but it has needed linking properly. Wondering if you have considered continuing the improvement into Turlin Moor i.e. - from Blandford Rd to the station via Turlin Rd - create cycle/pathway from Hamworthy station west along Junction Rd and continuing along the north of the railway line to the railway footbridge crossing - widen the footpath from south of railway bridge crossing to Napier Rd at entrance to Rockley Park

“The Blandford Rd/Dawkins Rd redesign a real priority. Needs to incorporate safe exit onto Dawkins Rd from Carters Ave. Restricted view at present makes this quite dangerous.”

Agree with the cycling changes:

“The link through Upton park joining the existing cycle paths to Allen’s Road and Willow Close is a much-needed link. It will also join up existing cycle paths to the Upton Trailersway leading up to Upton heath.”



"Blandford Road is very narrow in some places and I am frightened to cycle on the road at the moment. This would make cycling safer and more enjoyable for everyone I think".



"Strongly support steps to prioritise cycling and walking over cars as a means to tackling Climate & Obesity Crisis"

Impact for motor vehicles:



"Before I retired, I worked as a bus driver and as a retained fireman, as a fireman I frequently drove emergency vehicles around Hamworthy and Upton. As a bus driver I can say that any narrowing of Blandford Road would cause further delays on a road that is already very busy. Also, whenever a bus had to stop where there is not a designated pull off the following traffic is delayed and sometimes this leads to dangerous overtaking, this situation will be worsened wherever the road is narrowed. As an emergency driver, I can say that other road users usually react very well to "blues and twos" but where the road is narrowed, they will not have room to get out of the way. Any delays to emergency vehicles could have serious consequences including loss of life. I also have to comment that access to side roads is becoming increasingly difficult because of the numbers of parked vehicles. Additional yellow lines on bends and on corners of roads would provide space for vehicles to pass and to move out of the way to allow emergency vehicles through."



"As a transporter of abnormal loads both into and out of Cobbs quay marina, the proposed alteration and narrowing of the road junction at Ingelsham way with cause difficulties maneuvering, as there is no alternative entrance for large vehicles I would strongly urge you to reconsider the plans."



"It is essential that whatever you plan does not further restrict the flow of traffic as the number of traffic signals is already significant for such a short distance. The number of times drivers have to wait at crossings when no-one is using it is very frustrating. They either cross anyway before the signal or the changing sequence is so slow that queues mount up for no reason."

Sandy Lane

This section details feedback received on the Sandy Lane 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:

- New wayfinding signage and better crossing facilities on Sandy Lane and Watery Lane, with drainage improvements to avoid the route flooding. The route could alternatively follow Slough Lane, rather than Watery Lane
- The existing footpath upgraded to shared use for pedestrians and cyclists, designed to accommodate tidal flooding – the route would be screened from the A35 and run along the edge of the nature reserve, developed alongside the RSPB
- A new shared use bridge would be installed across Sherford River, with the shared use path continuing along the riverside to connect with Wareham Road



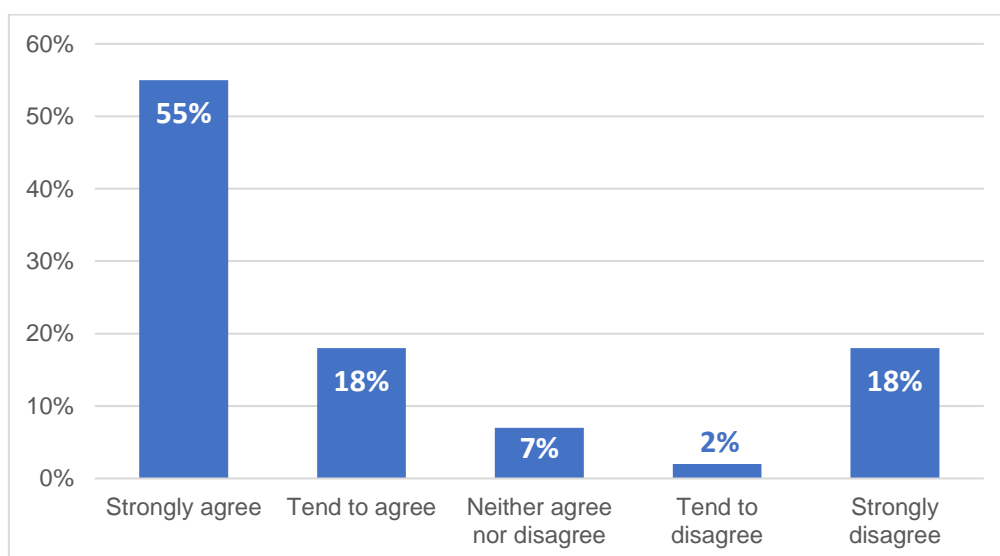
265 respondents



142 comments

Over half of respondents (55%) strongly agreed with the proposals whilst less than one fifth (18%) strongly disagreed.

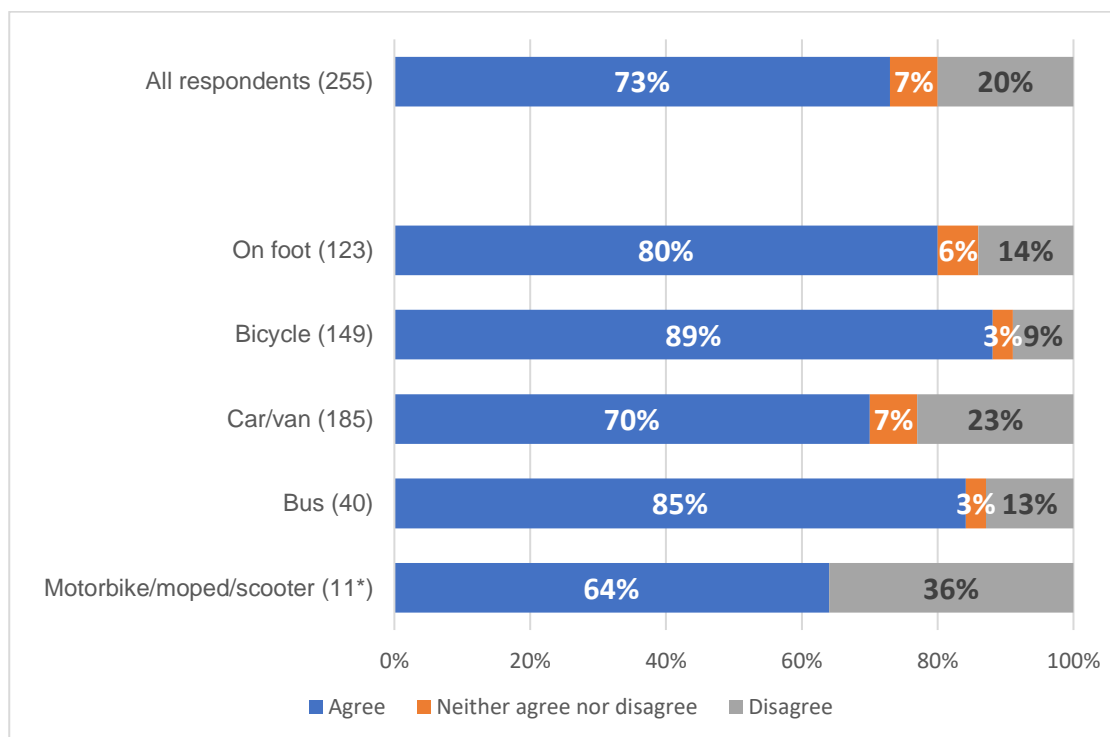
Figure 13 – Overall agreement/disagreement levels for Sandy Lane (% respondents)



Base: All respondents

Figure 72 shows agreement levels by mode of travel on the Poole town centre to/from Wareham Road, Holton Heath route. Respondents who travel by bicycle are most likely to agree with the proposed changes whilst those who travel by motorbike/moped/scooter are least likely to agree.

