



# **BOURNEMOUTH TOWNS FUND (BOSCOMBE PROJECTS) PHASE ONE CONSULTATION REPORT**

July 2022

# Executive Summary

BCP Council has [secured almost £22million as part of the 'Town Deal'](#) to turbo charge ambitious regeneration plans for Boscombe, creating opportunities for residents and businesses alike, whilst protecting the town's unique heritage and character.



Consultation open for 4 weeks from 13 June to 10 July 2022



504 survey responses, 72% from residents of the Towns Fund area

## Survey Results

### Community Centre

- When asked to rank a range of services in the proposed community centre in order of importance, around half of respondents (49%) placed supports groups and training & education in the top three.

### Homes

- 65% of respondents said that we had got the mix of unit sizes about right.
  - Of those that thought the mix wasn't right, most wanted to see bigger homes
- 78% of respondents thought that more parking spaces should be provided for homes

### Gardens

- Children's play equipment and growing space for plants were the two highest-ranked features for Hawkwood Gardens
- More than three quarters of respondents (78%) strongly agreed that preventing crime and anti-social behaviour should be a consideration in the design of the gardens
- 71% of respondents agreed that the park should be locked at night

### Retention of part of Hawkwood Road car park

- 69% of respondents agreed that the proposals are an appropriate use of the site while around one in five (19%) disagreed

- 35% of respondents said that the reduction in car parking spaces would have no impact on them

### **Phase One Masterplan for Boscombe Town Centre: other comments**

While a number of respondents were positive about the proposed changes within the phase one masterplan for Boscombe Town Centre, there were others who were cautious about the benefits it would bring and expressed a variety of views with regards to the various elements of the plan. A number of respondents commented that the council needs to address antisocial concerns within the town before any other developments are created. The council needs to address homelessness, alcohol and drug related issues as well as theft within the town.

Furthermore, respondents commented that regeneration of Boscombe high street should be central to any plans. Existing shops should be used before further retail spaces are created, while a range of retailers should be encouraged into the existing spaces.

Respondents also expressed concern at the reduction in the car parking. Respondents felt that new homes would require more parking rather than less, while impacting on the current resident's ability to park on-street. The reduction in parking would also dissuade people from visiting and using the local shops.

A number of comments were received relating to the proposed new homes. While respondents were concerned with the housing being built on existing car parks, respondents also questioned the composition of housing types. Responses were mixed in terms of whether homes should cater for families with their own private outdoor space, or whether there should be more affordable or social housing included. Housing needs to compliment the architecture of the existing and surrounding buildings.

Plans also need to ensure that there are sufficient green spaces with trees and planting, making the area more attractive.

### **Pokesdown Plaza**

Majority of respondents agree that enough priority is given to pedestrians (72%) and cyclists (69%).

### **Pokesdown Plaza – suggestions**

There were 113 comments relating to the road layout outside Pokesdown Station. 64 respondents commented that the roads should not be narrowed. While respondents also felt that plans should not prioritise cyclists, some felt that it was important to make changes to increase safety for cyclist and pedestrians. However, any changes and installation of cycle lanes should ensure that both cyclists and pedestrians are protected, with cycle lanes that are segregated from other users and that do not filter back into traffic.

Respondents also felt that Pokesdown Station needed development and cleaning. It is important to instal a lift for disability access. Security measures need to be installed so that passengers and those using the local area feel safe. A suitable drop-off area is also required within the plans. Pokesdown Green and surrounding areas also need to be developed, kept clean and tidy, as well as encouraging retailers to make use of the shop spaces nearby.

### **New bus service**

- 44% of respondents said that they were likely to use the new bus service.
  - 56% said that they would use it to get to the beach
  - 33% would use it to visit the shops
  - 33% would use it to link to train services at Pokesdown

### **Christchurch Road Active Travel**

- 65% of respondents supported proposals for more pedestrian crossings and 64% supported a continuous cycle lane
- Majority of respondents supported most proposals
- The least supported proposal was for a reduction in on-street car parking which was supported by 42% and opposed by 38% of respondents

### **Ashley Road pedestrian improvements**

- 71% of respondents agreed that improvements to pedestrian facilities on Ashley Road are needed and 15% disagreed
- 59% agreed with prioritising pedestrians rather than bicycles and a quarter (26%) disagreed

### **Woodland Walk**

- 55% of respondents said that the proposals would make them more likely to travel through Woodland Walk on foot
- 43% said that they would be more likely to cycle through Woodland Walk
- Better lighting (73%) and CCTV (56%) would make people more likely to use the space

### **Small scale cycling schemes**

While a number of respondents were in support generally for the suggested small scale cycling improvements, there were also others who did not think that they should be done, there is too much emphasis on cycling and the number of existing and potential cyclists do not warrant their provision.

Respondents were particularly opposed to the introduction of cycle contra-flows as they were felt to be unsafe and narrowed the road for other users. In addition, respondents commented on allowing cyclists to travel the wrong way down one-way systems due to safety concerns. Respondents also suggested that there needs to be more cycle lanes provided in the local area that are segregated from both cars and pedestrians, while also being continuous and connected throughout the local area.

Respondents also commented about the plans for on-street parking. Cars need to be prevented from blocking cycle lanes and that there needs to be proper enforcement of restrictions.

The provision of cycle storage was also seen as much needed, with more storage facilities suggested in addition to the ones proposed in the plans.

### **Transport plans: other comments**

A number of respondents commented on the proposed changes to Woodland Walk, with the majority of these being opposed to the changes and that it needs to be kept as it is. Trees should not be cut back, play facilities were not wanted, public art and sculptures were unnecessary and cyclists and scooters should not be allowed to use it. If any changes were to be made, then the council only need to instal better lighting and security measures such as CCTV.

Respondents commented on cycle schemes and active travel. While a number of respondents commented that they were supportive of them and provided suggestions on how they should be implemented, a number of respondents also commented that there was too much emphasis on them and cyclists were given too much priority over other road users and forms of transport.

Respondents felt that there needs to be more and extended bus routes within the local area, with better links to main transport hubs and destinations. However, travel via public transport needs to be cheaper to encourage more use and that the various providers in the area need to work in a joined-up approach with tickets that cover different networks.

Respondents also commented on the proposals for Ashley Road, Pokesdown Plaza, housing, open spaces as well as the need to tackle antisocial behaviour in the local area.

### **Prioritising transport projects**

- Pokesdown Plaza and Woodland Walk both saw more than half of respondents (54%) rank them in the top three places
- Small scale cycling improvements were the lowest priority (38% in top 3)

# Contents

Executive Summary.....	ii
1 Introduction and background .....	1
1.1 Background .....	1
1.2 Methodology.....	2
1.3 Communications .....	2
1.3.1 Newsletters .....	2
1.3.2 Social Media .....	3
1.3.3 External media .....	4
1.3.4 Consultation page .....	4
2 Masterplan (Phase One) .....	5
2.1 Community Centre .....	5
2.2 Homes.....	7
2.3 Hawkwood Gardens.....	10
2.4 Retention of part of Hawkwood Road car park .....	11
2.5 Other comments (Masterplan) .....	14
2.5.1 Overall comments and suggestions.....	15
2.5.2 Parking.....	17
2.5.3 Green and open spaces (incl. Hawkwood Gardens) .....	19
2.5.4 Houses and building appearance .....	21
2.5.5 Community Centre and mixed-use buildings .....	25
2.5.6 Retail kiosks.....	26
2.5.7 High street.....	27
2.5.8 Walkway between Christchurch Road and Hawkwood Road .....	28
2.5.9 Other comments and suggestions .....	29
3 Transport projects.....	32
3.1 Pokesdown Plaza.....	32
3.2 Pokesdown Plaza: other suggested improvements .....	33
3.2.1 Road layout.....	34
3.2.2 Cycling .....	35
3.2.3 Pokesdown Green and surrounding areas .....	37
3.2.4 Pokesdown Station .....	38
3.2.5 Safety and security .....	40
3.2.6 Transport.....	41
3.3 New bus service.....	42
3.4 Active travel improvements – A35 Pokesdown Station to Boscombe Precinct.....	43

3.4.1	Pedestrian crossings.....	44
3.4.2	Wider pavements.....	44
3.4.3	20mph speed limit.....	44
3.4.4	Priority for buses.....	44
3.4.5	Continuous cycle lane.....	45
3.4.6	Reduction in on-street car parking.....	45
3.4.7	Using the bus.....	45
3.5	Pedestrian improvements on Ashely Road.....	46
3.6	Woodland Walk.....	47
3.7	Small scale cycling improvements.....	49
3.7.1	General / overall comments.....	50
3.7.2	Junction improvements.....	51
3.7.3	Cycle contra-flows.....	52
3.7.4	Wheeling ramp.....	54
3.7.5	On-street parking.....	54
3.7.6	Cycle link.....	55
3.7.7	Cycle storage.....	55
3.7.8	Other comments / suggestions.....	56
3.7.9	Woodland Walk.....	59
3.8	Transport plans: other comments.....	60
3.8.1	Overall comments about masterplan.....	60
3.8.2	Woodland Walk.....	62
3.8.3	Ashley Road.....	63
3.8.4	Cycle schemes.....	64
3.8.5	Public transport.....	66
3.8.6	Antisocial behaviour.....	68
3.8.7	Parking / use of roads.....	69
3.8.8	Pokesdown Plaza.....	70
3.8.9	Housing.....	72
3.8.10	Open spaces.....	72
3.9	Prioritising transport projects.....	73
4	Respondent profile.....	75

# 1 Introduction and background

## 1.1 Background

The Towns Fund is a funding scheme launched by the Government for towns to improve their economy. Bournemouth has [secured almost £22million as part of the 'Town Deal'](#) to turbo charge ambitious regeneration plans for Boscombe, creating opportunities for residents and businesses alike, whilst protecting the town's unique heritage and character.

This work is being facilitated by the council, with overall direction provided by the Strategic Towns Fund Board, a cross section of private and public sector partners as well as community representatives who are keen to see Boscombe grow and thrive. This is regeneration led by the community, for the community and the next steps in the project are influenced by what they tell us is important.

A key part of our next steps is to deliver phase one of the masterplan for Boscombe town centre, where we propose to put in place a new green space, wider walkway to the precinct, a new community centre and new homes.

The projects associated with phase one of the Masterplan include:

- A new community centre, to include a cafe and a roof top garden.
- Around 84 new homes of varying types and sizes with a large proportion of family homes, including affordable homes.
- Hawkwood Gardens - a new park in the heart of Boscombe with a new play area and gardens for all visitors and residents to use, relax and socialise.
- A new walkway between Christchurch Road and Hawkwood Road, and we envisage that this will open up space for retail kiosks and outside seating, enhancing a thriving cafe culture.
- A medical centre.

Part of the Hawkwood Road main car park will be retained and we intend to make minor changes to Hawkwood Road to accommodate a new pedestrian crossing, loading bay for the community centre and a bus stop for a new bus route planned between Pokesdown Station and Boscombe Pier.

The proposals also include six transport schemes to improve connectivity between the revitalised town centre, Pokesdown railway station and the seafront, creating a connected and vibrant area.



## 1.2 Methodology



The consultation was open for 4 weeks from 13 June – 10 July 2022. Information was provided online via the Engagement HQ portal and in an exhibition at the Towns Fund office in Boscombe Town Centre. The consultation survey was conducted primarily online using Snap Surveys and help was available at the Towns Fund office for anyone that was unable to respond online.



504 responses were received. Seven out of ten respondents (72%) were residents of the Towns Fund area, a quarter (26%) were responding as individuals living elsewhere and 2% were businesses or organisations.

Throughout this report, respondents who answered ‘don’t know’ to any particular questions have been excluded from the analysis of that question. This means that the percentages shown are of those who expressed an opinion on that question.

All percentages have been rounded to the nearest whole number. Consequently, some results may not add to 100%. For some questions, respondents were able to give more than one answer to a question which again means that the results will add to more than 100%. Where this is the case, this will be mentioned in the text.

All of the quantitative questions were cross-tabulated against the personal characteristics information collected in the About You section of the survey, to test for any differences of opinion between different groups of respondents. Some groups are quite small in number (see Respondent Profile) which can lead to less reliable results. Groups of fewer than 10 respondents are not reported and those with fewer than 30 should be treated with caution. All cross-tabulations are tested for statistical significant and only significant differences are highlighted in the report.

Qualitative (text) responses 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.

## 1.3 Communications

An active programme of communications took place throughout the consultation period.

### 1.3.1 Newsletters

During **week 1** the consultation was included in the council’s main News email, as well as in Boscombe News and Our Week (BCP staff email)

The reach and response was very good, with 346 email newsletter recipients clicking on to the consultation page, and 281 viewed the consultation video.

During **week 2** the consultation was again featured in the council's News email; 152 people clicked on the video, 44 read the news release and 30 visited the consultation page

During **week 3** the consultation featured in the Business News email newsletter, which was opened by 3,373 recipients. 65 watched the video and 65 visited the consultation page.

**Week 4** again saw the project featured in the News email. 92 readers watched the video and 60 visited the consultation page. The project also featured in the Boscombe Community News email, with 117 viewing the video and 78 clicking on the consultation.

### 1.3.2 Social Media

The consultation was promoted on the council's Facebook and Twitter accounts. During **week 1** the social media pages had a very large reach, with a total reach of 15,613 across our own platforms, with 648 engagements and 48 comments.

During **week 2** the consultation was again promoted on Twitter and on the Boscombe Regeneration Facebook page. The Twitter post had 824 impressions and the two Facebook posts had a reach of 247 and 522.

**Week 3** saw two Facebook posts, one on the BCP Council page and one on the Boscombe Regeneration page. The first had a reach of 14,577 with 600 engaged users and 126 clicks. The latter had a reach of 346 with 17 engaged users and 8 clicks.

**Week 4** saw the council's facebook post, which focused on Hawkwood Gardens, receive a total reach of **1608**, with **1343** engagements, **417** clicks and **50** comments. Three posts were published on the Boscombe Regeneration Facebook page during **week 4**.

