

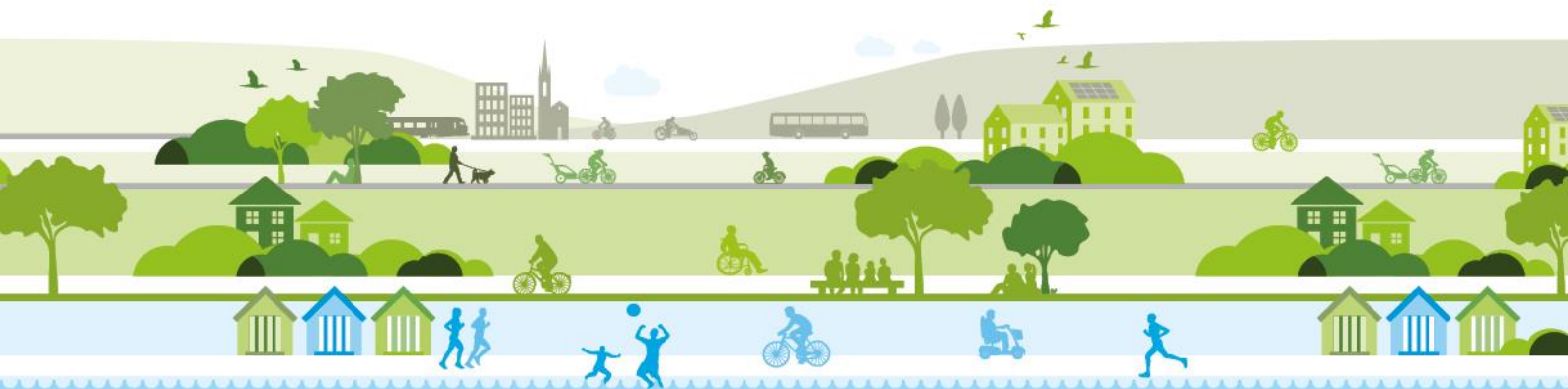
WHITELEGG WAY REPORT

Bournemouth town centre to/from Ferndown route

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Introduction

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



24 February 2021 – 31 March 2021

This report details feedback received on the 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

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



236 respondents

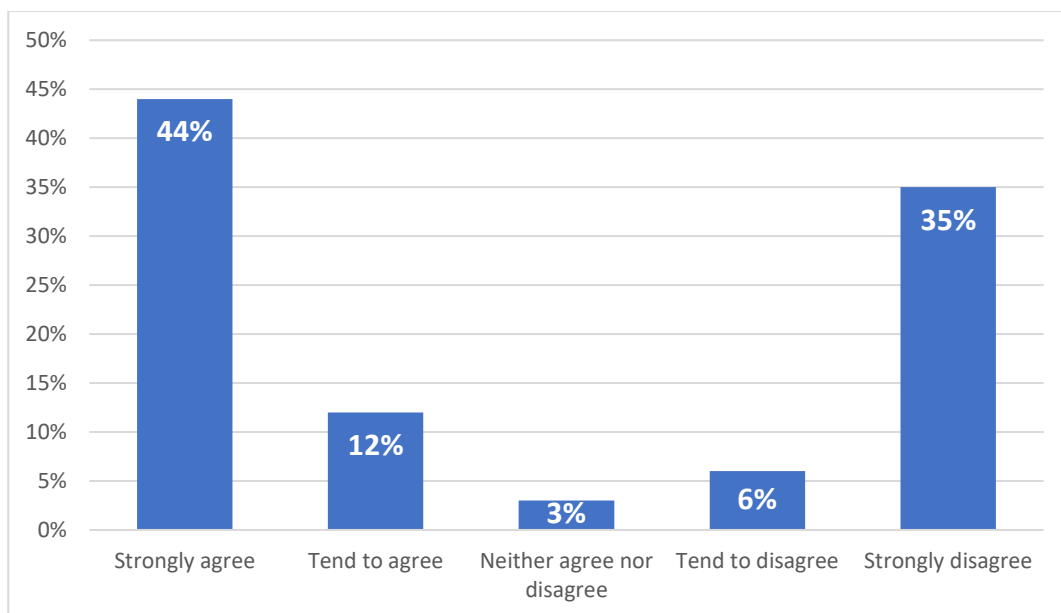
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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?