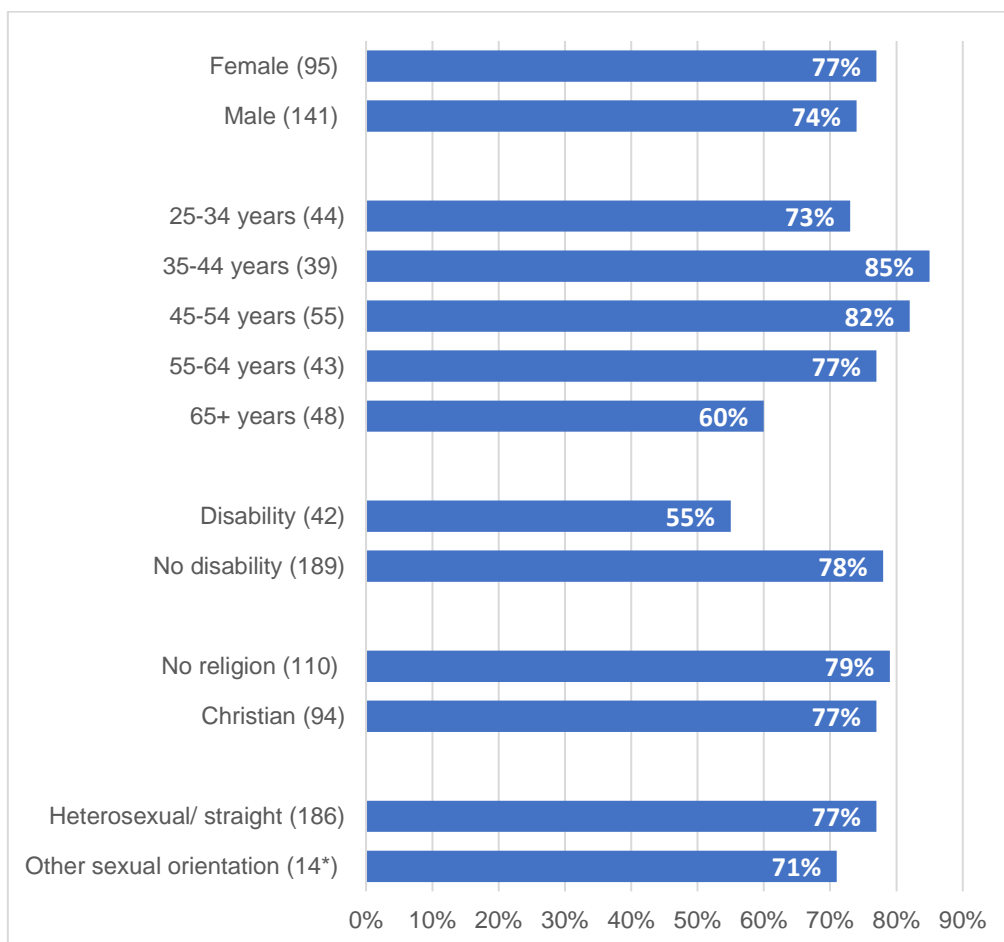
Figure 72 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 73 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 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.

Figure 73 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 150 respondents made a comment in relation to Sandy Lane. This includes two written responses. Figure 74 shows the themes of comments received. The most prevalent themes were design comment/suggestion, agreement with the new shared use bridge, general agreement and the changes improving safety. Example comments are shown below.

Figure 74 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	35
Agree with new shared use bridge	34
General agreement	27
Changes will improve safety	20
Disagree with shared paths	17
Agree with drainage improvements	9
General disagreement	8
Environmental factors	7
Negative impact on traffic/car users	6
General cycle comment	5
Agree with upgraded footpath	3
Disability/ Accessibility Issue	2

Base: 142 respondents

Design comment/suggestion:

Design comments and suggestions varied but there were several comments in relation to other parts of the cycle route in the area that need to be addressed and also a couple of suggestions for a route alongside the railway line.

“What it doesn't do is connect cyclists to Sherford Lane, from where they can cycle quiet routes to Wareham. To achieve this we will still have to cycle several hundred yards along the A35 - very dangerous (in either direction). There is a rough footpath on the westbound grass verge, not suitable for cyclists. Putting a surfaced path on this stretch of the A35 should be high priority.”

“A good idea for a cycle route from Upton to Holton Heath & I would use but would like to see it improved along first part of Holton Heath before Wareham. Also the general surface of Sandy Lane for all is poor both for road & pedestrians. I hope this can be improved and maintained far better going forward.”

“Shame the section of the A351 around Sandford is not addresses - this is the worst part of the current circuit, with VERY busy roads, and a rough, poor quality shared-use path the only accommodation for cyclist.”

“A better route would be alongside the north side of the Railway Line running from Egmont Road to Holton Heath Industrial Estate. The route suggested would be quicker than driving between Egmont Road and Holton Heath, it would also be more scenic and less polluted.”



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“The Cycle route should be from Rockley Park to Holten Heath Industrial Estate alongside the existing Railway Line. The cycle lane should be built to the northern side of the Railway Line. We have some fantastic scenery/places on our doorstep and instead our council is choosing to have a cycle lane next to busy and polluted roads. The infrastructure is there for a cycle path on the western side of the lake, There is a footpath from S Haven Close to Egmont Road and then a cyclepath from Egmont Road to Napier Road which links up to the existing cycle route.”

Agree with new shared use bridge:

There were many positive comments in relation to the proposed bridge, mainly around it being a more attractive route and avoiding the need to use the Bakers Arms Roundabout.

“Excellent route cutting across from Watery Lane across Sherford River water meadows to Wareham Road at kingsbridge in Holton Heath. Ensure flooding issues are addressed! Amazing addition to access Poole from Wareham by commuters cycling from Poole to Holton Heath Trading Park and beyond. This route will avoid cyclists using the Bakers Arms roundabout, which is a very dangerous and busy major highway.”

“We REALLY need this link, I would be delighted to see this happen - going some way towards a full linkage of quiet and off road cycling routes around Poole Harbour. The part where you have to ride around Lychett Minster and negotiate the Bakers Arms roundabout is an awkward and less than pleasant route to have to take.”

“For my commute between Wareham and Poole, this off-road route looks wonderful, cutting the distance, and removing the need to cycle the difficult Baker's Arms roundabout.”

“The proposals are brilliant. Particularly the path and bridge over the Sherford River alongside the A35. That will be a real joy.”

“It's exciting you will finally safely be able to cycle from Upton to Holton heath. The new path across the field and bridge will be brilliant for cycling and walking.”

General agreement:

“What an excellent idea. Great to finally see designated biking lanes away from cars that allow families to cycle safely whilst admiring the beauty of Dorset!”

“No objections at all, great idea for this area.”

“Cycle up this way regularly for work. Sounds brilliant.”

Changes will improve safety:

“Would mean better and safer access for those wanting to walk/cycle to Holton Lee and beyond.”

“It's exciting you will finally safely be able to cycle from Upton to Holton heath.”

“I tend to cycle around this area so a safer route would be great!”



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Poole town centre to/from Merley, Poole

Wimborne Road

This section details feedback received on the Wimborne Road section on the survey (which is on the Poole town centre to/from Merley route). The proposed changes on this section are:

- More priority for cyclists and pedestrians and wider footways on Serpentine Road
- New parallel crossings at the Wimborne Road/Denmark Lane/Serpentine Road roundabout
- Light segregation (e.g. flexible poles) to be installed on the existing on-road cycle lane on the western side of Wimborne Road between the roundabout and Heckford Road
- The existing bus lane on the eastern side of Wimborne Road maintained
- New toucan crossings along Wimborne Road
- A new two-way protected cycle track on the western side of Wimborne Road, with access maintained to/from properties where required
- On-street parking to be removed along the western side of road
- More priority for people walking and cycling along Wimborne Road across most adjoining roads
- No access for vehicles between Wimborne Road/Stokes Avenue. Access would be maintained for people walking or cycling
- Upgrade of the New Inn junction, providing dedicated signal timing for cyclists and priority to those walking and cycling