- Thursday 7 July focused on the proposed community centre and had a reach of 1608 with 110 engaged users, and 45 consultation page link clicks.
- Saturday 9 July featured the new walkway and had a reach of 2665, 255 engaged users and 83 clicks to the consultation page, with 8 comments.
- Sunday 10 July was a "last chance to complete survey" and featured the new homes proposals. It had a reach of 475, 37 engaged users and 14 click throughs to the consultation page.

The consultation was also posted on Twitter on 8 July, with 1,049 impressions, 25 engagements and 12 clicks through to the consultation page.

### 1.3.3 External media

Following the launch of the consultation, Bournemouth Echo, BBC South, Wave FM, Sportings News and Yahoo News all published / broadcast positive stories on **14 June**.

There was also positive news coverage from Bournemouth Echo towards the end of the consultation, reminding readers it is their last chance to have their say before the consultation closes. Published on **9 July**.

### 1.3.4 Consultation page

All of the communications output referred prospective respondents to the project's Engagement HQ (EHQ) page. This page hosted all of the information content relating to the consultation, including a promotional video, artists impressions, exhibition boards, FAQs and information documents as well as a link to the consultation survey.

- 1,685 visitors viewed at least one page
- 559 visitors viewed a video, viewed a photo, downloaded a document, visited the FAQ pages or linked to the survey.

No additional EHQ tools were used to collect information.

## 2 Masterplan (Phase One)

Phase One of the Masterplan is centred on Hawkwood Road, Boscombe and proposals include:

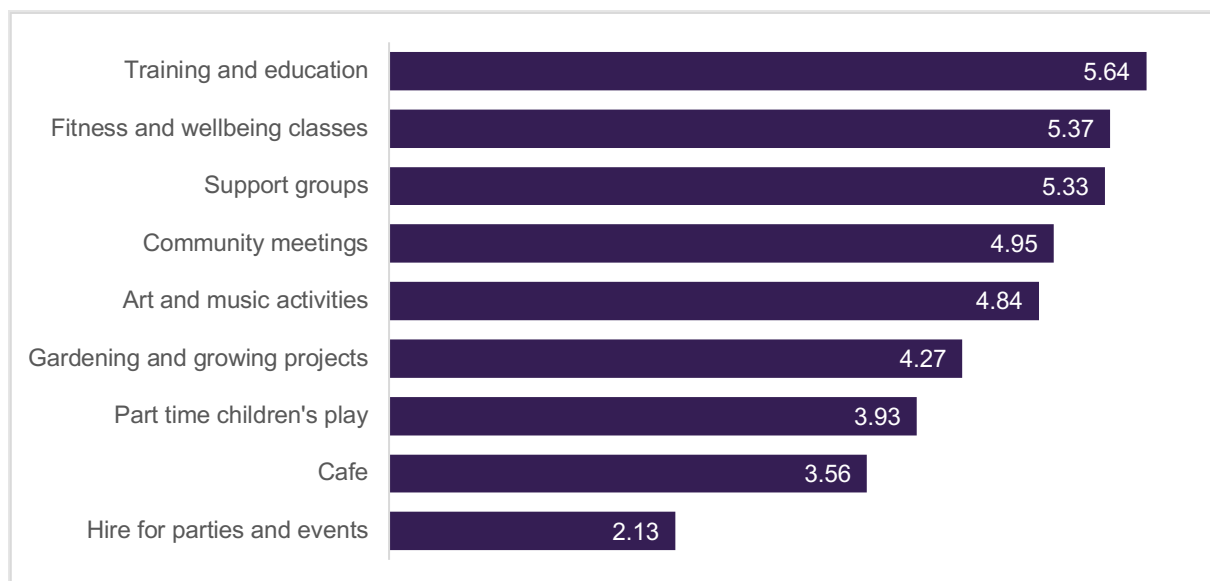
- New community centre
- Around 84 new homes
- A small park - Hawkwood Gardens
- New walkway between Christchurch Road and Hawkwood Road with retail kiosks and outside seating
- A new medical centre
- Retention of 75 parking spaces on Hawkwood Road car park
- Minor changes to Hawkwood Road to accommodate a new pedestrian crossing, loading bay for the community centre and a bus stop for a new bus route planned between Pokesdown Station and Boscombe Pier (see transport projects for more details of the proposed new bus route).

### 2.1 Community Centre

Respondents were presented with a list of nine suggested uses for the community centre and were asked to rank them in order of importance. Respondents were asked to leave out any suggestions that they consider should not be included at all. In analysing the responses for this question, respondents who had not ranked any of the suggestions were filtered out as they were deemed to have not answered the question.

The chart below shows the average (mean) score for each of the options, where those ranked in first place were given a score of nine, through to a score of one for last place and zero for no reply.

**Figure 1: Average (mean) score for each of the suggested uses for the Community Centre**



*Base: 395 respondents*

Respondents were asked if there were other services or activities that should be offered in the community centre. There were 118 comments posted here. While a few of these were general comments or were about other aspects of the Masterplan, most were valid suggestions.

The most common suggestion, made by 24 respondents, was an advice hub which could cover BCP Council services, councillor / MP surgeries, job seeker support or legal / financial advice such as that offered by the Citizens' Advice Bureau.

Thirteen respondents suggested services for children and/or young people, from toddler groups to youth clubs.

Health services were suggested by eleven respondents. Most mentioned mental health support, though other suggested GP services and outpatient services.

Ten respondents suggested social or entertainment activities, most commonly a cinema although live music, multicultural events and coffee mornings were also included.

Seven respondents suggested that the police could have a presence in the building to provide a contact point with the community.

Other suggestions were the subject of five or fewer comments. These include services and support for the homeless (5 comments), food bank or community fridge / larder (5 comments), IT facilities including workspaces (4 comments), talks and workshops (4 comments), repair shop / tool library / swap shop (4 comments), services for elderly and / or disabled (4 comments), environmental / sustainability projects and information (3 comments), gym / swimming pool (3 comments), art and

creative activities (3 comments) and fourteen other suggestions that could not be categorised.

## 2.2 Homes

The Masterplan outlined proposals for homes to be built on part of the main Hawkwood Road car park.

In our 2020 consultation, respondents told us that Boscombe needed more family homes, affordable homes to buy or rent, low or zero carbon housing, homes with private outdoor space, mixed communities of families, older people and single people and homes with their own parking space. We have listened to those views and incorporated as many of these features as possible into the proposed housing.

The plans for the new homes have the following aims:

- All homes to meet the national minimum standards (larger than many homes recently built in the area)
- Majority of homes to have access to a balcony / shared garden / own small garden
- Around 10% are accessible for people with disabilities (life-time home)
- At least 20% comprise affordable housing
- All homes to be sustainable. To be well insulated, with solar panels and very efficient heating such as air source heat pumps (no gas boilers)
- One secure cycle storage space for each bedroom

We are planning a mix of flats and maisonettes (over two floors) with the following number of bedrooms:

17 x 1 bedroom

27 x 2 bedroom

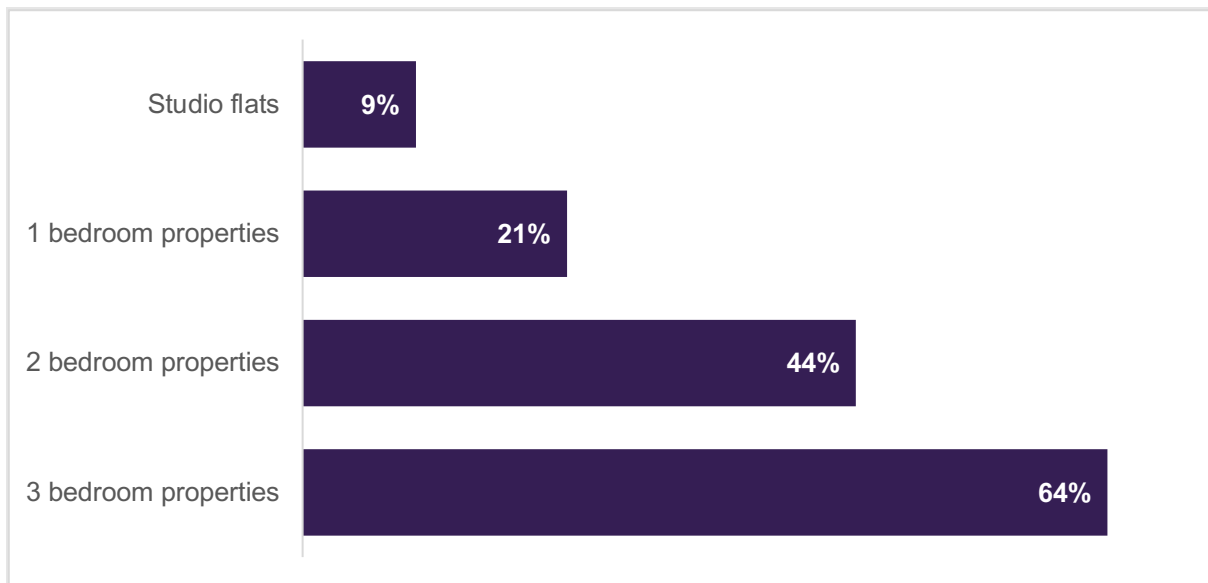
40 x 3 bedroom

The survey first of all asked if respondents thought that the proposed mix of unit sizes was about right. Almost two thirds of respondents (65%) said yes and just over a third (35%) said no.

Respondents aged 45-54 were more likely than all other age groups to say no. There were no other significant differences between equalities groups.

Respondents who said that the mix was not right were asked what size of home they thought there should be more of. Larger properties were the most likely choice. (Note that respondents could give more than one answer to this question)

**Figure 2: What type of homes would you like to see more of?**



Base:111 respondents

Respondents who said that more studio or one bedroom properties were needed told us that there is high demand for smaller properties from single people, couples and smaller families.



*“Good quality affordable single bedroom housing is needed to support people starting up and to encourage family home dwellers to downsize as their family commitments reduce thus providing a cycle of accommodation in the area”*

*“People who need or choose to live alone often either have to stay in a House of multiple occupancy, which can be a disruptive environment making it difficult to develop and participate in community activities. There are some studio flats available, however particularly as working from home has increased this lack of separation is unhelpful to wellbeing.”*

*“There's a huge shortage of every type of property in the area, but ,2-3 bed flats are generally taken care of in private builds.”*

*“I think people looking for 3 bed properties will want more garden space available to them.”*

*“I suppose you're trying to encourage more families but I think 1 and 2 bedroom properties are more needed and likely to sell in Boscombe.”*

A much greater number of respondents felt that larger properties (2 or 3 bedrooms) were needed. Many felt that there were already too many smaller properties in the area and that many of these had been converted from family homes. Some felt that encouraging more families to live in the area would create a better community mix.



*"There is already a proliferation of 1 bedroom properties across Boscombe and Pokesdown. We need more family accommodation ie 2 and 3 bedroom!"*

*"Many places that were originally houses have been turned into flats making it hard for families to find places to live. I think families need more than two bedrooms."*

*"We need more family homes and less bedsits and flats in this area. Families bring stability to an area"*

There were some concerns raised that the larger properties could end up being bought by landlords and let as flat shares or holiday rentals rather than providing family accommodation. Some respondents also felt that 3 bed flats / maisonettes were not appropriate for families, who need houses with gardens and parking.



*"more properties are needed to support/encourage young families to the area. **the properties need to discourage subletting as bedsits or holiday rentals.** I don't think this meets the wishes from the original neighbourhood plan that voted for minimum number of single bed or studio flats. specifically encourage more family houses rather than flats."*

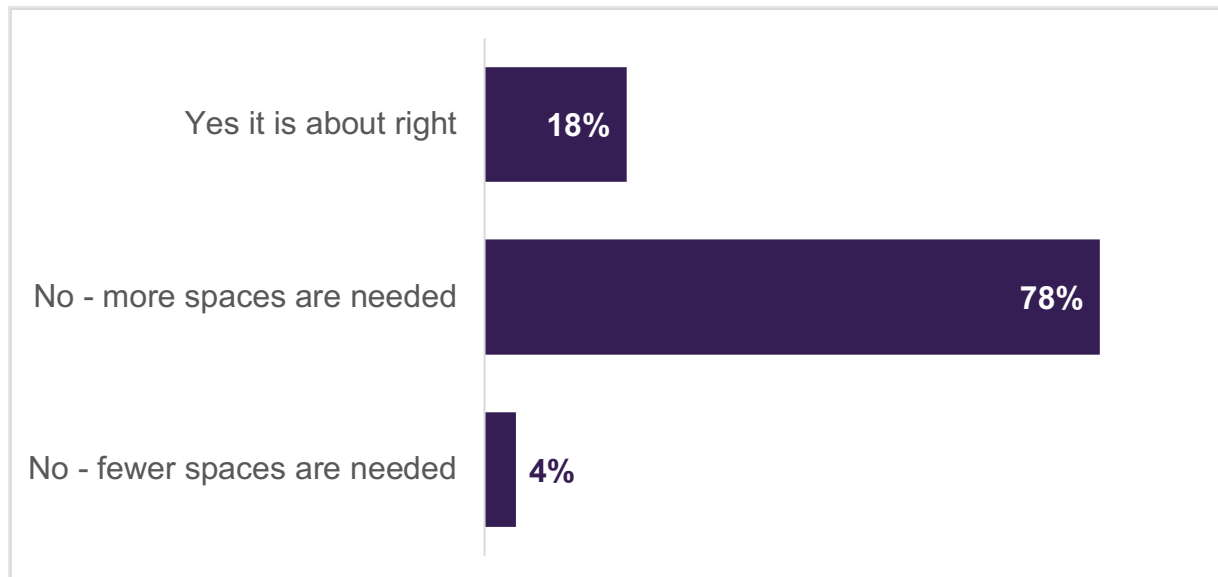
*"**Boscombe needs affordable family houses, not more flats, as children will not thrive living in densely populated blocks of flats.** It's becoming almost impossible for families to make the jump from a flat to a house, especially when you consider a 2 bed house in Springbourne is now £300k, whilst a 5 bed house south of Christchurch Road can be approaching a million. **The plans that are being presented are a lost opportunity to readdress the balance - please provide houses not flats.**"*

*"We need more families to have adequate living space. Allowing 1 bed and small spaces is making the prices inflate. I'm a developer and we only try to build larger spaces for families, the more you slice things up the more expensive the larger homes become and it's not fair on the lower earning families. Homes today do not have space to allow adequate airflow for the amount of people living in the space. It just leads to bigger health & mental health issues."*



The plans propose 32 parking spaces allocated for residents in the new homes. Planning guidance does not require any parking provision for town centre developments such as these and the inclusion of some parking spaces is in response to comments from the 2020 consultation. Respondents were asked if they thought the amount of parking provision was right. More than three quarters (78%) thought that more spaces were needed.

