

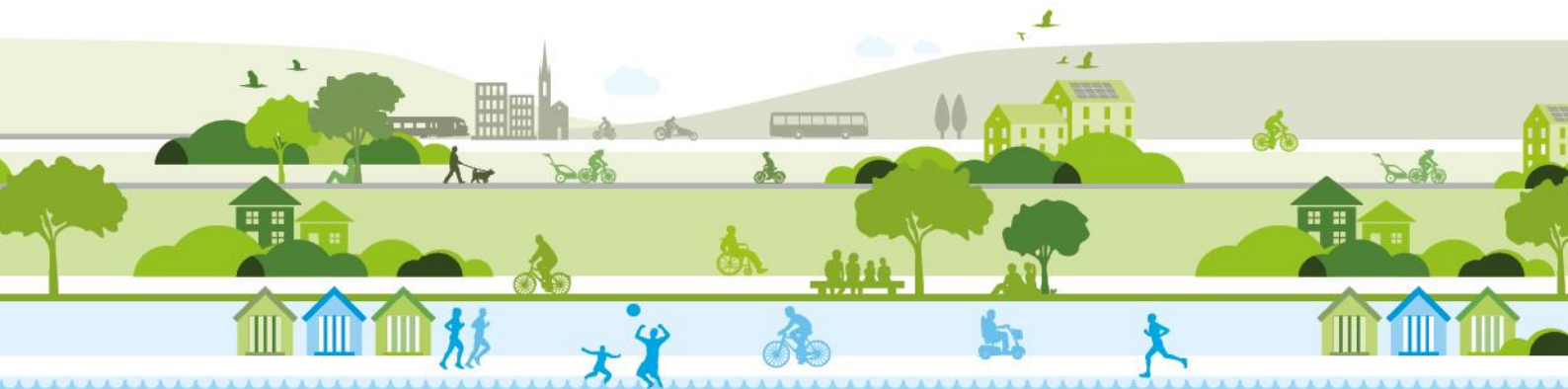
UPPER GARDENS REPORT

Bournemouth town centre to/from Ferndown route

Insight Team

Author: Insight, Policy and
Performance, BCP Council

Version: V1.1





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Introduction

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



24 February 2021 – 31 March 2021

This report details feedback received on the 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

Methodology

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

Survey results



263 respondents

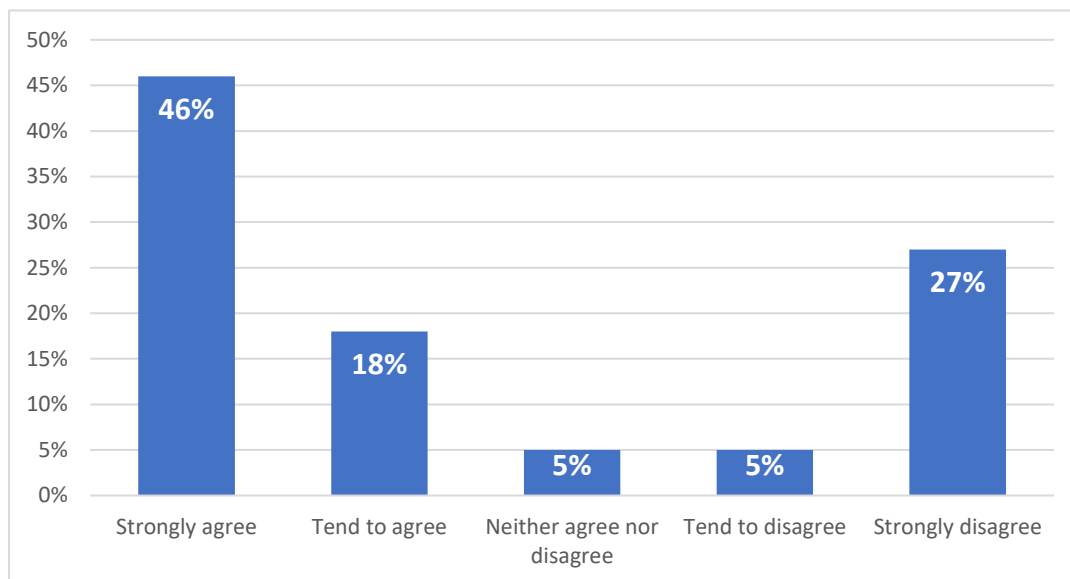
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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