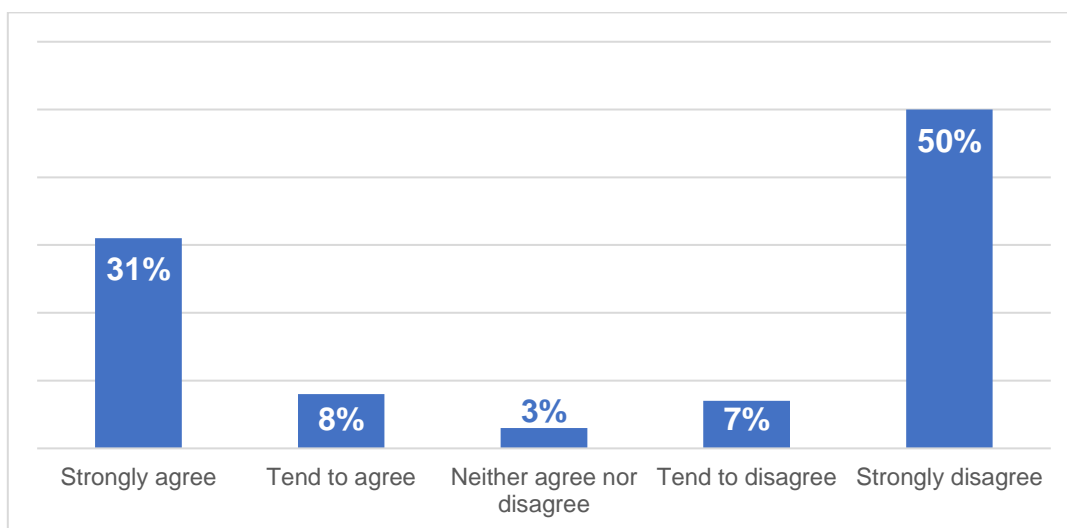
386 respondents



290 comments

Nearly one third of respondents (31%) strongly agreed with these proposed changes; whereas half of respondents (50%) strongly disagreed with the proposed changes.

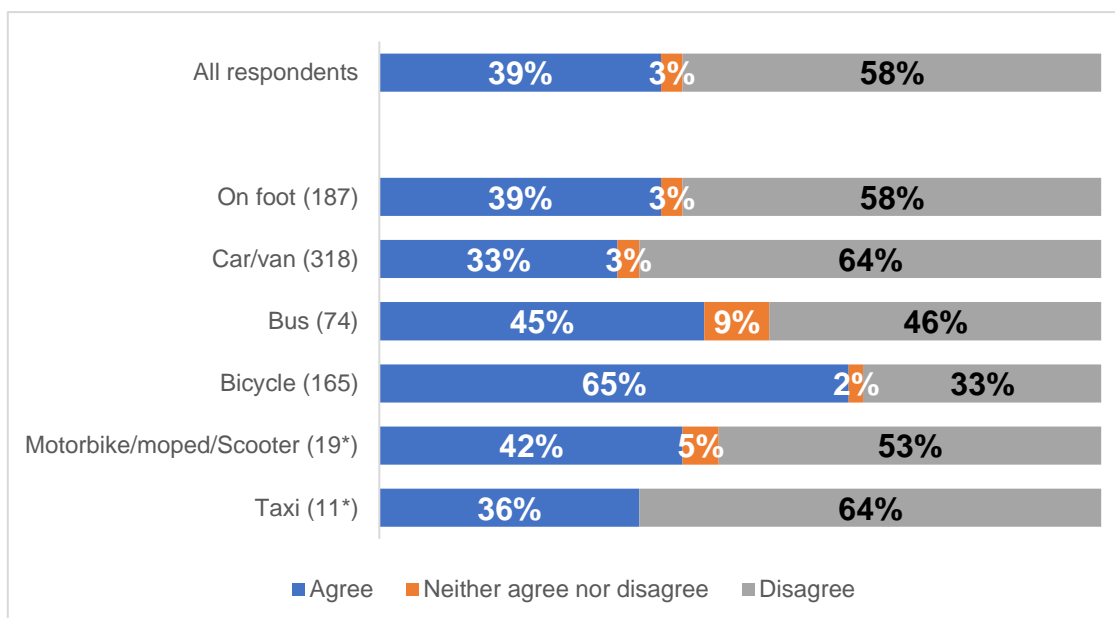
Figure 14 – Overall agreement/disagreement levels for Wimborne Road (% respondents)



Base: All respondents

Figure 76 shows agreement levels by mode of travel on the Poole town centre to/from Merley route. Respondents who travel by bicycle are most likely to agree with the changes; whereas those who travel by car/van are least likely to agree with the changes.

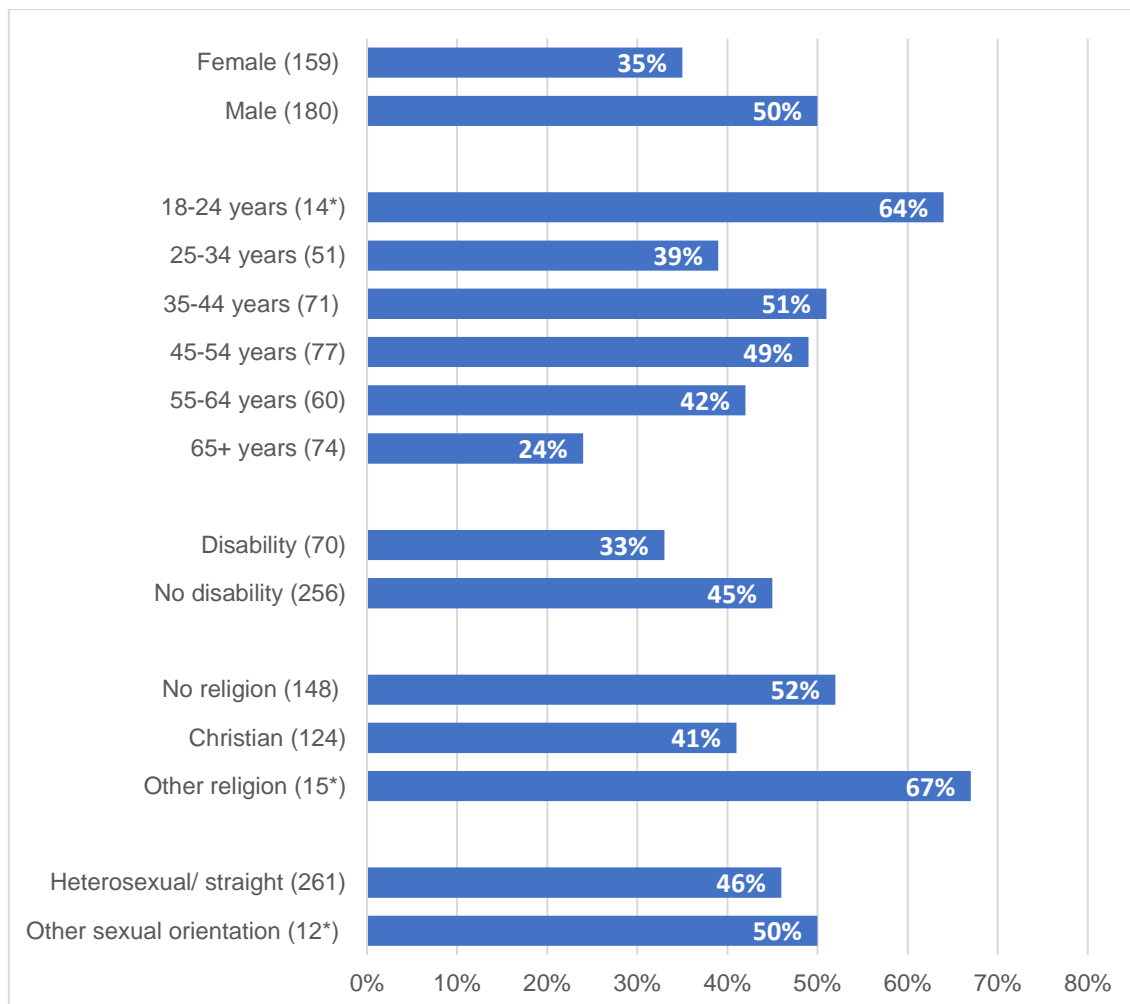
Figure 76 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 77 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 any other age group. Male respondents are more likely to agree with the proposals than female respondents.

Figure 77 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. A total of 290 respondents made a comment in relation to Wimborne Road. This included six written responses received. Figure 78 shows the themes of comments received. The most prevalent themes were disagreement with the cycling changes, disagreement with a closure on Stokes Avenue and a design comment/suggestion. Example comments are shown below.