**Figure 3: Do you think the proposed parking provision is about right?**



*Base: 436 respondents*

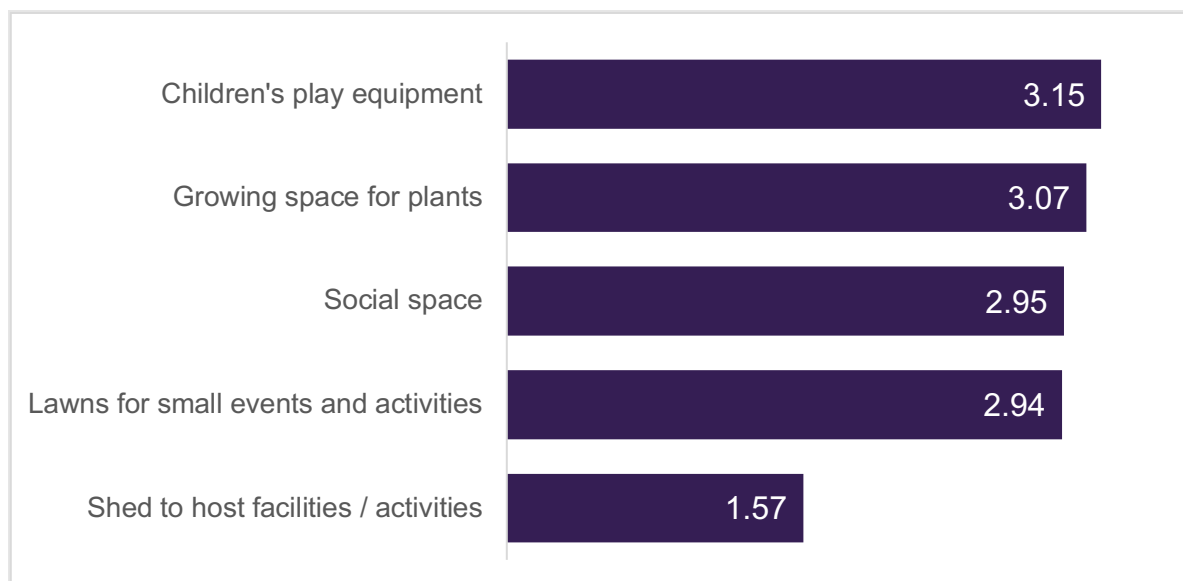
Respondents aged under 35 were more likely to say that the proposed parking provision is about right (30%). There were no other significant differences between any equality groups.

## **2.3 Hawkwood Gardens**

In our 2020 consultation, two thirds of respondents told us that green open space should be included in the Masterplan. We propose to include a small park space on part of the car park on Hawkwood Road, close to the new housing and community centre, for use by new and existing residents.

Respondents were asked rank the most important features (from a list) that the park should contain. The suggested features were given a score of five if ranked in first place through to one for fifth place and zero if they were left out. Respondents who did not rank any of the suggestions were deemed to have skipped the question and removed from the results.

**Figure 4: Which of the following do you think are the most important features that the park should contain?**



*Base: 406 respondents*

There was a good level of support for four of the five suggestions, with children's play equipment having the highest score. There was least support for a shed to host facilities or activities such as a café or men's shed project.

Crime and anti-social behaviour is a concern for many residents of Boscombe. Respondents were asked to what extent they agree or disagree that preventing crime and anti-social behaviour should be a consideration in the design of the gardens. More than three quarters of respondents (78%) strongly agreed.

Respondents aged 65-74 were the most likely to strongly agree (86%), particularly compared to those aged 45-54 (71%) and 35-44 (72%). There were no other significant differences between equalities groups.

Seven out of ten respondents (71%) said that they thought the park should be locked at night. Those aged 35-44 were much less likely to say that the park should be locked (57%). There were no other significant differences between different groups of respondents.

## **2.4 Retention of part of Hawkwood Road car park**

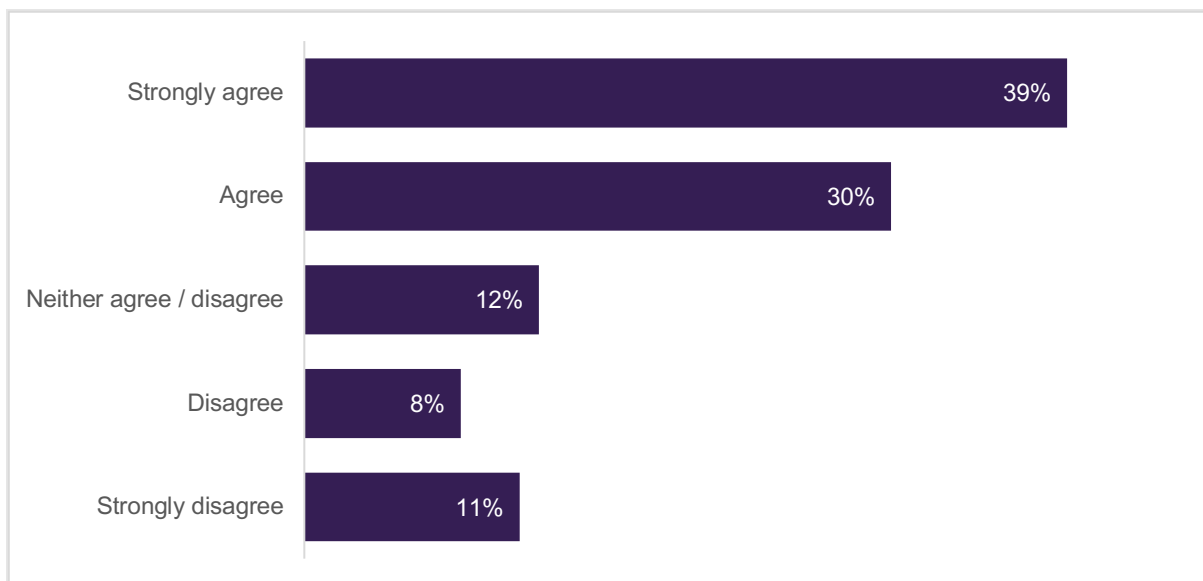
Our 2020 consultation showed that more than half of respondents believed that quality homes, green space and a community hub should be priorities, whereas around a third thought that parking was important.

Since then we have carried out studies that show that even on the busiest days there are only around 500 parking spaces in use in Boscombe out of a total of 1200 available spaces. Boscombe has considerably more parking spaces than

comparable towns in the conurbation (such as Winton and Westbourne) and is easily accessed by public transport.

In order to deliver the homes, green space and community hub that our previous survey said were priorities, we need to build on some of Boscombe's underused car parks. We also understand that parking is important to some people, so we plan to retain 75 spaces on this site. We asked respondents to what extent they agree that the proposed development is an appropriate use of Hawkwood Road car park.

**Figure 5: To what extent do you agree / disagree that creating homes and a park for the community is an appropriate use for the rest of Hawkwood Road main car park?**



*Base: 480 respondents*

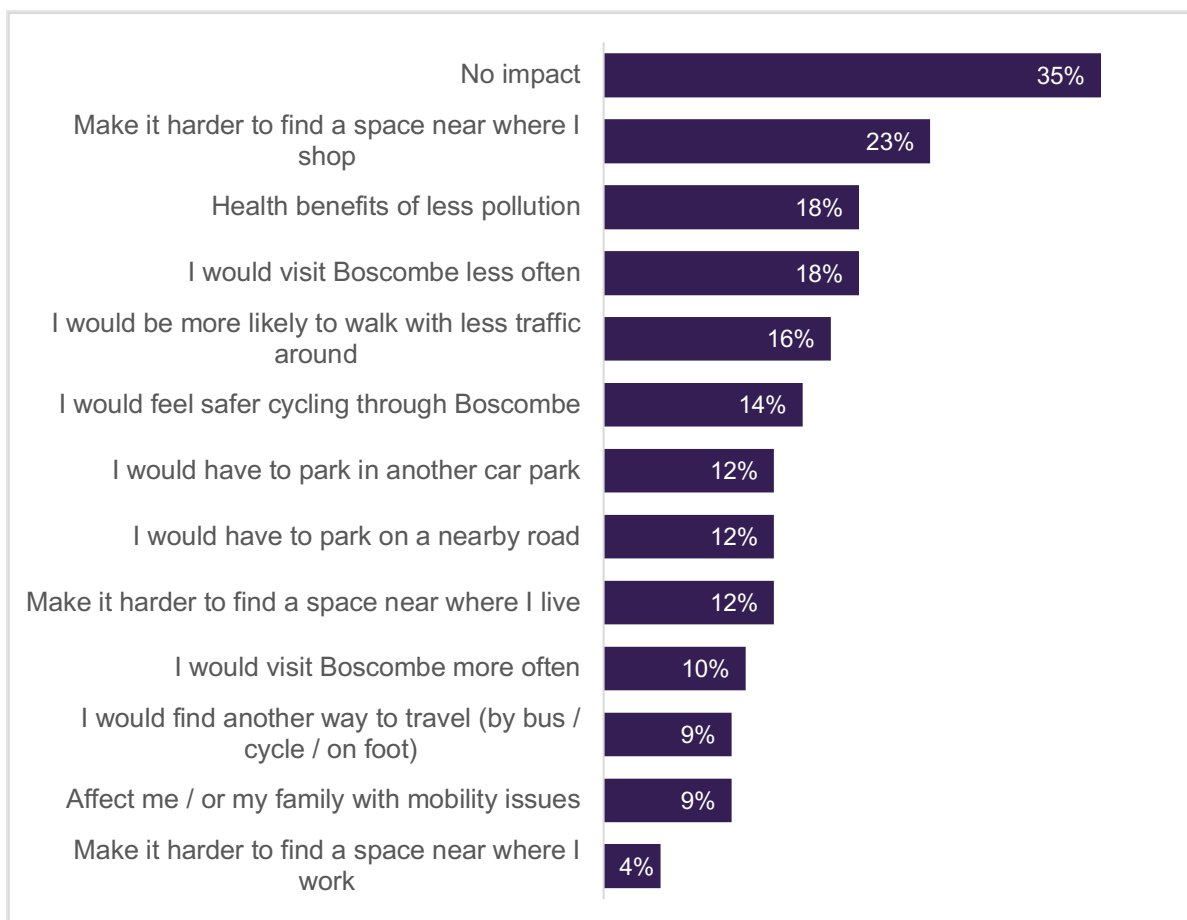
Around seven in ten respondents (69%) agreed that the proposals are an appropriate use of the site while around one in five (19%) disagreed.

Respondents aged under 35 were more likely to agree (85%) than most other age groups.

Respondents limited by a disability are more likely to disagree than those without. Three in ten (31%) of those limited a lot by disability and a quarter (24%) of those limited a little disagreed compared to 14% of those with no disability.

Respondents were next asked what impact the reduction in parking spaces on Hawkwood Road would have on them and were shown a list of both positive and negative impacts. Respondents could choose all options that apply to them.

**Figure 6: What impact will the reduction in parking spaces on Hawkwood Road have on you personally?**



Base: 488 respondents

More than a third of respondents said that the changes to parking would have no impact on them. Nearly a quarter said that it would make it harder to find a space near where they shop.

To compare attitudes between different groups we can group the responses into positive, negative and neutral statements as follows:

Positive	Negative	Neutral
More likely to walk	Harder to park near home	Find another car park
Feel safer cycling	Harder to park near work	Find another way to travel
Health benefits	Harder to park near shops	No impact
Visit more often	Park on nearby road	
	Visit less often	
	Mobility issues	

Since there are more negative statements than there are positive or neutral, we should not use the following to state whether respondents are more negative than

positive. However, we can use it to compare whether particular groups are more positive compared to other groups, or more negative.

Respondents **aged under 35** gave more **positive** responses (53%) than other age groups

Respondents **limited a lot by disability** were more likely to give **negative** responses (60%) than those with no disability (34%)

Respondents who are **lesbian, gay, bisexual or other** sexual orientation gave more **positive** responses (43%) than those who are heterosexual (26%)

Respondents who have **no religion** gave more **positive** responses (34%) than those who are **Christian** (22%). In turn, **Christians** gave more **negative** responses (42%) than those with **no religion** (31%).

34 respondents stated that there would be other impacts and were asked to specify what they were.

11 comments related to **illegal and/or inconsiderate parking** on nearby roads

4 comments related to **anti-social behaviour and personal safety**

4 comments related to **parking for the new homes**

3 comments related to the **impact on local businesses**

2 comments related to **disability**

13 **other comments** could not be categorised

## 2.5 Other comments (Masterplan)

Respondents were asked to provide any other comments that they would like to make about the Phase One Masterplan for Boscombe Town Centre. 289 respondents provided feedback to this question which has been coded into themes to make them easier to interpret.

Responses were coded in to nine key themes relating to 'overall comments and suggestions', 'parking', 'green and open spaces (incl. Hawkwood Gardens)', 'houses and building appearance', 'the community centre and mixed-use buildings', 'retail kiosks', 'the walkway between Christchurch Road and Hawkwood Road', 'the high street', and 'other comments and suggestions'. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

Theme	Number of comments
Overall comments and suggestions	164
Parking	124

Green and open spaces (incl. Hawkwood Gardens)	71
Houses and building appearance	117
Community Centre and mixed-use buildings	30
Retail kiosks	4
High street	56
Walkway between Christchurch Road and Hawkwood Road	6
Other comments and suggestions	40

### 2.5.1 Overall comments and suggestions

There were 164 overall comments and suggestions relating to the Phase One Masterplan for Boscombe Town Centre. 37 of these comments were from respondents who **support the overall proposed plans** and that they were a good idea. In addition, 4 respondents commented that the plans will help **reduce antisocial behaviour** and increase safety within the local area.