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

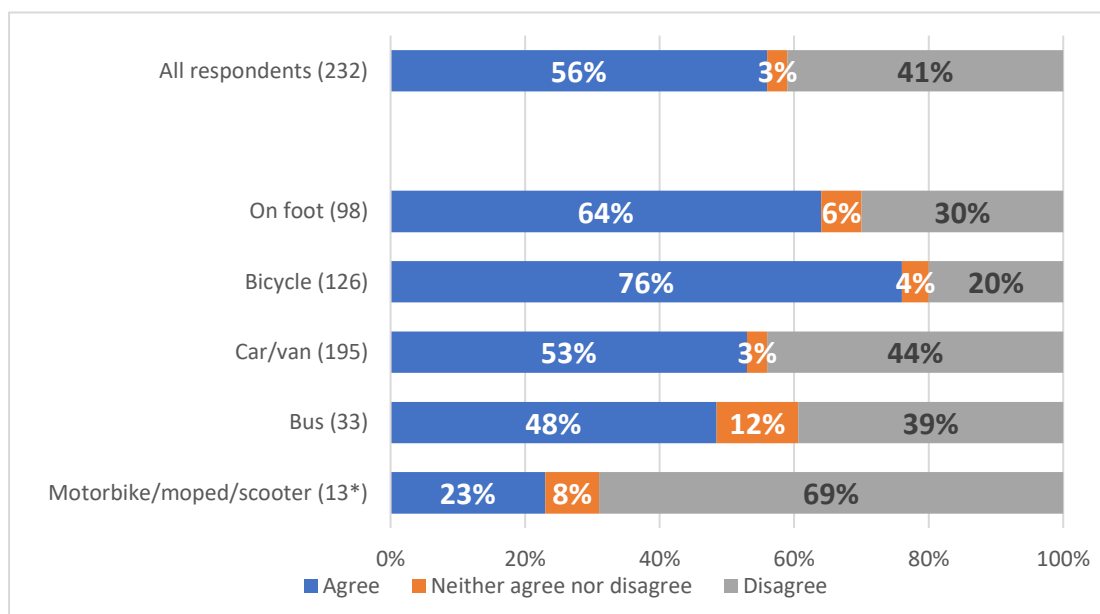
Figure 1 – Overall agreement/disagreement levels for Whitelegg Way (% respondents)



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 bus are least likely to agree.

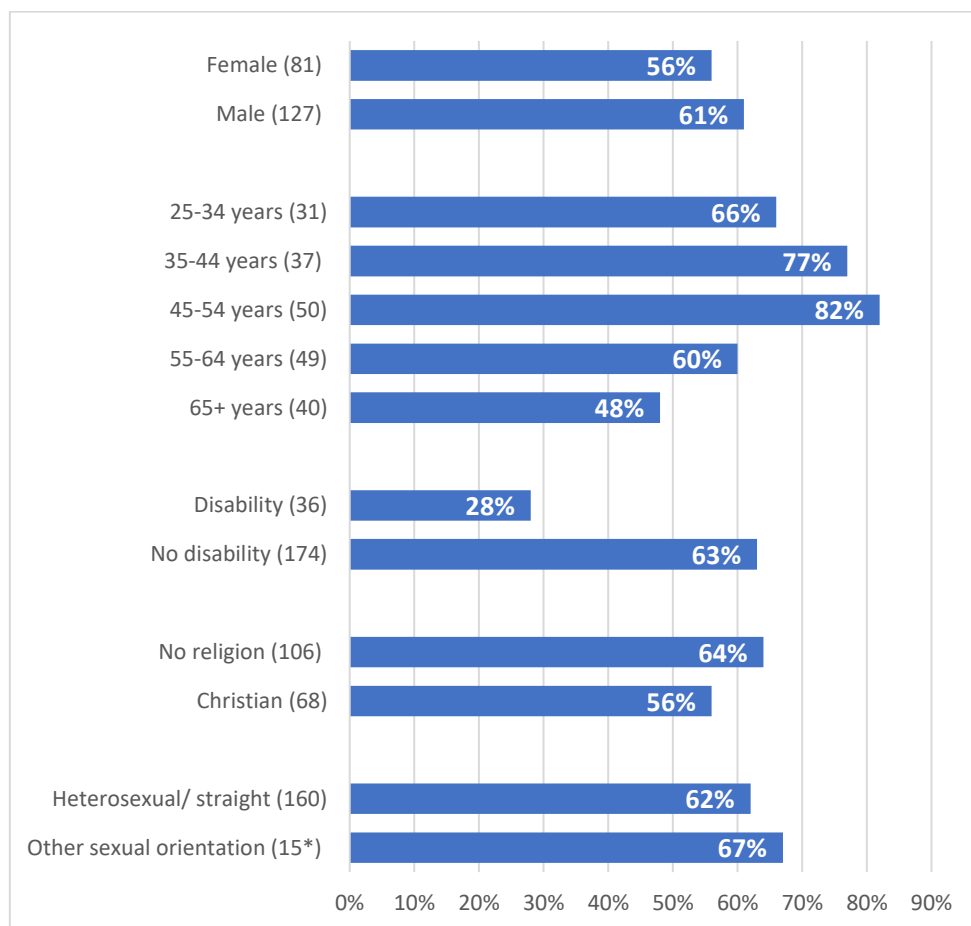
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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

Figure 3 shows agreement levels by equalities groups. Ethnicity has not been included as only white British respondents had a large enough base. Respondents aged 65+ are significantly less likely to agree with the proposed changes compared to all other age groups. Respondents with a disability are significantly less likely to agree with proposed changes compared to those without a disability.

Figure 3 – 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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Comments



139 comments

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 written responses 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 disagreement with the proposed changes, speed limit and cycling on Wimborne Road. Example comments are shown below.

Figure 4 – 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.”
- “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.”