Figure 78 – Themes of comments

Theme	No. of comments
Disagree with cycling changes	132
Disagree with closure on Wimborne Rd/ Stokes Avenue	121
Design comment/ suggestion	80
Disagree to removal of on street parking	68
Agree with cycling improvements	54
Agree with walking improvements	32
Disability/ access issue	23
Environment impact	22
General cycling comment	22
Public transport comment	14
Agree to removal of on street parking	7
Agree with closure on Wimborne Rd/ Stokes Ave	5
Agree with crossings	4

Base: 290 respondents

Disagree with cycling changes:

“It is already difficult joining the Wimborne Road, if the dual direction route was added it as well will be much harder and much more dangerous to exit Haynes. There will be far too much to look out for while joining the road, with cyclists and scooter riders coming at you from both directions, how are you supposed to watch for cars too? If you pull into the dual lane and wait for a gap in the traffic, you are at risk of being hit by a cyclist going too fast or a person texting on their scooter and not looking where they are going.”

“As a cyclist I'm very concerned about the new proposed dual flow cycle path. I'm very keen to see anything that makes cycling safer, but I really don't think this does. To pull out of our road we need to cross over two lanes of the cycle path and potentially stop on the divide. I think cyclist may not notice cars pulling out, cyclist may also be travelling faster and so misjudgements occur by both cars and cyclists. The road we live in is frequently used, as well as residents there is a local co-op which is frequently used by those driving in and out of Poole, also the road is used by parents dropping off and picking up their children from Poole High the local school. All of this increases traffic crossing over the cycle flow.”

“Light segregation will also have a negative effect it will slow down traffic unnecessarily - as the cycle lane is not used as frequently as suggested nor is there ever a constant flow of cyclists! 2-way cycle lanes are unnecessary also, it won't be used as much as suggested and will cause more congestion.”

Disagree with closure on Wimborne Rd/ Stokes Avenue:

“Increased traffic on Haynes Avenue which a quiet road. Closing Stokes Avenue will increase pollution and will cause accidents on Haynes Avenue, particularly on the blind bend, which is home to a childcare setting. This is increased danger for the children upon drop off and pick up. Haynes Avenue is already busy during school drop off and pick up for Longfleet School and Poole High school as lots of parents use this road.”

“Further road closures do little to improve traffic or mobility and will only add to the road miles of residents, visitors, school parents and emergency vehicles.”

“As a regular visitor to Stokes Avenue closing the entrance and having the only exit onto the west of Wimborne road where I will have to cross a double cycle lane is dangerous! The other end of Tatnam road has already been closed. I would also question how many cycles this route.”

Design comment/ suggestion:

“Cyclists travelling from Wimborne and Merley to Poole town centre are not going to divert via Canford Heath and Derby’s Lane. Cycleway provision is needed between New Inn and Derby’s Corner along Wimborne Road and Waterloo Road.”

“Cycleway to be 2 with flow lanes on their own side of the road. Force Cyclists to slow down at side roads. place humps in cycle lane at side roads. Allow for delivery drivers to park next to houses on Wimborne road. Reopen Darbys lane to ease traffic flow. If closing side road, close Haynes due to nursery and blind bends. Already timing in place at new inn junction so no need to change.”

“Speaking as a road cyclist myself, I appreciate the efforts in an attempt to keep us safe on the roads, but looking at the plan in this post I think what’s being proposed is ridiculous. You’re proposing to shut off and segregate a full vehicle lane for cycling in both directions. You’re then also removing the turning refuges. How do you propose a cyclist exits the cycle lane to turn into one of the roads off the main vehicle lane? How do you propose vehicles off the main lanes turn across the path of bicycles heading in either direction? Why not just widen the existing cycle lanes slightly? Less cost, less disruption, more effective. Based on the perceived hazards alone, this particular plan is actually making it more dangerous for cyclists, not safer.”

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Darbys Lane

This section details feedback received on the Darbys Lane section on the survey (which is on the Poole town centre to/from Merley route). The proposed changes on this section are:

- A planter box installed and vehicle restrictions currently in place between Darbys Lane and Wimborne Road. This is being consulted on separately as part of Experimental Traffic Regulation Order
- New wayfinding signage
- Improvements to the Darbys Lane/Dorchester Road junction
- Improvements to the shared use path leading to Trigon Bridge



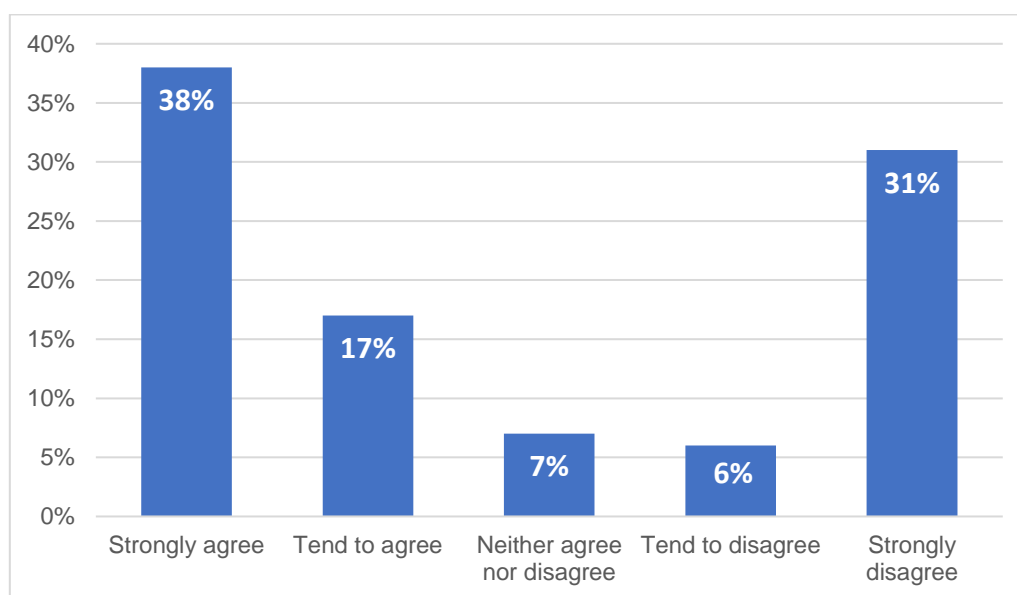
222 respondents



100 comments

Over half (56%) of respondents agreed with the proposals whilst less than two fifths (37%) disagreed.

Figure 79 – Overall agreement/disagreement levels for Darbys Lane (% respondents)



Base: All respondents

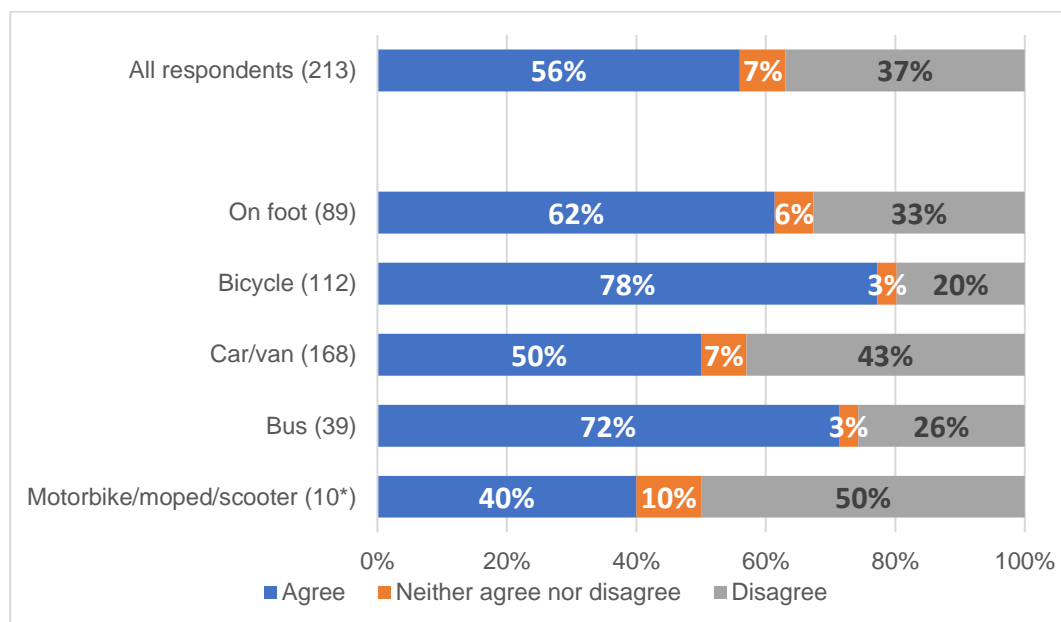


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Figure 80 shows agreement levels by mode of travel on the Poole town centre to/from Merley route. Respondents who travel by bicycle and those who travel by bus are most likely to agree with the proposed changes whilst those who travel by car/van and motorbike/moped and scooter are least likely to agree.