*“I’m in favour of making the best of Boscombe - it is a unique place with great architecture and opportunity.”*

*“As a Boscombe resident, and property owner, I’m excited to see the project going forward.”*

*“I love the fact that there will be something good happening in Boscombe as it needs help and refurb.”*

*“I hope it will help women in particular to feel safer in the area.”*

In contrast, 18 respondents commented that the proposals were a bad idea and were a **waste of money**, while 1 respondent suggested that the plans would in fact **increase antisocial behaviour**.



*“This regeneration is a waste of money, not actually providing the local community with what it needs but rather it’s window dressing to attract money. No benefit to actual residents.”*

*“I doubt it will change much other than the outward appearance of Boscombe.”*

*“Not sure that it will just make Boscombe more unattractive due to increased ASB and crime from more homes.”*

Furthermore, 63 respondents commented that the council needed to **address the current antisocial concerns, including homelessness, alcohol and drug related issues and theft, within Boscombe, prior to implementing any of the proposed projects**. While many of these comments suggested that these concerns need to be provided with additional support, there were suggestions that the support should be removed and displaced to other areas instead.



*“The whole of Boscombe would be safer and more enjoyable to live in if crime drugs and vandalism were addressed. These issues will still plague the area with a new housing development.”*

*“I would rather see money spent on resolving the drug and alcohol problems and the related crime and antisocial behaviour.”*

*“I find it ridiculous that there is not more funding to look at the antisocial problem in Boscombe, do you not think that the people who cause these issues will suddenly disappear?”*

5 respondents felt that the proposed projects were **not a masterplan**, while 4 respondents commented that they found it **difficult to visualise plans** and what the final project would look like.



*“It’s not really a masterplan. Seems like a “meh, better do something for Boscombe” plan.”*

*“The plan is not very clear. Where will all the shops be?”*

2 respondents questioned the **cost** of the masterplan, while 7 respondents questioned whether **phase two was achievable** in conjunction with phase one. 4 respondents questioned the **consultation process**.



*“There should be a clear statement about the source and use of funding for the project. There should be a clear statement about the plans for the further phases with a justified rationale for the reasons why the 'Hawkwood*

*Road' project should precede later phases. There should be information about how the project fits with the longer-term vision for Boscombe."*

*"Personally I believe that you do not care about the residents' opinions."*

13 respondents felt that **more policing** in the area was required, both in general as well as to allow for the projects to succeed, while 6 respondents commented that it is important that there was **sufficient maintenance** scheduled to continue the appearance and upkeep of the projects once they were developed.

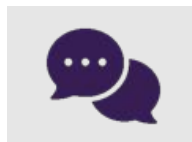


*"Nothing will improve Boscombe significantly unless the area is properly policed."*

*"It is absolutely ESSENTIAL that BCP Council commits to maintain any new proposal ad infinitum and don't spend all that money then let it rot."*

## 2.5.2 Parking

There were 124 comments relating to the impact of the proposed changes to parking provision within Boscombe. 15 respondents commented that **reduced parking is a bad idea** and that Hawkwood Road parking is especially important. These respondents also questioned the car park figures with respondents feeling that car parks were full especially in the summer months. 5 respondents commented that they **avoid parking in the Sovereign Centre** car park because they feel unsafe using it.



*"I don't believe reducing the parking is a good idea and I do not believe you have correct numbers that relate to the summer when you can hardly park anywhere."*

*"I think you have under estimated the importance of parking in Hawkwood Road."*

*"I hate parking in the Sovereign Centre multi storey I just do not feel safe there."*

26 respondents commented that the **new homes will need more parking availability** not less, and that the plans are inadequate due to new homes likely to have multi-car ownership.





*“We need more housing but we also need more parking.”*

*“You will build block for families, which will have cars, often more than one per family. You will add traffic but decrease spaces to park.”*

14 respondents commented that the plans will **negatively impact on other local residents** and increase on-street parking from both shoppers and residents in the proposed new homes, making it harder to find a space for those currently living in the area. A further 11 respondents suggested that **resident parking permits** were required to counteract this impact.



*“Consider that the reduction in public car park space could put more pressure on limited residents’ parking. Please consider permits or allocated spaces for residents of St Clements Road.”*

*“As a resident on Sea Road, parking in the area is already a HUGE issue particularly when holiday makers attend in the summer months. Most flats in the area do not have a suitable number of parking spaces vs cars as it is and it is sometimes impossible to park. As a suggestion I believe the roads should be mostly residents parking.”*

*“If you are reducing car park, thereby trying to massively reduce traffic one has to limit car parking in the surrounding areas for non-residents.”*

23 respondents felt that the reduction in car parking will **adversely affect the shops** in the area as it dissuades people from visiting the area. In addition, 6 respondents commented that the **proposed plans will encourage more people to visit** and therefore would require more car parking.



*“The vast majority of visitors will want to arrive in the area by car. The lack of parking provision will kill the remaining high street trade, and reduce visitors to the evening eateries etc.”*

*“As presented in the consultation, it would appear there is a huge loss of parking. How would this impact the already sad high street?”*

*“I can see that at present the car parking is underused but I think that there needs to be some extra space allowed just in case the “new Boscombe” manages to attract more visitors.”*

7 respondents questioned whether there was enough consideration and provision of **blue badge parking** within the new plans, while 5 respondents suggested that the development needs to include sufficient **EV charging points**.



*“It seems that all parking adjacent to the shops is being taken away which seems very detrimental especially for those with limited mobility.”*

*“Seeing the plans yesterday my observation straight away was the reduced or lack of Blue Badge parking spaces.”*

*“Car park should include electric charging spaces.”*

2 respondents commented that **not everyone can cycle** and therefore rely on their cars so sufficient parking spaces need to be available. However, 6 respondents commented that plans need to **encourage people out of their vehicles** and onto bikes and/or walk. 4 respondents suggested that a **park and ride scheme** should be developed in the local area.



*“Much as local councils would like to force people out of their cars they are still an essential requirement for many working, elderly and disabled people.”*

*“Make cycling easier if you are going to cut down number of car park spaces.”*

*“You have stated that 500 spaces get used on a busy day, and you are leaving only 75. Most of these are beach goers in the summer, what plans are there for park and ride improvement?”*

### 2.5.3 Green and open spaces (incl. Hawkwood Gardens)

There were 71 comments relating to green and open spaces within the Phase One Masterplan. 18 of these comments were that there needed to be more **green spaces and trees** planted within the developments, while 4 respondents suggested that **wildlife habitats** needed to be created.



*“It needs more trees and plants to be cleaned and tidy.”*

*“Park should be planted with a wide range of plants that are beneficial to wildlife.”*

*“A pond would be nice, wild flowers to attract wildlife and bumble bees.”*

3 respondents suggested that the park needed to be **bigger**, while 10 respondents suggested that there needed to be **more children’s play equipment** and activities, including swings, climbing sets as well as a skate park. Furthermore, 3 respondents suggested that **activities for adults**, including boules and adult swings needed to be included.



*“Make the park bigger with less additional housing.”*

*“The Hawkwood Garden Park should have more play equipment for children.”*

*“A skate park would be amazing. You need to provide for the teenagers.”*

*“Areas for Boules/Petanque, like they have in Highcliffe Community Association.”*

5 respondents suggested that the park area should **not be fenced off**, while 2 suggested that a **fence and gates would make it safer** for children to play. **More seating** should be provided to allow people to rest and enjoy the area. 2 respondents commented that the open space should be **well lit** to increase safety.



*“Natural children’s play equipment should be used that is incorporated into the park rather than fenced off in an area of tarmac.”*

*“The park sounds lovely but I personally would prefer a fence round a play area for some reassurance when taking pre-schoolers there.”*

*“I think it should include plenty of seating.”*

*“It needs to be safe and relevant. Needs to be well lit and used to feel safe.”*

However, 4 respondents commented that they **did not want a park** included within the plans, while 13 respondents commented that it will **attract antisocial behaviour** including alcohol and drug related issues.



*“Don’t build another park. There are 2+ parks, plus Kings Park, plus the beach. Why provide another area you can’t control where people take drugs and the locals wouldn’t use?!”*

*“The main concern would be drug users/drunks in the park.”*

*“I just have concerns that it won’t change the amount of unsavoury characters, particularly the park, they’ll congregate there in the daytime, I don’t think I would feel safe there.”*

4 respondents expressed **concerns over dogs** using the area as a toilet and that they should be controlled on leads.



*“Only other concern is the green space garden. I love the idea of lawn used for outdoor activity but judging by the amount of dog faeces that litter the surrounding streets, I fear it will end up being nothing more than a dog toilet.”*

#### 2.5.4 Houses and building appearance

There were 117 comments relating to housing and appearance of buildings. 10 respondents commented that the area is already overcrowded so requested that **no more new homes** were built, especially flats. In addition, 3 respondents suggested that homes should be **built on other places instead** of using car parking, while 1 respondent questioned **plans for Sovereign Centre homes** and 1 respondent suggested that **existing properties needed to be updated**.



*“Stop building on car parks. We are a tourist town. Houses are needed not flats.”*

*“I honestly don’t understand the fixation of building flats you already ruined Boscombe beach by allowing those*

*disgusting flats to be built. You are planning more flats in the town centre (Winter Gardens) which is once again a terrible idea and now you are removing another car park from Boscombe to build more... flats!"*

*"Why didn't the council purchase the former coal yard site in Ashley Road if they are so keen to provide housing."*

*"I thought one part of the plan was to convert the Sovereign Centre multistorey car park into housing. If so, that will be two car parks removed which will damage retail."*

*"I own a basement flat in Windsor Road. Will there be any grants for updating older properties? Especially the plumbing."*

12 respondents suggested that buildings **need to fit with the design and architecture** of existing buildings within the area, while 4 respondents felt that the proposed **buildings were too high** with too many storeys.



*"The proposed building is horrid, totally out of character with the surrounding buildings. It will look outdated in a few years, reminds me of the awful buildings that went up in the 60s."*

*"The design for the buildings is very, very ugly and poorly thought-through. The architecture displayed has no correspondence with the strong heritage architecture of Boscombe, which is one of the main assets of the urban quarter."*

*"I feel that by creating blocks of flats that are five stories high is not something that adds to the character of Boscombe."*

8 respondents felt that buildings need to incorporate **renewable energy**, such as solar panels, while 7 respondents felt that there needs to be enough **local amenities and facilities** incorporated to cater for the additional population.



*"In light of the rising costs of living and fuel, I would like to see more use of renewable energy, with a greater proportion of solar PV and the inclusion of wind turbines. There is a great opportunity for Hawkwood Road,*

*with the south facing aspect, to build in maximum PV panels into the roof design of the buildings.”*

*“Need to ensure appropriate levels of education and medical needs are maintain with increased numbers of people and significantly improve the safety of the area.”*

*“The extra homes do not seem to come with any consideration of the impact on the already overstretched facilities nearby.”*

5 respondents felt that the plans address the **need for more housing** in the local area, while 8 respondents **questioned what the housing type would look like**, with emphasis on whether it was social, affordable, rental or properties to buy.



*“I think you should be building more homes.”*

*“Are the apartments social housing, rental, or to buy?”*

*“I feel that the number of one- and two-bedroom apartments should be raised and do not know why you have so many three-bedroom living units. I would like to know what affordable means in this context. Affordable to whom?”*

6 respondents commented that there needs to be sufficient **housing that caters for those with disabilities and additional needs**.



*“Seems to be minimal accommodation for disabled people and associated parking.”*

10 respondents felt that the proposed housing needs to be more **suitable for and encourage families** to move there, including the need for private outdoor space.



*“I would love to see this area re-energised with a mix of people living there including families with children and green spaces.”*

*“There is already a lot of 1 bed properties in the area, we need to be providing more affordable family homes and attracting families to the area.”*

6 respondents felt that the plans also need to address the number of **HMOs** in the local area.



*“In the streets surrounding the area of the plan are many unofficial HMOs. BCP refuse to accept this is the case. These HMOs provide relatively cheap and substandard accommodation to single people who don’t or can’t work including those struggling with addiction. Until these HMOs are rooted out and closed down then the demographics of Boscombe will remain as they are.”*

12 respondents felt that the plans need to provide **more affordable housing**, while 8 respondents felt that there was a greater need for **social housing provision**. 2 respondents were concerned that the plans were **attempting to gentrify** the space which was out of keeping with the local area.

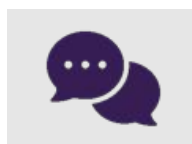


*“20% affordable housing is NOT ENOUGH! Especially in an area like Boscombe. Will any of the homes be social housing? There should be the provision of high-quality social housing - without this there is no way the masterplan will support the current community of Boscombe and it will only exacerbate the social issues that Boscombe suffers from.”*

*“Some of the housing should be social housing.”*

*“This is gentrification in all its glory and our community are not having any of this nonsense.”*

9 respondents were concerned that the plans were **ringfenced for developers** and that the council should not be using the plans as a means to make money, while 5 respondents wanted assurances that the homes would **not be sold to investors** instead of locals who need them.



*“Will the housing all be built by private builders and sold to private buyers. If so many of the flats will be rented out and there again is no control about the area.”*

*“It’s a scam. The whole point is to flog Hawkwood Road to developers.”*

*“Ensure that all the houses go to long-term local residents (lived here longer than 10 years). Also make sure they cannot be bought by investors, buy to let or re-sold within 10 years. They have to be used to give those who have built the community a chance to own a house of their own and not just allow Londoners to move near the beach and work from home!”*

### 2.5.5 Community Centre and mixed-use buildings

There were 30 comments relating to the proposed Community Centre. 3 respondents felt that this facility was a **welcome addition**.



*“Community facilities welcome.”*

However, 3 respondents **questioned why it was being included** when other local centres had been closed. 1 respondent felt that its inclusion was an **afterthought**, while 5 respondents suggested that there was **alternative spaces and locations** elsewhere that could be used for a community centre.