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

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

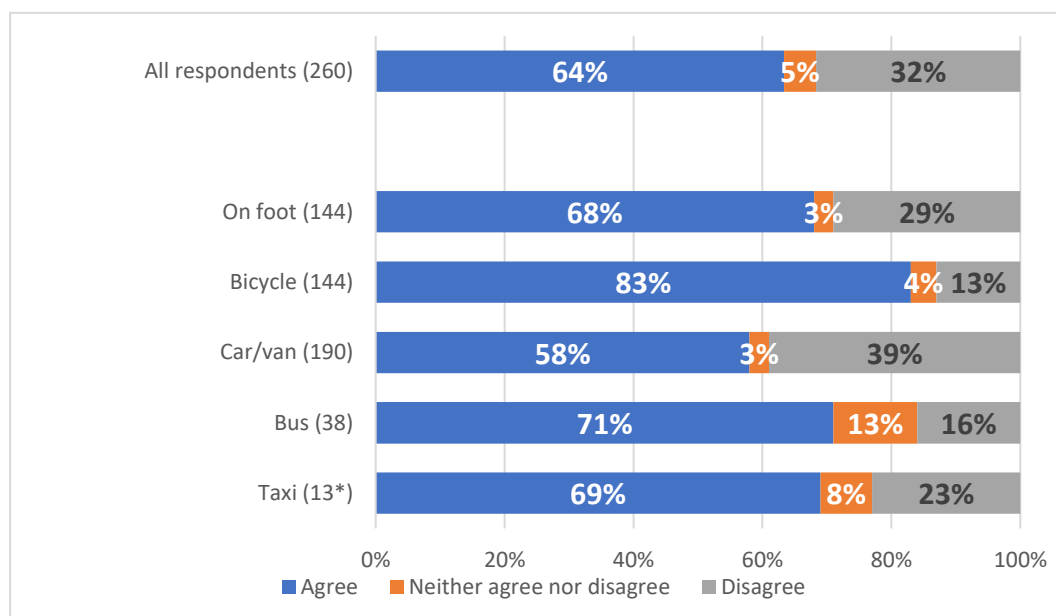
Figure 1 – Overall agreement/disagreement levels for Upper Gardens (% respondents)



Base: All respondents

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

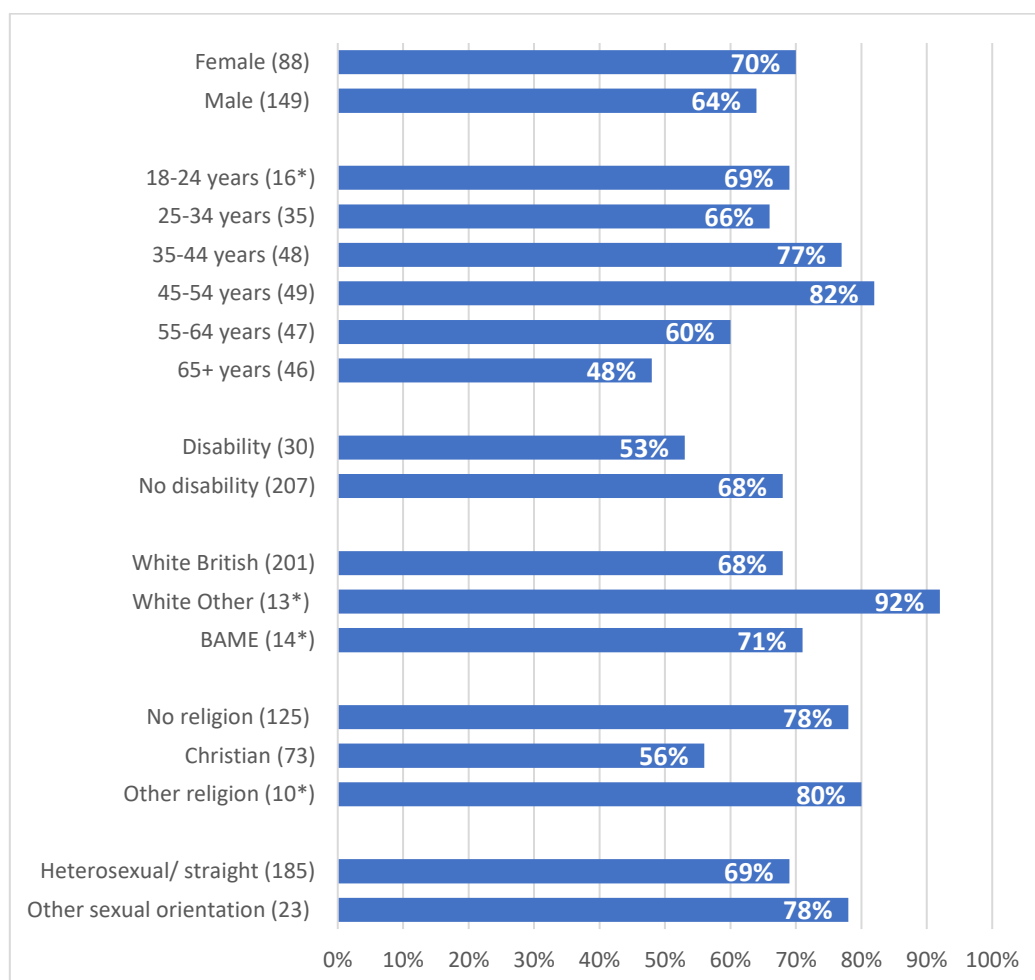
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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

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



Base: Variable as shown (* denotes low base)



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Comments



153 comments

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. There was also one written response received by email.

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

Figure 4 shows the themes of comments received. The most prevalent themes were both agreement and disagreement with the proposed changes, improving travel and comments or suggestions in relation to the design of the changes. Example comments are shown below.

Figure 4 – 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.”



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"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."

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."