Figure 80 – 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)

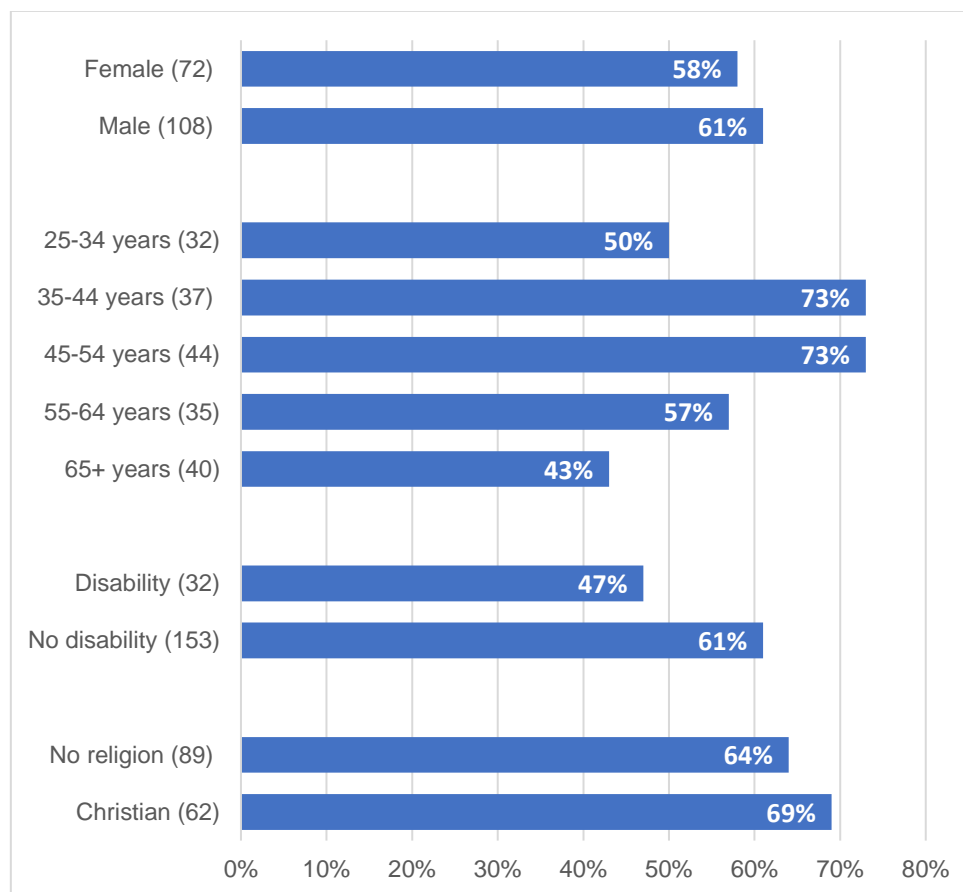


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Figure 81 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Sexual orientation has also not been included as only heterosexual respondents had a large enough base. Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than those aged 35 to 54.

Figure 81 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. A total of 100 respondents made a comment in relation to Darbys Lane. Figure 82 shows the themes of comments received. The most prevalent themes were general agreement, design comment/suggestion and disagreement with the current experimental traffic regulation order. Example comments are shown below.

Figure 82 – Themes of comments

Theme	No. of comments
General agreement	15
Design comment/ suggestion	14
Disagree with current experimental traffic regulation order	14
Negative impact on traffic/car users	12
General disagreement	12
Agree with wayfinding	8
Environmental factors	6
Agree with junction improvements	6
Changes will improve safety	5
Disagree with shared paths	5
Other	4
Agree with shared path improvements	4
Need direct route	3
Disability/ Accessibility Issue	2
General cycle comment	2
Agree with current experimental traffic regulation order	2

Base: 100 respondents

General agreement:



"This would improve the local area and make it more attractive."



"The recent changes are very welcome, this provides further enhancements."



"I wholeheartedly agree with any proposals which benefit the growing community of cyclists."

Design comment/suggestion:

Design comments and suggestions varied. A few examples are shown below.



"This is an important connection, however the quality of the road/path tarmac should be looked at as road cyclists will want to avoid potholes etc."



"Generally looks ok but there is a problem with people rat running along Heath Rd and Darbys Lane. How will this be stopped? Cars drive very fast along here trying to short cut the traffic lights."

“This route is reasonably direct but Darbys Lane, especially North of Dorchester Road is borderline for use as a quietway and can be busy. Preference would be for one-way traffic and segregated two-way cycle lane which would be much safer. If to be used as a quietway, the planter at the junction of Wimborne Road, currently being consulted on an ETRO, is essential and further modal filtering north of Dorchester Road should be considered to limit through traffic. As a quietway, a 20mph speed limit would be essential in this section but is not indicated in the design and additional speed control measures should be installed. Also, Darbys Lane is narrow in places with no central white line making it borderline for safe passing of cyclists, especially parents riding two abreast with children. Consider removing some parking in these sections and/or an advisory cycle lane. Where the road is too narrow for safe passing, it must be made clear to drivers with appropriate signage that cyclists will take primary position and should not be passed. "Junction Improvements" at Dorchester Road should consider the directness of the route and not involve dismount or detour to a separate pedestrian crossing - it will not be used. Instead there should be a light controlled junction with priority for cyclists or simply make the Darbys Lane the priority route with traffic on Dorchester Road yielding.”

Disagree with current experimental traffic regulation order:

Comments were mainly around the increased congestion that the closure has caused.

“Closing Derby’s lane and Wimborne Rd to traffic has been a nightmare resulting in a huge detour for local traffic to get to fernside road. Longer journey time and more pollution..”

“The closing and planter box at the junction of Darbys Lane and Wimborne Road is having a massive impact on vehicle congestion at the Junction of Darbys Lane and Dorchester Road. This is in turn impacting on traffic in the surrounding roads which a) we were once quiet. b) is causing stop start traffic and increasing pollution. c) causing issues with traffic flow. I agree that the Darbys Lane Dorchester Road junction needs to be looked at but feel that some of the problem for this is the zebra crossing and people not understand in the Highway Code!”

“ The closure of Darby's lane to vehicles is highly inconvenient and leads to increased traffic through the remainder of this route. More useful solutions include; speed bumps along Darby's Lane to reduce vehicle speeds and increase safety, traffic lights at DL/DR junction to ease traffic flow, removal of multiple pelican crossings along Dorchester Road to reduce frequency of traffic 'cutting the corner off' for convenience, priority passing points built into one or both lanes of Darbys Lane. The closure of this route causes major inconvenience to local road users aiming to travel to the Fleets Lane Industrial Estate, Fitness First, Willis Way, etc.”