*“Why on earth are you proposing to build a new Community Centre after all you got rid of the last one.”*

*“The Community Centre/doctors surgery strikes me as an afterthought to appease publicly stated obligations.”*

*“Convert TJ Hughes into a Community Centre and locate the surgery in the Arcade, rather than wasting money on a new building.”*

While 1 respondent commented that there were **already GP practices** and other healthcare services locally, 4 respondents **praised that these services were included** in the plans. 2 respondents commented that **community services needed to be provided in the same building** to encourage partnership working and to avoid duplication of provision.



*“I am surprised there is a need for medical facility / doctors in the development. Shelley Manor has the*



*main local NHS GP surgery in it, and there's a recently built centre on Palmerston Road as well."*

*"Concern that Community Centre idea for Hawkwood Road, Boscombe hub plan and various local activities already occurring will duplicate each other. Need to make sure it happens in a coordinated way. Close links between health centre and support services e.g. housing, CAB, employment services, charitable organisations are really important. It would be amazing to have at least the first 3 in the same building as health services, with strong links to charitable and well-being activities."*

8 respondents commented that the community centre could be **used for networking and social groups**, as well as provide a space where charity organisations could meet and provide support for the local community. 2 respondents suggested that the space should incorporate a **youth club**, while 1 respondent felt that services provided in these buildings should be **free**.



*"You could use the community space to host regular busking opportunities, community mural works and give thanks back to the people/ residents."*

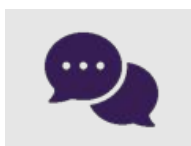
*"Personally I would like networking events for people across different society groups, perhaps with a shared interest."*

*"A youth club at the Community Centre or in the gardens. Youth support."*

*"The Community Centre should be free."*

### 2.5.6 Retail kiosks

There were 4 comments relating to the proposed pop-up retail kiosks. One respondent suggested that they need to maintain the **common look and feel** of the local area, while 3 respondents commented that they were **not keen on more kiosks or cafés** in the area.



*"Match up exiting kiosks on main thoroughfare with the proposed kiosks in walking linking new development with main shopping road. So there's a common look and feel."*

*“Not keen on the idea of kiosks or more cafes. Boscombe has way too many cafes and fast food outlets so please, no more.”*

### 2.5.7 High street

There were 56 comments relating to Boscombe high street. There were 19 comments that suggested the high street was **in need of a refresh**, needed to be clean and redeveloped.



*“The first stage should be a rethink of the current high street creating a more pleasant cosmopolitan vibe.”*

*“We could use Boscombe high street being revamped.”*

3 respondents commented that the high street is currently full of **empty shops**, while 12 respondents commented that the high street should be prioritised and that the focus should be on **utilising the existing empty retail spaces** rather than creating new pop-up ones.

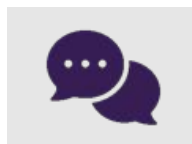


*“The 'high street' is already full of empty shops and the street market is a shadow of its former glory days, and that's being generous.”*

*“Much better to repurpose existing closed shops than build new on parking spaces.”*

*“I wish you could prioritise returning the centre of Boscombe to a proper shopping centre.”*

13 respondents suggested that a **range of different retailers** need to be attracted to the high street, with a mix of established brands and independent retailers.



*“Try to encourage a better range of shops on high street.”*

*“The high street developed into small independent units, much like Brighton's Lanes.”*

4 respondents suggested that more **evening entertainment** was required in the town, including restaurants, bars and cultural activities.



*“What Boscombe needs is evening restaurants, bars and entertainment.”*

3 respondents suggested that the **Sovereign Centre** needed to be kept and improved, while 1 respondent suggested that retail space on the high street could be converted into **housing**.



*“More worried about the next phases as I strongly believe Sovereign Centre should stay.”*

*“What is the plan for Christchurch Road where there are so many empty shops? Can some of it be converted into housing?”*

### 2.5.8 Walkway between Christchurch Road and Hawkwood Road

There were 6 comments relating to the proposed walkway between Christchurch Road and Hawkwood Road. 2 of these comments were in **support of developing the walkway**. However, 1 respondent felt it was **unnecessary**, while 1 respondent questioned whether any **shops would be lost** to accommodate its development.



*“I strongly support the idea of creating a wide walkway between the precinct and Hawkwood Road.”*

*“The proposed walkway between Hawkwood Road and Christchurch Road seems unnecessary.”*

*“I'd like to see what current shops will be lost as part of the plan to make a bigger walkway and the Community Centre though.”*

1 respondent questioned whether there would be **safe cycling** allowed in the walkway, while 1 respondent expressed **safety concerns** once the shops and pop-up kiosks closed in the evening.



*“The new walkway should allow 'considerate cycling' and contain cycle parking solutions.”*

*“The walkway route through might not feel safe after the retailers have closed.”*

### 2.5.9 Other comments and suggestions

There were 40 other comments and suggestions. 7 respondents suggested that **bus routes** were in need of improvement in the local area, while 4 respondents commented that there needs to be **better links and connections to the seafront**.



*“The buses will remain underused if there is no way to overtake all the cars queueing to go down to the only beach car park or to drop their family off at the beach.”*

*“Why not a public bus service to Boscombe pier passing by Kings Park park and ride.”*

*“It would be good to ensure that there are links between the proposed project and the seafront. Existing connections between Boscombe high street and the seafront are poor. Making it easier to reach the beach, and making the proximity of the beach more visible, would bring economic, cultural, and health benefits.”*

1 respondent commented on **conflict between cyclists and pedestrians** and 2 respondents commented on experiencing issues with **scooters**, while 3 respondents suggested that there needs to be **more cycle lanes** in the area. However, 2 respondents commented that there needs to be **less emphasis on cycling**.



*“As I live in close proximity, and as a pedestrian, I would like to see that I would be less likely to encounter bicycles. I’m tired of having to dodge bikes on the pavement!”*

*“Ban scooters.”*

*“Make more safe cycle lanes.”*

*“No more cycle lanes.”*

3 respondents commented on issues with the **shared space at Palmerston Road / Christchurch Road**, while 1 respondent suggested that there needs to be more **Low Traffic Neighbourhoods (LTNs)** in the area and 1 respondent commented on **safer road crossings**.



*“The road that corners the end of the high street near McDonald’s is SOOOOOOO dangerous. It is totally unclear who has priority - pedestrians or cars, and is a real danger - accident just waiting to happen.”*

*“Introduce more low traffic neighbourhoods for a mile radius around the centre to enable people to walk/cycle/scoot/ mobility scoot safely to Boscombe town centre.”*

*“It would be good to see the addition of a zebra crossing between Boscombe East and the bus station on the east side of Centenary Way. This is a busy, dangerous crossing and a key connection artery for residents of the Boscombe East area.”*

3 respondents suggested a need for safer, cleaner **public toilet facilities**.



*“I would also like to see the public toilets in the area made safer and updated. The current ones at Pokesdown are a no-go area.”*

10 respondents commented on the plans for **Woodland Walk**, while 2 respondents commented on **Shelley Park**.



*“Do not touch Woodland Walk under any circumstances.”*

*“I strongly oppose the cutting down of any trees on Woodland Walk as they provide habitat for rare bird species and other animals.”*

*“I think the plan has missed an important resource which is Shelley Park. This area is already a green space but the play park is abysmal and the woodland area need some TLC.”*

1 respondent commented on the plans for **Pokesdown Plaza**.



*“No play area opposite Pokesdown station  
owing to the traffic.”*

## 3 Transport projects

In addition to the Masterplan, six transport projects have been proposed to improve public transport and support more active modes of travel in the surrounding area. The projects proposed are:

- Improvements to Pokesdown Plaza (the area outside Pokesdown Station)
- A new bus service linking Pokesdown Station to Boscombe Pier via Boscombe Town Centre
- Better walking and cycling routes along Christchurch Road between Pokesdown Station and Boscombe precinct
- Improved pedestrian facilities along Ashley Road
- Improvements to Woodland Walk gardens including better walking and cycling route
- Various small-scale improvements to cycle lanes and cycle storage facilities across the area

### 3.1 Pokesdown Plaza

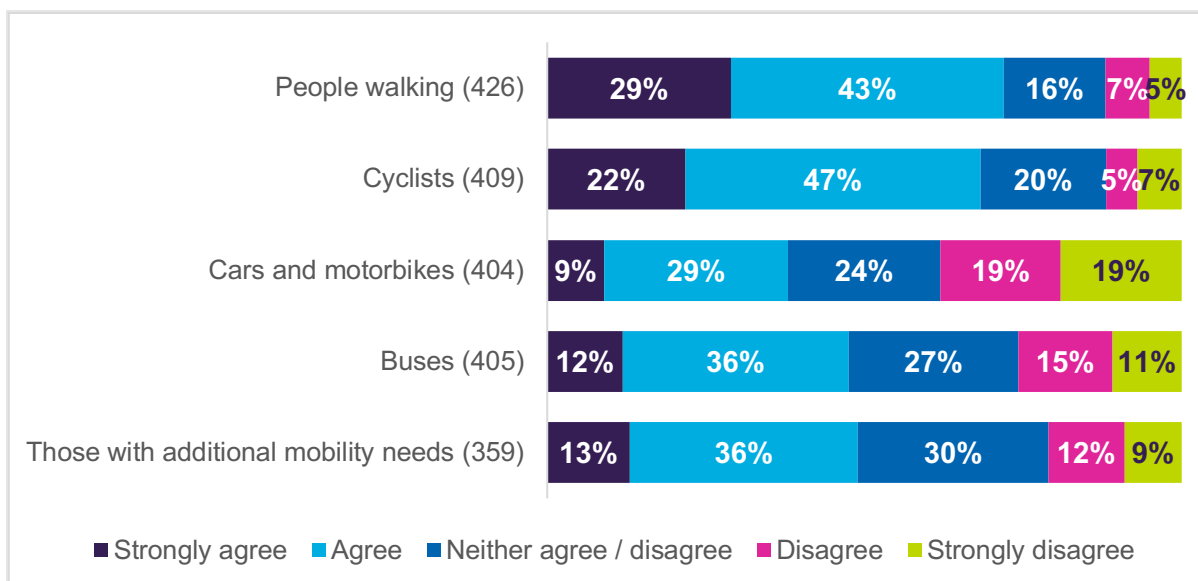
The proposed improvements to Pokesdown Plaza aim to make a more welcoming space outside Pokesdown Station by:

- Reducing the width of the carriageway, removing barriers and widening the pavements, to make crossing on foot easier
- Introducing a cycle lane and crossing
- Making improvements to Pokesdown Green

Respondents were asked whether or not they agreed that the proposals give enough priority to different types of users.

The majority of respondents felt that enough priority was being given to pedestrians (72%) and cyclists (69%). While fewer than half agreed that enough priority was being given to the other users listed, the percentage who agreed was still greater than those that disagreed with the remainder giving a neutral response.

**Figure 7: To what extent do you agree or disagree that these proposals give enough priority to:**



*Bases as labelled*

Respondents **aged under 35** were more likely than other age groups to agree that enough priority was given to **pedestrians** (91%), **cyclists** (92%), and **people with additional mobility needs** (69%)

Respondents **aged 75+** are less likely than other age groups to agree that there is enough priority for **cars and motorbikes** (17%) and for **those with additional mobility needs** (26%)

**Female** respondents were more likely to agree that enough priority was given to **cyclists** (72%)

Respondents **limited a lot by disability** were less likely to agree that there is enough priority for **cyclists** (45%) and for **those with additional mobility needs** (32%)

Respondents from **other white ethnic backgrounds** are more likely that white British respondents to agree that there is enough priority for **cyclists** (93%), **cars and motorbikes** (64%) and **those with additional mobility needs** (73%)

### 3.2 Pokesdown Plaza: other suggested improvements

Respondents were asked to write in any other suggestions of how the council could improve the area outside Pokesdown Station. 228 respondents provided feedback to this question. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.



Responses were coded in to six key themes relating to ‘road layout’, ‘cycling’, ‘Pokesdown Green and surrounding areas’, ‘Pokesdown Station’, ‘safety and security’ and ‘transport’.

Theme	Number of comments
Road layout	113
Cycling	61
Pokesdown Green and surrounding areas	62
Pokesdown Station	85
Safety and security	34
Transport	15

### 3.2.1 Road layout

There were 113 comments relating to the road layout outside Pokesdown Station. 64 respondents commented that the **roads should not be narrowed**. Reasons for this included the high volume of traffic in the area would result in more congestion, travel time and pollution, as well as hold up cars from turning right at junctions. The narrowing of the roads would also result in cars being stuck behind buses. A further 29 respondents commented that the area should be **left as it is** with no changes.



*“Loss of car turning lane could create significant traffic delay/impact on air quality etc.”*

*“Making the junctions single lane is crazy, all it will achieve will make traffic back up along Christchurch and Seabourne Road.”*

*“Do not waste money on an unnecessary project, it is a main junction which works fine.”*

*“You should leave this area alone - it's fine as it is and there's been no problem there since the original Pokesdown Fire Station was demolished.”*

13 respondents felt that it was important that the plans included suitably placed **road crossings** or alternative methods to get to the other side safely.



*“Should there not be a pedestrian crossing directly from station to the other side of the road?”*

*“Build an underpass for pedestrians to use and then the lights can keep traffic flowing. Similar to the roundabout at the Sovereign Centre.”*

2 respondents suggested that replacing the traffic lights with a **roundabout** would help ease congestion.



*“Mini roundabout to replace traffic lights.”*

6 respondents felt that **road signage** providing directions to different locations needed to be improved.



*“There should be lots more signage highlighting Southbourne and Pokesdown as shopping destinations. The station sign should include Southbourne and Pokesdown.”*

*“Better signposting of how to get to the town centre/beach.”*

### 3.2.2 Cycling

There were 61 comments relating to the impact the proposed changes would have on cyclists. 12 respondents commented that there was **too much on emphasis on cycling improvements** and not enough consideration for motorists and pedestrians.