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Trigon Bridge – Canford Heath Road

This section details feedback received on the Trigon Bridge – Canford Heath Road section on the survey (which is on the Poole town centre to/from Merley route). The proposed changes on this section are:

- Improvements to the shared use path leading to Trigon Bridge. The handrail height would also be increased on the bridge to improve safety
- A new two-way shared path on Harwell Road, between Trigon Bridge and Darbys Lane North and new parking restrictions on Harwell Road to create space for the path
- Improvements to Darbys Lane North
- Improvements to the existing shared use path near schools and the leisure centre
- A new toucan crossing point on Canford Heath Road



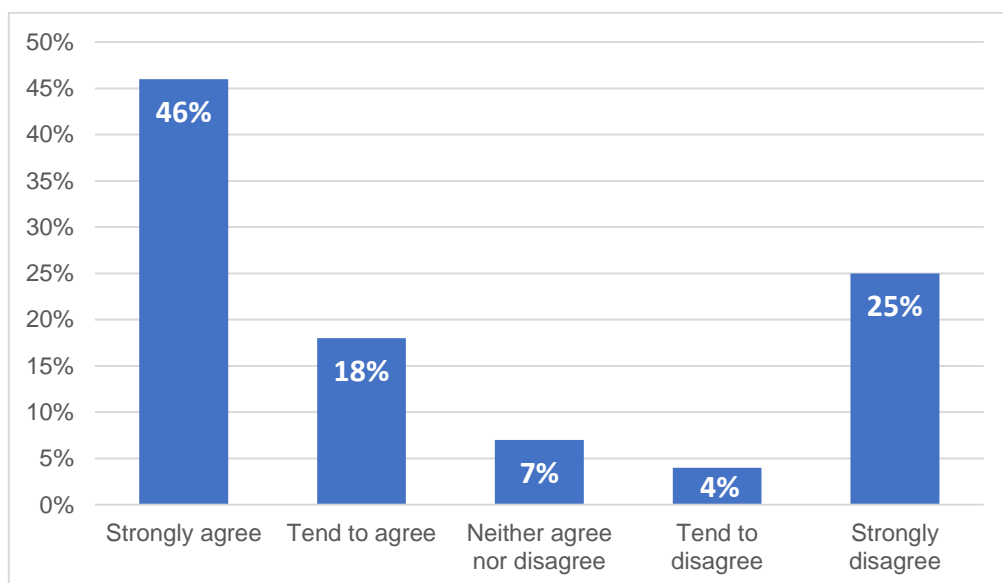
188 respondents



77 comments

Almost half of respondents (46%) strongly agreed with the proposals whilst one quarter (25%) strongly disagreed.

Figure 83 – Overall agreement/disagreement levels for Trigon Bridge – Canford Heath Road (% respondents)



Base: All respondents

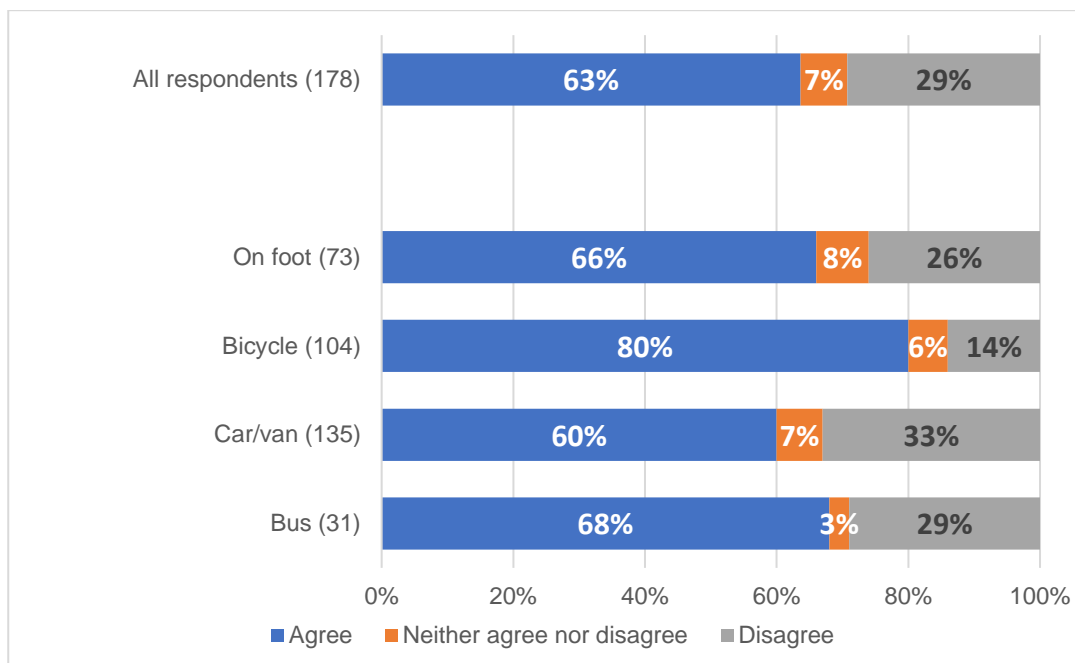


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Figure 84 shows agreement levels by mode of travel on the Poole town centre to/from Merley route. Respondents who travel by bicycle are most likely to agree with the proposed changes whilst those who travel by car/van are least likely to agree.

Figure 84 – 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)

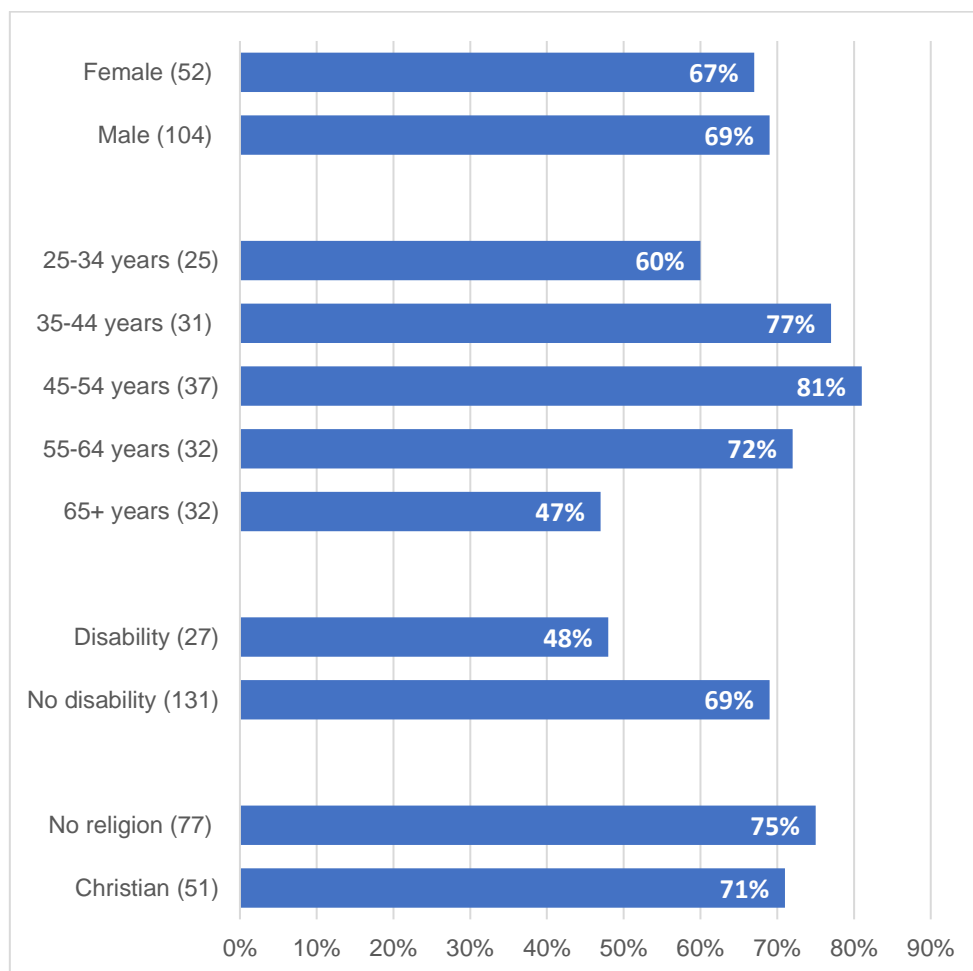


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Figure 85 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Sexual orientation has also not been included as only heterosexual respondents had a large enough base. 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.

Figure 85 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 80 respondents made a comment in relation to Trigon Bridge – Canford Heath Road. Figure 86 shows the themes of comments received. The most prevalent themes were design comment/suggestion, general agreement and comments in relation to the proposed toucan crossing. Example comments are shown below.

Figure 86 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	20
General agreement	15
Toucan crossing comments	13
Disagree with shared paths	9
Bridge comments	8
General disagreement	5
Changes will improve safety	4
Need direct route/better connectivity	3
Negative impact on traffic/car users	3
General cycle comment	3
Disability/ Accessibility Issue	2
Parking restriction comments	3
Agree with new shared path/improvements	2
Other	2

Base: 77 respondents

Design comment/suggestion:

Design comments and suggestions varied but there were a few comments in relation to lighting and improving the underpass as well as a suggestion about an alternative toucan crossing.

“Lighting...underpass is filthy , undrained and dark. Canford Heath Rd, section to Adastral here at underpass where Toucan is suggested- is ideal BIDI section as is already, parallel to main road with no junctions, the opposite of the suggested section on Wimborne road just in last page of this consult, strongly advise SIDI/ stepped track there.”

“Can increased lighting be included in these improvements?”

“Looking forward to improvements to Darby's lane North, the road surface isn't quite up to scratch anymore. Why not fix up the underpass under Canford Heath Road, it seems to be constantly flooded and a bit gross in general? Leave the traffic above alone.”

“Toucan crossing at Canford Heath Road is a waste, there is a perfectly good underpass right next to it which is far safer. Where a toucan crossing would be really useful is at the cycle crossing of the A3049 and Canford Heath Road. This is a really dangerous crossing for cyclists and difficult to get across. Plus cyclists have no option when the cycle way just ends with this difficult crossing.”



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General agreement:



"This area will benefit from the suggested changes, encouraging more use by bikes and pedestrians."



"This is really important to make it easier for cyclists to get between Poole, Canford Heath and Wimborne without going anywhere near Fleetsbridge."



"Necessary to make this route viable and used."

Toucan crossing comment:

Comments were fairly split between the crossing being a welcome addition and it being unnecessary due to the underpass.



"The toucan crossing point would be a very welcome feature after dark."



"The toucan crossing on Canford Heath Road would be a massive help for pedestrians."



"My only issue is with the proposed Toucan crossing on Canford Heath Road, why? there is an underpass that could be improved and it gives all the access walkers and cyclist need. What is the benefit?"



"I am not sure if a toucan crossing is needed at Canford Heath Road, as there is already an underpass, although it is affected by flooding, so could also be improved."

Gravel Hill

This section details feedback received on the Gravel Hill section on the survey (which is on the Poole town centre to/from Merley route). The proposed changes on this section are:

- Upgrade to the existing paths along both sides of Gravel Hill
- Improvements to the existing path into Canford Heath



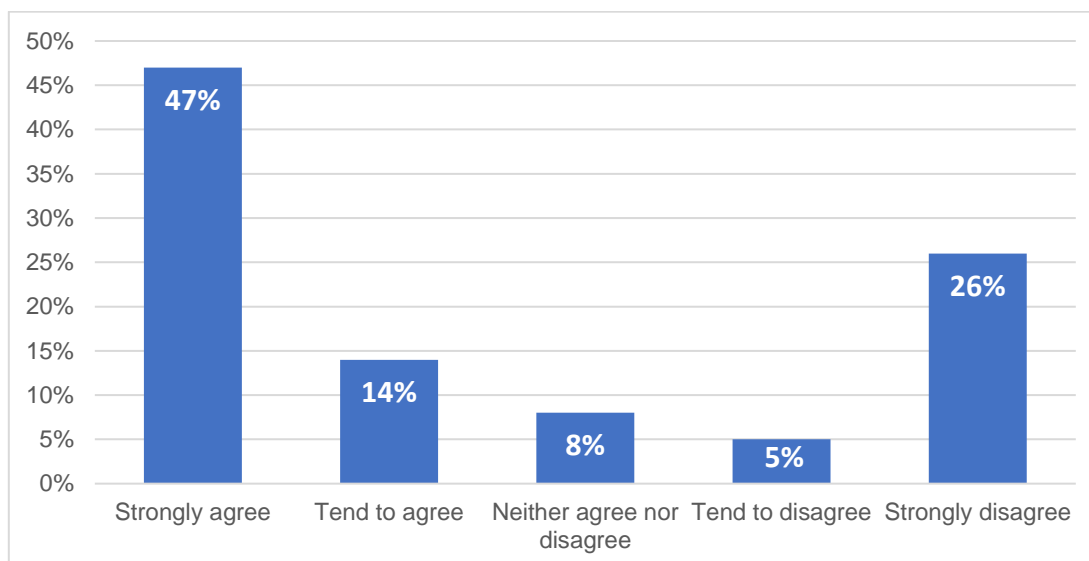
260 respondents



126 comments

Six in ten respondents (60%) agreed with the proposals whilst just over three in ten (31%) disagreed.

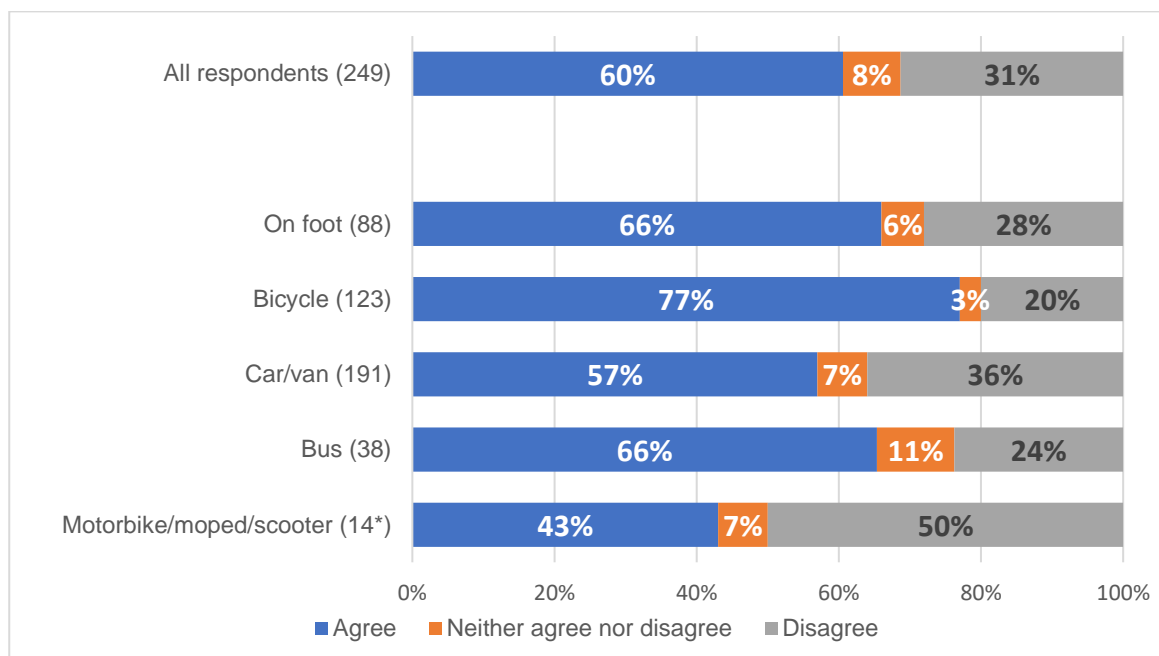
Figure 87 – Overall agreement/disagreement levels for Gravel Hill (% respondents)



Base: All respondents

Figure 88 shows agreement levels by mode of travel on the Poole town centre to/from Merley route. Respondents who travel by bicycle are most likely to agree with the proposed changes whilst those who travel by car/van and motorbike/moped/scooter are least likely to agree.

Figure 88 – 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)