*“Generally recent new provisions for cyclists in BCP have made situation worse for pedestrians, worse for motorists, and have generated more pollution as cars stop and start. As for emergency vehicles trying to get through heavy traffic!!”*

*“I would have thought that having seen the very poor results of new schemes for cycle routes in BCP area you would not have wasted any more money on such schemes that use up valuable road space on a very limited proportion of the total number of road users.”*

Conversely, 13 respondents commented that schemes need to **prioritise both cyclists and pedestrians**.



*“I want pedestrians to be prioritised and travelling by cycling mobility vehicles, buses to also be given high-priority with private cars coming last.”*

*“Safety for cyclists and walkers is paramount. People need to be encouraged to get out of their cars in any way possible.”*

5 respondents expressed concern with **cycle lanes merging back into traffic**, while 6 respondents proposed that cycle lanes need to be properly **segregated** from both motorised vehicles as well as pedestrians.



*“Going west on Christchurch Road, looks like the cycle lane just stops. Everything really needs to be continuous or just having one dangerous part will cause scheme to not work. Also, it would be good to confirm the cycling/walking infrastructure is protected from traffic.”*

*“Do be careful that cycle lanes are thought out and don't suddenly end.”*

*“Put some proper cycle infrastructure in. Paint is not protection.”*

3 respondents suggested that **cycle lanes need to be wider**, while 9 respondents suggested that the **pavement needed to be wider** to accommodate for pedestrians and cyclists.



*“Wider cycle lanes with kerb to separate cyclists from the road.”*

*“Widening the footpath would help. A dedicated cycle lane would help increase safety.”*

12 respondents commented on the availability of **secure bike storage**.



*“Provide cycle parking on the street in full view so you can cycle to get the train.”*

*“Ensure that appropriate cycle parking is provided.”*

### 3.2.3 Pokesdown Green and surrounding areas

There were 62 comments relating to Pokesdown Green and surrounding areas. 12 respondents commented on the need for the **local area to be cleaned** and smartened up in general, while a further 8 respondents suggested the need for **planting and trees**.



*“It’s a dirty dark space and not very appetising so a good clean would be a basic need.”*

*“Increase the provision of bins on the green, there is presently only one bin on the green. Increase litter collection and fines for dropping litter and the dropping of cigarette ends around the seats.”*

*“The station exit is unattractive. More greenery would be good along old Christchurch Road. More trees.”*

15 respondents commented on **local retail**. These comments included using the space connected to Pokesdown Station for a welcoming shop, while other local shops need cleaning and the space filled.



*“Ensure poorly used retail space has something to offer with decent opening hours to help footfall in the area / create safer feeling environment.”*

*“Tatty empty shops, let pop up shops use empty shops.”*

While 5 respondents proposed the need for **more seating** to encourage people to stay in the area, 2 respondents felt that **benches should be removed** to discourage loitering and antisocial behaviour.



*“More benches outside station and taxi stop.”*

*“It is a perfect area for congregation for alcoholics. Unless benches are removed, I don’t see how the area would improve.”*

4 respondents felt that there was no need to instal a **play park** and a further 2 respondents did not feel that **public art** was needed or appropriate. 3 respondents suggested the area should be **pedestrianised** with railings for safety and security.



*“Do NOT put a children's playpark in an area of high pollution, noise and traffic. Put anything you like there. But a children's playpark should be located in a safe place.”*

*“Please don't bother with any "public art" - everyone in Bournemouth hates it.”*

*“Why not create a mini square that incorporates the green space.”*

*“If you want this space to be a community "play and public art" there should be permanent railings between the whole lawn and pavement to deter children from entering the road.”*

6 respondents commented on the **toilet blocks** close to the road junction. While some of these comments suggested that they should be removed, others commented that adequate toilet facilities need to be provided, either through cleaning or moving them into Pokesdown Station.



*“It doesn't need any improvements apart from putting the toilets in the railway station. They are currently in a most inappropriate place.”*

3 respondents suggested **alternative uses for the green spaces** opposite the station, including building retail space, homes, or bus stops.



*“I don't think the green is a useful space and would be better used as a connection between Pokesdown, Boscombe and Southbourne by creating retail units with housing to include the small green space on the other side of the road too.”*

### 3.2.4 Pokesdown Station

There were 85 comments relating to Pokesdown Station. 24 respondents commented that the plans should ensure the **appearance and cleanliness of the station** is improved as it currently looks untidy. In addition, 5 respondents

commented that the area to the side of the station needs addressing due to continual **rubbish and fly-tipping** being left there.

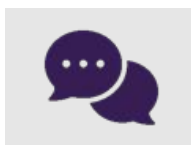


*“Clean and refurbish the station entrance.”*

*“Could be cleaner. Frontage looks dated.”*

*“There is often rubbish dumped at the side of the station. The exterior is very tired looking and needs repainting and planted up.”*

23 respondents commented that the plans need to provide a suitable and large **drop-off area** for cars and taxis.

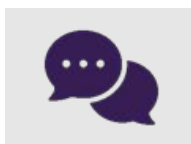


*“Create better drop off and waiting areas*

*for cars.”*

*“Somewhere for cars to stop for a limited time to pick up passengers who have got off trains. The area is not very safe at night for women who are walking.”*

18 respondents felt that a **lift** needed to be installed and **accessibility** at the station improved.



*“The absolute priority should be accessibility at Pokesdown station. The number of people trying to drag heavy suitcases, prams, children, mobility needs is dangerous, and it is discriminatory. Accessibility at Pokesdown station should be the priority.”*

*“When is National Rail planning to install a lift at Pokesdown station to improve accessibility for those with additional mobility needs?? If you arrive at Pokesdown and cannot alight from the station you won't be able to benefit from the planned improvements?”*

4 respondents commented on a lack of **staffing** at the station which results in feeling unsafe and antisocial behaviour.



*“The station needs to be better staffed with more security and visibility for those travelling.”*

5 respondents suggested that there could be a **refreshments vendor** at the entrance to the station.



*“A local vendor or two running food trucks in the day - the current cafe is not welcoming.”*

6 respondents suggested that the station be **closed** and moved back to Boscombe.



*“You could always move the station back to Boscombe.”*

### 3.2.5 Safety and security

There were 34 comments relating to safety and security at Pokesdown Plaza. 10 respondents commented that they **did not feel safe** using Pokesdown Station, particularly at night and for women.



*“The area is not very safe at night for women who are walking.”*

*“It does not feel like a safe station, below ground level and tucked away.”*

6 respondents suggested that there should be **more police and security patrols** in the area, while 4 respondents suggested **improved lighting** and mirrors would be beneficial.



*“We need more police/PCSOs so ordinary law abiding people can feel safe!”*

*“More patrolling especially after school finishes.”*

*“It needs to be well lit: I am afraid to use it when it is dark as it feels dangerous.”*

In addition, 14 respondents commented that **antisocial activities**, including support for the homeless and those with drug and alcohol related issues, needed to be tackled and supported in and around the station.



*“Address the drug and alcohol issues.”*

*“More assistance to reduce number of homeless people in the entire area of Boscombe/Pokesdown/Southbourne otherwise I think the whole project is doomed to failure.”*

### 3.2.6 Transport

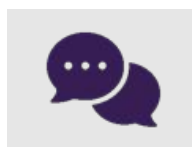
There were 15 comments relating to transport. 6 respondents suggested that **poor parking** in the local area needs to be addressed, while 1 respondent felt that there was a **lack of parking available** locally to encourage people to visit the area.



*“There are additional issues with illegal and inappropriate parking which cause more dangerous driving as people are required to move into opposite lanes to pass and are unable to enter and exit junctions safely due to poor visibility caused by bad parking close to junctions.”*

*“No good making the green a destination unless there is parking for cars and cycles.”*

8 respondents commented on the importance of **suitable bus routes** in the area, including links to Boscombe, Bournemouth and to the beach.



*“I think if there was more buses going to and from beach it would be busier and slightly safer.”*

*“A bus route from Boscombe to the station is required.”*



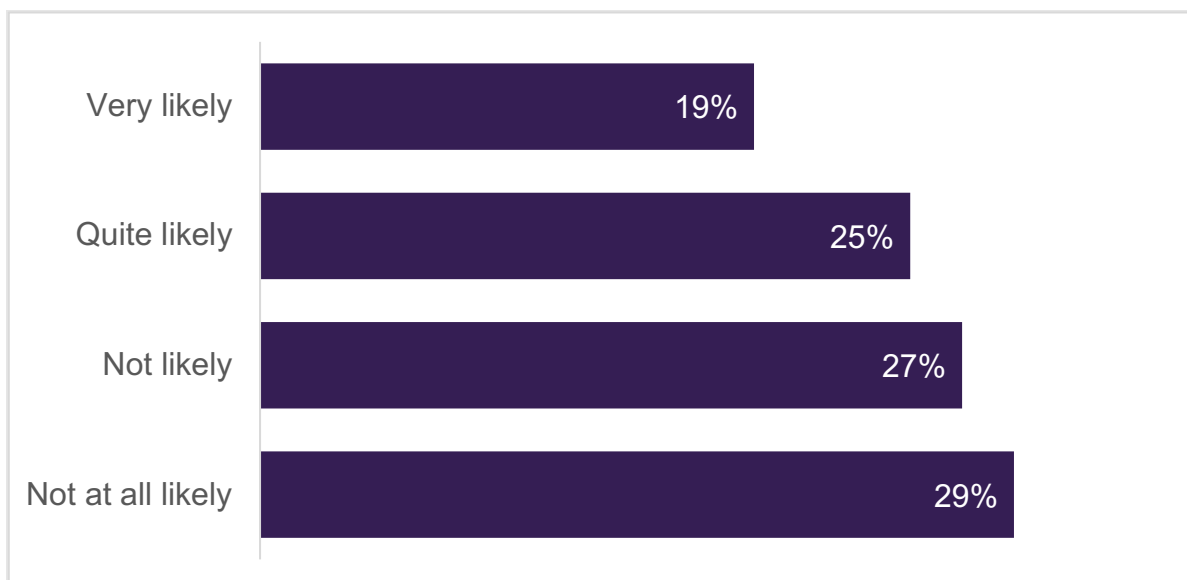
### 3.3 New bus service

In our 2020 survey, 56% of respondents told us that public transport links should be a priority. This proposal aims to provide a modern, future ready and sustainable bus service linking Pokesdown Station with Boscombe precinct and Boscombe Pier, via Hawkwood Road.

Respondents were asked how likely they would be to use the new bus service.

Just under half of respondents (44%) said that they would be quite likely or very likely to use the service and over half (56%) said that they would be not likely or not at all likely to use it.

**Figure 8: How likely would you be to use the new bus service?**



*Base: 466 respondents*

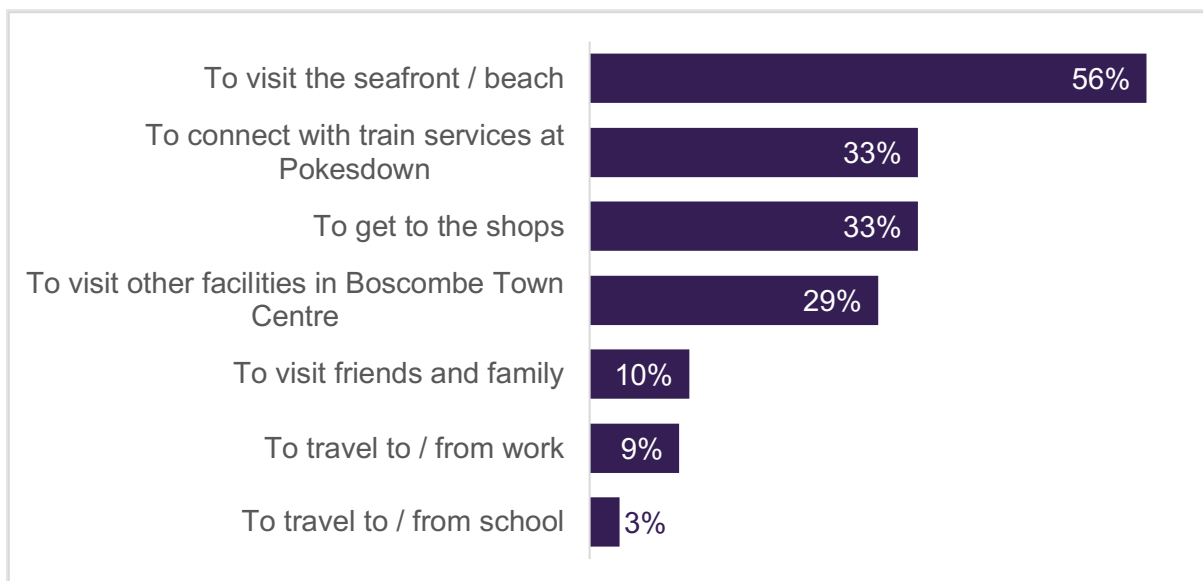
Respondents aged 75+ (67%) and 65-74 (57%) are most likely to use the bus service while those age 35-44 (26%) are least likely.

There are no other significant differences between groups of respondents.

Respondents were then asked what they would use the bus service for and were allowed to select more than one option.

More than half of those that answered (56%) said that they would use it to visit the seafront / beach. A third said that they would use it to get to the shops and a third said they would use it to connect to train services at Pokesdown.

**Figure 9: What would you use [the bus service] for?**



*Base: 312 respondents*

Older age groups are more likely to use the service to get to the shops, with 60% of those aged 75+ and 44% of those aged 65-74 saying that they would use it for this reason compared to 20% of those aged 45-54.

There are no other significant differences between groups of respondents.

When asked what would be a reasonable fare for the whole journey, four out of five respondents (81%) said between £1.00 and £2.00.