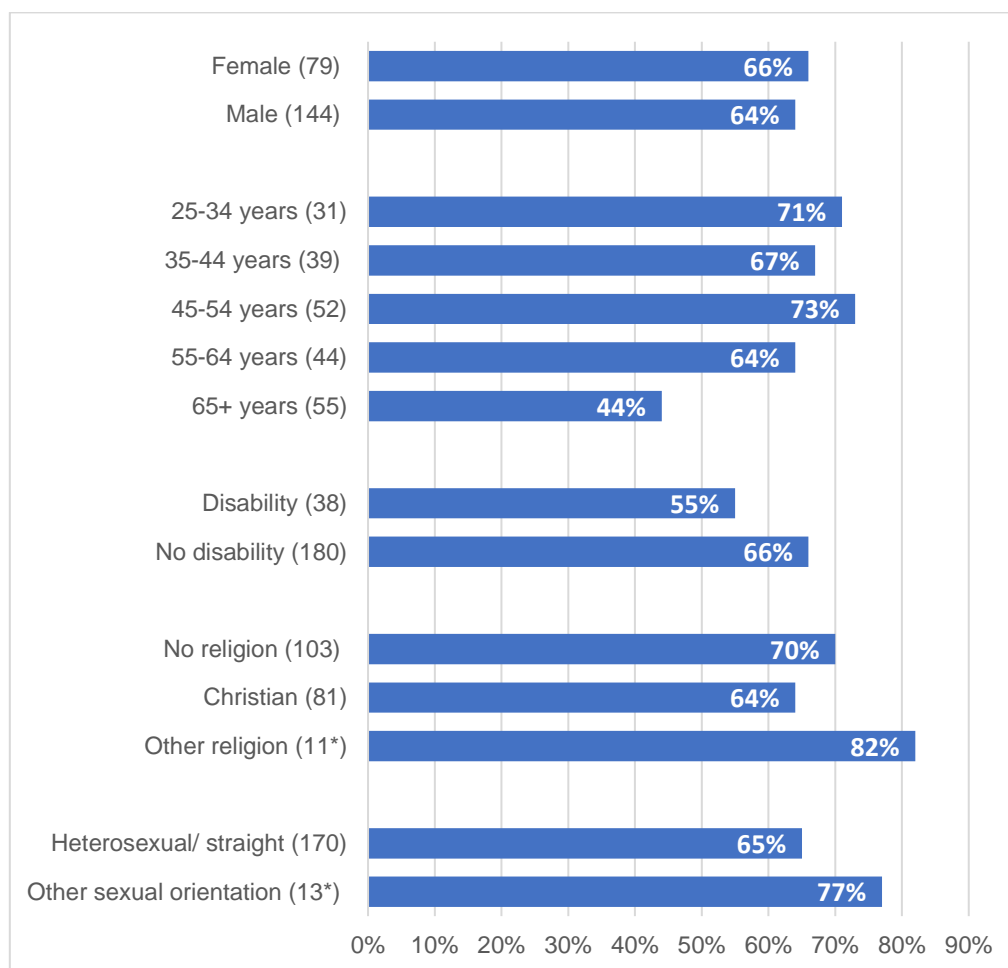


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Figure 89 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ and over were significantly less likely to agree with the proposed changes than all other age groups.

Figure 89 – Agreement levels by equalities groups (% respondents)



Base: Variable as shown (* denotes low base)



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Respondents were asked to explain why they agreed or disagreed with the proposed changes. Just under 130 respondents made a comment in relation to Gravel Hill. Figure 90 shows the themes of comments received. The most prevalent themes were design comment/suggestion and both agreement and disagreement with the upgrade/improvements to existing paths. Example comments are shown below.

Figure 90 – Themes of comments

Theme	No. of comments
Design comment/ suggestion	33
Agree with upgrade/improvements to existing paths	30
Disagree with upgrade/improvements to existing paths	28
General agreement	10
Negative impact on traffic/car users	8
General cycle comment	7
Changes will improve safety	7
General disagreement	7
Disagree with shared paths	5
Environmental factors	4
Need direct route/better connectivity	3
Disability/ Accessibility Issue	2
Other	2

Base: 126 respondents

Design comment/suggestion:

Design comments and suggestions varied but there were a couple of comments in relation to how long the traffic lights take for pedestrians and cyclists and also a few comments about the importance of signage.



"Recent improvements to Dunyeats Rd have greatly improved cycling along here but the crossing immediately north of Dunyeats roundabout does not work due to the delay between pressing the button and the lights changing to red to stop traffic. I either jog or cycle here to get across to Canford Heath and invariably if I press the button I end up crossing when there is a gap in the traffic only for the lights to change after I have crossed (as this understandably upsets drivers I now no longer even bother to push the button, which defeats the whole point of having lights here). To be of any use these lights need to change instantly once the pedestrian/cyclist presses the button."



"If the traffic lights crossing Gravel Hill could be more pedestrian/ bicycle orientated as they take ages at the moment."



"Please have Priority for pedestrians signs to reduce speed of cyclists."



"I hope that signage would direct users in this direction rather than straight ahead at Canford Heath Road into the housing."



"Junction awareness with road colouring and large signage is very important."



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Agree with upgrade/improvements to existing paths:

Comments were generally around the improvements making it better for pedestrians, runners and cyclists.



"Wider paths on both sides of gravel hill would help students travel to and from the grammar school. It would also help encourage more people to use their bikes on this route."



"This is one of the main routes that is used for our running club so this would be a great idea."



"Great improvement plans. Paths well used by runners and cyclists so upgrades welcome."



"Sensible suggestions here as it will only provide benefits to the various people using these paths and will not affect anybody negatively. Hopefully this will be done outside of term time due to the school on Gravel Hill."

Disagree with upgrade/improvements to existing paths:

Comments were mainly around the recent improvements already being adequate and not always used as well as concerns about narrowing the road.



"There is already a perfectly adequate route from Poole to Wimborne and Gravel Hill was improved for cyclists recently and is hardly used."



"They have already been upgraded between Broadstone and Merley. I travel the length of gravel hill twice a day, every day and very rarely see cyclists using the path. They STILL insist on using the road. Waste of money.."



"From my experience the footpath/cycle lane on the Broadstone side of the gravel hill is wide enough and serves its purpose well. The road is only just wide enough as it currently stands, how will you find space for a second path in the Heath side?"



I only disagree if it causes the road to be narrowed, while I have no problem with a shared space as a regular user of gravel hill I've found that most of the cyclists do not use the shared space and continue to use the road and a narrower road would be more dangerous."



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Additional comments

Respondents were asked at the end of the survey if they had any additional comments they would like to add. Themes of comments can be seen in figure 91. The most prevalent themes were general disagreement, general cycling comments and design comments/suggestions.

Figure 91 - Theme of comments

Theme	No of comments
General disagreement	184
General cycling comment	162
Design comment/ suggestion	121
General agreement	97
Other areas need attention	78
Bournemouth town centre to/from Ferndown	52
Poole town centre to/from Wareham Road, Holton Heath	49
Environment	38
Poole town centre to/from Merley, Poole	34
Consultation comment	32
General comment	25
Disability/ Access Issue	25
Public transport	20
Bournemouth railway station to/from Jumpers Common, Christchurch	14



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Appendix – Respondent Profile

Group	Breakdown	Number of respondents
Gender	Male	730
	Female	591
	Other	4
	Prefer not to say	124
Age	18 - 24 years	51
	25 - 34 years	140
	35 - 44 years	227
	45 - 54 years	286
	55 - 64 years	284
	65+ years	382
	Prefer not to say	80
Disability	Yes	245
	No	1045
	Prefer not to say	143
Ethnicity	White British	1149
	White Other	45
	BME	36
	Prefer not to say	196
Religion	No religion	548
	Christian	555
	Other religion	40
	Prefer not to say	267
Sexual Orientation	Heterosexual	1017
	All other sexual orientations	66
	Prefer not to say	325
Transgender	Yes	2
	No	1213
	Prefer not to say	189

Respondent type	Number of respondents
A resident living in or immediately around one of the routes	1107
A BCP Council resident	938
A Dorset Council resident	144
A visitor to the area	18
Someone who travels through the area for work, leisure or other	722
Someone who owns/runs a business in the area	100
Someone who works in the area	284
A member of a local group or organisation	84
Other	28

Local groups and organisations:

Talbot & Branksome Woods Resident's Association	University Hospitals Dorset Staff Cycling Group
Hamworthy Morning Towns women's Guild	BH Active Travel
Poole Quays Forum	Friends of Hamworthy Park
Dorset Councillor	Poole Town Football Club
Purbeck TAG	Dorset Wildlife Trust
Sandford Heritage Group	Bloor Homes
Poole Harbour Trails	Lytchett Minster and Upton Town Council
Dorset Cyclists Network	Institute of Advanced Motorists
Bournemouth and Poole Rambling Club	SLNM
Cycling UK	Dorset Search and Rescue
Poole Yacht Club	Bournemouth Civic Society
The Ramblers (Dorset Area)	Bicycle Users Group UHD
Friends of Riverside	Vicar of St Aldhelm's Church, Branksome
Rector of St Michael's Church	Lake Rd Residents
Residents' Association	Ferndown Town Council
Townswomens' Guild	Bournemouth University
Longfleet Baptist Church	RNLI Poole Lifeboat Station
CPRE	Poole Amateur Rowing Club
Lake Residents	The Power House - Poole and Harbour Ambition Community Benefit Society
Friends of Hamworthy Park	Local cycling group
Lake Residents' Association - Hamworthy	Poole Park volunteer
British Cycling	RSPB
Cycling clubs	CTC Wessex
Christchurch Bicycle Club	East Dorset Friends of the Earth