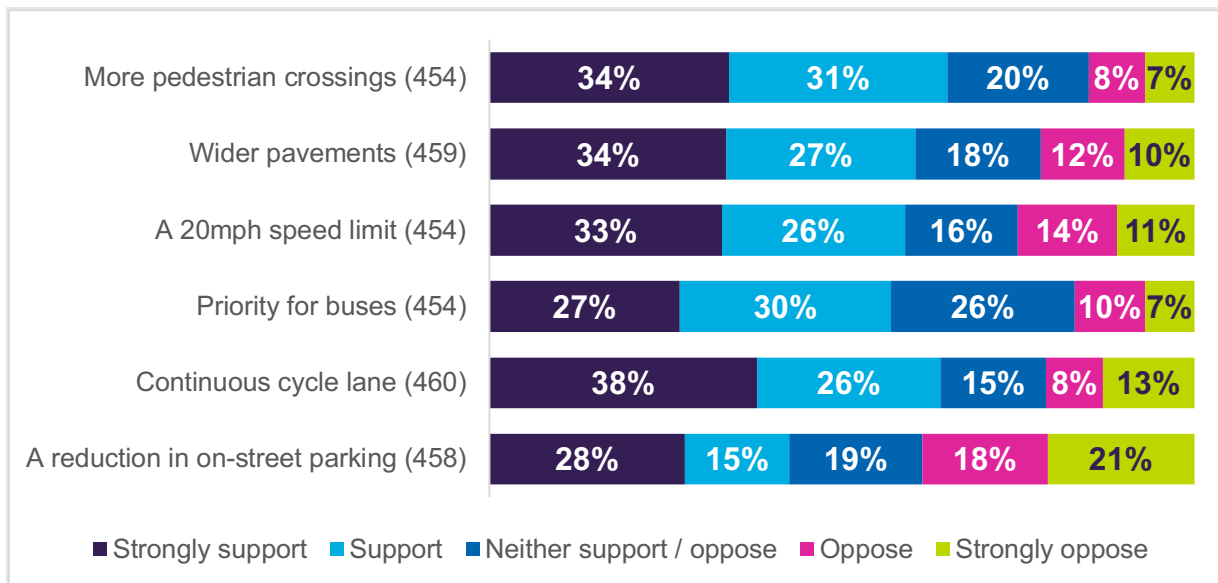
### **3.4 Active travel improvements – A35 Pokesdown Station to Boscombe Precinct**

Our 2020 survey showed that 64% of respondents said that improved cycle access to Boscombe Town Centre was a priority and 63% improved pedestrian access should be a priority. This proposal aims to make it safer to walk and cycle on Christchurch Road between Pokesdown Station and the precinct.

Respondents were asked to what extent they support or oppose the proposed measures to improve walking, cycling and bus journeys on Christchurch Road.

Almost all measures were supported by more than half of respondents, with the exception of reducing on-street parking, which was supported by 42% of respondents and opposed by 38%. (Note that figures shown in the chart may appear different due to rounding)

**Figure 10: To what extent do you support or oppose the following measures?**



*Bases as labelled*

### 3.4.1 Pedestrian crossings

Overall, 65% of respondents support this measure and 15% oppose it.

Respondents **aged under 35** are more likely to support more pedestrian crossings (77%) compared to those aged 65-74 (59%).

Respondents from **minority ethnic groups** were more likely to support more pedestrian crossings (79%) than white British respondents (63%)

Respondents with **no religion** were more likely to support more pedestrian crossings (71%) than Christian respondents (60%)

### 3.4.2 Wider pavements

Overall, 60% of respondents support this measure and 22% oppose it.

Respondents **aged under 35** are more likely to support wider pavements (76%) compared to those aged 55-64 (54%) and those aged 65-74 (60%).

Respondents with **no religion** are more likely to support wider pavements (68%) than Christian respondents (56%).

### 3.4.3 20mph speed limit

Overall, 59% of respondents support this measure and 25% oppose it.

There were no significant differences between any respondent groups on this measure

### 3.4.4 Priority for buses

Overall, 57% of respondents support this measure and 17% oppose it.

Respondents **aged 65-74** (68%) and **aged 75+** (74%) were more likely to support priority for buses than those aged under 35 (49%) and 35-44 (48%)

Respondents **limited a lot by disability** were more likely to oppose priority for buses (30%) than those with no disability (14%)

### 3.4.5 Continuous cycle lane

Overall, 64% of respondents support this measure and 22% oppose it.

**All age groups under 55 years of age** were more likely to support a continuous cycle lane than those groups aged 55+

- Under 35 years 78% support
- 35-44 years 76% support
- 45-54 years 70% support
- 55-64 years 60% support
- 65-74 years 53% support
- 75+ years 37% support

Respondents **limited a lot by disability** (43%) and those **limited a little** (48%) are less likely to support a cycle lane than those with no disability (71%)

Respondents from **minority ethnic backgrounds** are more likely to support a continuous cycle lane (87%) than those from a white British background (64%)

Respondents with **no religion** are more likely to support a continuous cycle lane (75%) than **Christian** respondents (60%). Both of these groups are more likely to support the cycle lane than those from other religions (36%).

### 3.4.6 Reduction in on-street car parking

Overall, 42% of respondents support this measure and 38% oppose it.

Respondents **aged under 35** are more likely to support a reduction in on-street parking (57%) compared to those aged 55-64 (33%).

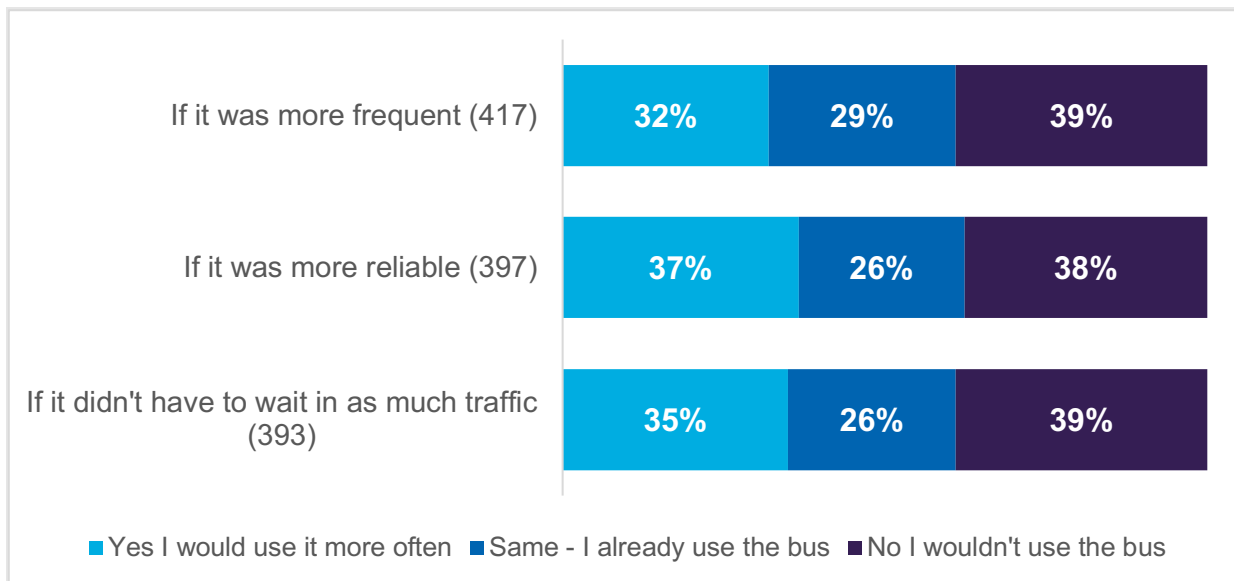
**Male** respondents are more likely to support a reduction in on-street parking (49%) than female respondents (39%).

Respondents from **minority ethnic backgrounds** are more likely to support a reduction in on-street parking (59%) than those from a white British background (41%).

### 3.4.7 Using the bus

One of the proposed measures is to give greater priority to buses. Respondents were asked if they would use the bus more often if it ran more frequently, was more reliable or didn't have to wait in traffic.

**Figure 11: Would you use the bus more often...?**



*Bases as labelled*

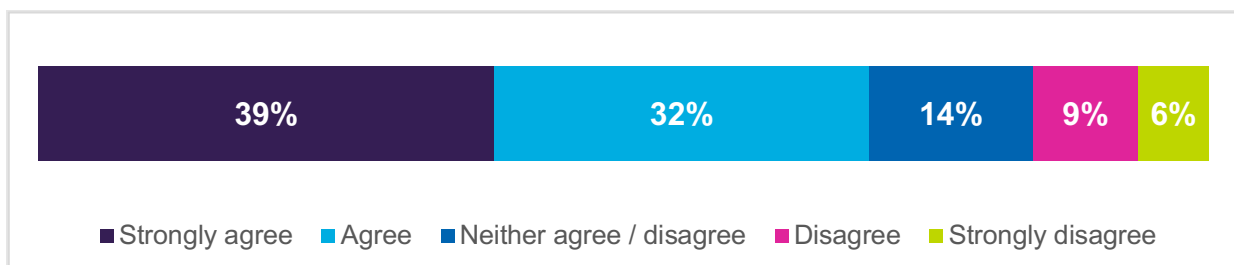
Older age groups are more likely to already use the bus (65-74 years = 55% and 75+ years = 77%). All significant differences are between these age groups and younger age groups – there are fewer older respondents saying that they would use the bus more often and fewer saying that they would not use the bus because so many more already do use it. There are no other significant differences between groups of respondents.

### 3.5 Pedestrian improvements on Ashely Road

We want to make Ashley Road a more pedestrian-friendly place, particularly between central Boscombe and Kings Park Academy and park.

Respondents were first asked to what extent they agree / disagree that pedestrian facilities need improving on this road.

**Figure 12: Do you agree or disagree that pedestrian facilities (pavements and crossings) on Ashley Road need improving?**



*Base: 453 respondents*

Seven in ten respondents (71%) agreed that improvements are needed and 15% disagreed.

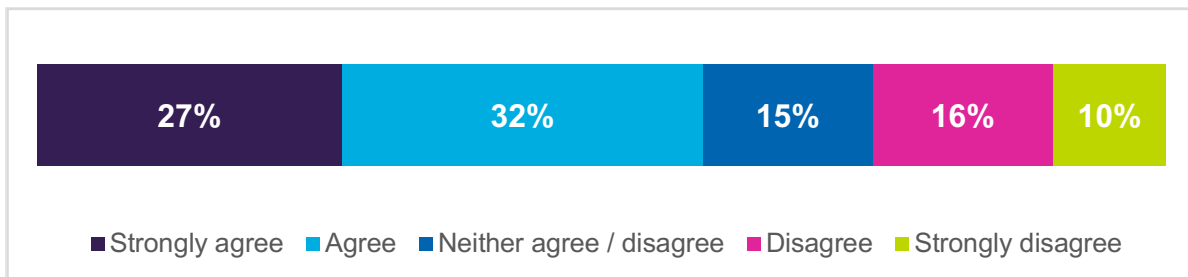
Respondents **aged 55-64** are the most likely age group to agree (79%) compared to those aged 65-74 who are least likely to agree (61%)

Respondents from a **minority ethnic background** are more likely to agree (86%) than those from a white British background (71%)

Ashley Road is not wide enough to provide improved facilities for both pedestrians and cyclists. Respondents were asked if they agreed / disagreed with our approach of prioritising improvements for pedestrians.

Six in ten respondents (59%) agreed and a quarter (26%) disagreed

**Figure 13: Do you agree or disagree with our proposal to provide a wider pavement where possible?**



Base: 448 respondents

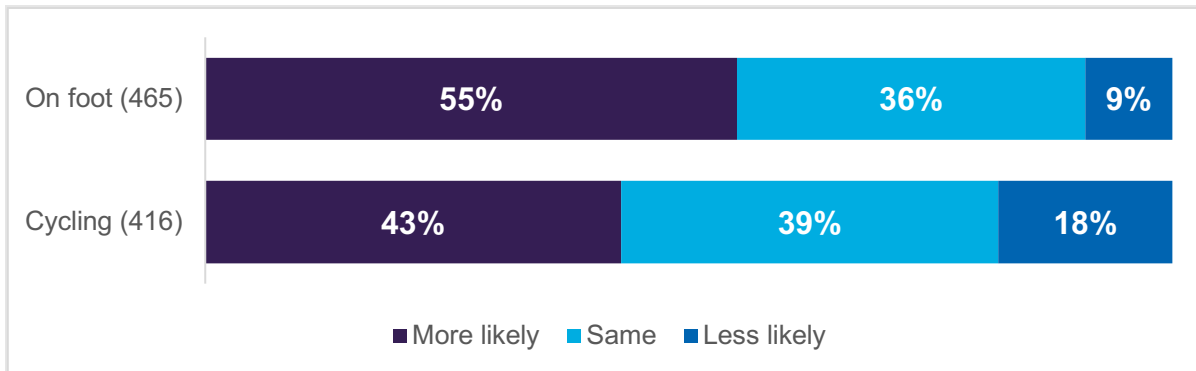
Respondents who are **limited by disability** were much less likely to agree than those with no disability. Fifty-one percent of those limited a little agreed compared to 65% of those with no disability. Those limited a lot were significantly more likely to disagree (42%) compared to 21% of those with no disability.

### 3.6 Woodland Walk

Woodland Walk already provides a walking and cycling route between Christchurch Road and the seafront. The proposals aim to enhance the walking and cycling route to encourage more people to use it, as well as making improvements to the rest of the park to make it feel safer and more usable.

Respondents were asked if the proposals would make them more likely to travel through Woodland Walk on foot or by bicycle.

**Figure 14: Would the proposed changes make you more likely / less likely to travel through Woodland Walk?**

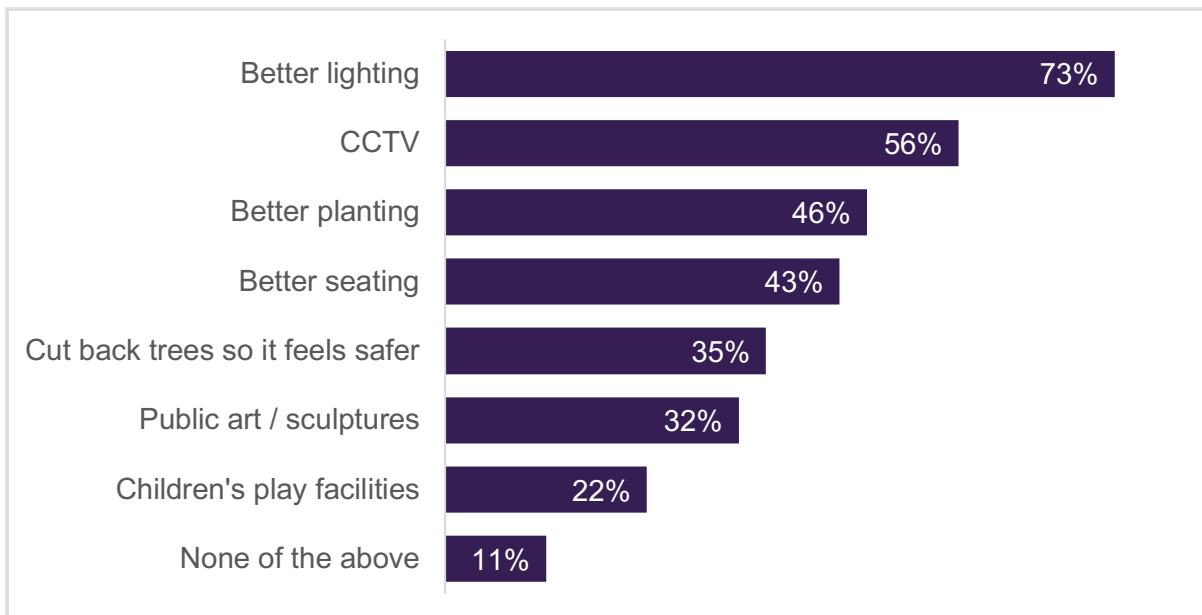


*Bases as labelled*

More than half of respondents said they would be more likely to travel through Woodland Walk on foot and four out of ten said that they would be more likely to travel by bicycle

Respondents were then asked what changes, if any would encourage them to use Woodland Walk more often, either for travel or to spend time.

**Figure 15: Which of the following, if any, would encourage you to use Woodland Walk more often?**



*Base: 469 respondents*

Nearly three quarters of respondents said that better lighting would encourage them to use Woodland Walk more often and more than half said CCTV would encourage them.

Respondents aged 35-44 were more likely than other age groups to choose children’s play facilities (39%). Those age 75+ were more likely to choose better

seating (76%) and those aged under 35 were more likely to choose better planting (66%).

Respondents limited a lot by disability were more likely to choose better seating (69%) than those with no disability (42%).

Respondents from minority ethnic backgrounds were more likely to choose children's play facilities (41%) than those from a white British background (21%)

Respondents with no religion were more likely to choose public art (41%).

### 3.7 Small scale cycling improvements

A number of small scale improvements are proposed in various locations around the Towns Fund area which include junction improvements, cycle contra-flows and secure cycle storage, to make it easier and safer for people to get around by bicycle. The locations of the proposals were shown on a map.

Respondents were asked to provide any other comments that they would like to make about the small-scale cycling improvements at various locations within the Boscombe area. 187 respondents provided feedback to this question. Responses were coded in to nine themes relating to 'general / overall comments', 'junction improvements', 'cycle contra-flows', 'wheeling ramp', 'on-street parking', 'cycle link', 'cycle storage', 'other comments / suggestions' and the 'Woodland Walk'.

Theme	Number of comments
General / overall comments	97
Junction improvements	4
Cycle contra-flows	28
Wheeling ramp	8
On-street parking	21
Cycle link	6
Cycle storage	28
Other comments / suggestions	94
Woodland Walk	4

While a number of respondents were in support generally for the suggested small scale cycling improvements, there were also others who did not think that they should be done, there is too much emphasis on cycling and the number of existing and potential cyclists do not warrant their provision.

Respondents were particularly opposed to the introduction of cycle contra-flows as they were felt to be unsafe and narrowed the road for other users. In addition, respondents commented on allowing cyclists to travel the wrong way down one-way



systems due to safety concerns. Respondents also suggested that there needs to be more cycle lanes provided in the local area that are segregated from both cars and pedestrians, while also being continuous and connected throughout the local area.

Respondents also commented about the plans for on-street parking. Cars need to be prevented from blocking cycle lanes and that there needs to be proper enforcement of restrictions.

The provision of cycle storage was also seen as much needed, with more storage facilities suggested in addition to the ones proposed in the plans.

### 3.7.1 General / overall comments

There were 97 general / overall comments relating to the small-scale cycling improvement projects. 40 respondents commented that the proposed improvement projects were a **good idea** in general and that they supported them, while a further 6 respondents commented that the improvements **would encourage them and others to cycle more**.



*“I agree with them all as they will make cycling easier.”*

*“Anything to improve accessibility and connectivity by bicycle would be welcomed.”*

*“Great plans but please deliver them fast!”*

*“Better cycling facilities would encourage me to cycle more.”*

However, 21 respondents commented that the **council should not do them** and that they were a **waste of money**.



*“All absolutely ridiculous ideas. Should be scrapped.”*

*“DO NOT waste more public money on cycle lanes.”*

*“All the money wasted on cycling would be better spent on road improvements such as repairing potholes.”*

11 respondents commented that there was **too much of an emphasis on cycling**, while there were a further 6 comments that there were **not enough cyclists to warrant the schemes**. A further 6 respondents commented that the schemes **would not result in more people cycling**.



*“BCP Council is obsessed with making provision for cyclists. That's fine but simply pushing everyone else out of their way in unacceptable.”*

*“Pretty tired of all the attention given to cyclists who are poor road users and not familiar with the Highway Code.”*

*“What is with the obsession with cycle routes? I hardly see anyone on bikes where routes have been provided.”*

*“Don't expect the people of Bournemouth to get on their bikes.”*

2 respondents commented that the schemes **would not prevent people from cycling on pavements**, while 3 respondents suggested that the schemes **endanger pedestrians** as a result of cyclists being more reckless with less threat from vehicles.



*“In theory it sounds good, but in practice, again, I do not think this will stop the cyclists riding on the pavements.”*

*“As a pedestrian whose hearing is not good improving facilities for cyclists mean they go faster. I have near misses fairly frequently.”*

2 respondents commented that the schemes would result in **congestion** on surrounding roads.



*“Improving cycle links usually has an adverse effect on vehicular traffic, which increases pollution, to the extent I sometimes drive where I used to walk, to avoid spending too long in heavy pollution.”*

### 3.7.2 Junction improvements

There were 4 comments relating to the proposed junction improvements. 3 respondents commented that the removal of banned turns for cyclists would **reduce safety** for both cyclists and other road users, while 1 respondent commented that **The Crescent should be made one-way** to make entering and exiting easier.



*“Do not make it more dangerous for cyclists by removing banned turns.”*

*“It would be better for ALL road users if The Crescent became a one way system with left/right options on the exit being allowed.”*

### 3.7.3 Cycle contra-flows

There were 28 comments relating to cycle contra-flows. While 1 respondent was **in support of them in general**, 12 of these comments were **opposed to the idea of contra-flows in general**, with reasons being because they were unsafe to use, they were not properly used or adhered to by cars, while they narrowed the road for all users and parked cars restricted their safe use.



*“The cycling contra-flows are well overdue and should be installed asap.”*

*“Cycle contra-flows are dangerous and should not be allowed.”*

*“I’m not sure if drivers understand the cycle contra-flow system and I feel a little unsafe using it myself in the roads around Boscombe East as road users cut corners at speed in this area.”*

In terms of the proposed contra-flows, 3 respondents were **in support of a contra-flow along Kings Park Road**, while 1 respondent felt that this contra-flow was **lacking in detail** and the plans were vague.



*“I support the change/improvement on Kings Park Road where I live.”*

*“C2 is particularly vague.”*

While 1 respondent was in favour of a contra-flow along Curzon Road, 2 respondents felt that the proposed contra-flow **would result in reduced safety**.



*“I am in support of C3 (Curzon Road).”*

*“Motorists driving down one-way roads may be alarmed at seeing cycles coming the ‘wrong way’ at them and be confused - always gets me in Curzon Road which is narrow anyway. I am concerned about the possibility of increased accidents.”*

While 2 respondents specifically commented that they were **in support of contra-flows along Gladstone Road West**, 1 respondent felt that it was **not needed**.



*“C4 badly needs doing as quickly as possible.”*

*“Gladstone Road West is a 2-way road not 1-way. I live on it so no contraflow needed.”*

Similarly, while 2 respondents specifically commented that they were **in support of improvements to Haviland Road**, 1 respondent felt that it was **not needed**.



*“I’ll be moving to Haviland Road soon and want to cycle to work in Bournemouth town centre, so would very much welcome any improvements to cycling infrastructure to make it feel safer and more convenient.”*

*“It’s too narrow and young people would abuse both scooter and bike provision here causing accidents This is a bad idea.”*

1 respondent commented that they were **in support of a contra-flow along Shelley Road**.



*“I am in support of C7 (Shelley Road).”*

1 respondent **did not want a contra-flow along Wolverton Road**, while 1 respondent commented on concerns about the resulting **parking issues** that a contra-flow would create.



*“Please do not proceed in Wolverton Road.”*

*“I live on Wolverton Road and do cycle and also use a car. I am all for being able to cycle wrong way on the one-way roads however concerned this would impact parking?”*

### 3.7.4 Wheeling ramp

There were 8 comments relating to the installation of wheeling ramps. 2 of these comments were that **wheeling ramps were a good idea**, while 4 respondents specifically commented that a wheeling ramp that assisted cyclists using the steps **between Owls Road and Manor Road was a good idea**.



*“Wheeling ramps sounds like a good idea.”*

*“Wheeling ramp would be useful.”*

However, 2 respondents felt that the proposed wheeling ramp would be **impractical and difficult to use**.



*“The wheeling ramp (C6) is ridiculous. I understand why they are proposed, but if you've used the ones at Pokesdown station you'll know how hard work they are, and not always safer than carrying.”*

### 3.7.5 On-street parking

There were 21 comments relating to formalising on-street parking. 3 respondents commented that **cars need to be prevented from blocking cycle lanes** in general, while 10 respondents commented that **parking restrictions need to be properly enforced**



*“Still need enforcing - cars block majority of existing cycle ways etc. and likely will continue to impact on these changes if not enforced.”*

*“A cycle path needs to be consistent with no car parking/loading because when cars park in the cycle lane it's a safety hazard to cyclists pulling in to traffic.”*

*“Get cars off the pavements.”*

The remaining comments were with regards to formalising on-street parking in St Clements Road (C8) specifically. Of these, 2 respondents commented that it is **unsafe with cars parked both sides on the road**.



*“St Clements Road (C8): Parking from Walpole Road and towards Boscombe is problematic during weekends. There is no off-road parking in this section.”*

2 respondents commented that it is **difficult for residents to park** along St Clements Road, while one respondent commented that **resident parking permits** were required.



*“St Clements Road is terrible for residents to park. At weekends it is unsafe for children to walk on pavements as cars parked both sides. people use it to go to church and football. needs resident parking permits. It can be a bottle neck.”*

2 respondents felt that the plans for on-street parking along St Clements Road **lack detail**, while 1 respondent commented that **one-way systems are required** to help on-street parking issues.



*“Formalising parking' on St Clements Road is not enough detail.”*

*“St Clements Road may better benefit from a one-way system.”*

### 3.7.6 Cycle link

There were 6 comments relating to the cycle link between Bournemouth station and the A35, with all of these stating that it was **important to improve cycle links**.



*“Top priority is C9 link please.”*

*“More cycle links are a great idea.”*

### 3.7.7 Cycle storage

There were 28 comments relating to secure cycle storage. 13 respondents commented that the provision of cycle storage was a **good idea in general**, while 1 respondent specifically commented that they would use the proposed cycle storage along **St Clements Road (S8)**.



*“Secure cycle storage is the most important aspect of improving cycle options for people.”*

*“Cycle storage would be of benefit to residents.”*

*“I like the idea of secure cycle storage and would use S8.”*

3 respondents commented that more cycle storage facilities were **needed elsewhere**, while 2 respondents commented that the storage facilities need to be able to **cater for different types and design of bikes** and other forms of pedal transport.



*“Secure cycle storage would be great. Much more of this is needed.”*

*“Secure cycle storage MUST include non-standard bikes e.g. recumbents, trikes, cargo etc.”*

Conversely, 4 respondents felt that the cycle storage facilities would be a **waste of money**, while 5 respondents commented that they may **attract antisocial behaviours**, such as graffiti and vandalism as well as theft and drug taking.



*“Secure cycle storage is a waste of money; nothing can be made secure and will soon be vandalised and bikes stolen.”*

*“Most flats in the areas you have located for secure storage already have cycle stores?”*

*“There are many bike thieves locally so on street storage would have to be secure to be viable.”*

### 3.7.8 Other comments / suggestions

There were 94 other comments and suggestions relating to cycling schemes within the local area. Of these, 20 respondents expressed **concern with allowing cyclists to travel the wrong way down one-way systems** due to associated safety concerns for them, drivers and pedestrians.



*“Allowing cyclists to travel the opposite way on one-way streets I think is unsafe for pedestrians especially those who have hearing and/or sight disabilities.”*

*“Don't agree with cycles going against traffic in cycle lanes. Already enough cyclists ignoring traffic and lights. Just makes it more dangerous for pedestrians and motorists. Not thought through consequences.”*

*“Having cyclists travelling in the opposite way on a one-way street is dangerous.”*

17 respondents suggested that there needs to be **more cycle lanes in the local area** in general, while 12 respondents commented that cycle lanes need to be **segregated and specifically designated to cycle use only**. 4 respondents suggested that a safe and segregated **cycle lane was required along the seafront**.



*“The whole area needs defined and safe cycle lanes.”*

*“The more cycle lanes we can have, the better and the safer it will be.”*

*“For cycle lanes to be beneficial and safe they need to provide a designated area for the cyclist to freely ride and provide a continuous route from start to finish of a destination.”*

*“Cyclists need dedicated secure cycling paths that cannot be encroached on by cars.”*

*“I think a cycle route along the seafront away from traffic would be better.”*

2 respondents commented that the **safety of cyclists is paramount**, while 8 respondents commented that **cycle lanes need to be connected and continuous**, and that they should not just stop and filter cyclists back onto roads with motorised vehicles.



*“I can't ride a bike but I do know that Bournemouth has a bad reputation for the safety of cyclists.”*



*“I cycle through Boscombe a lot, the trouble is that none of the cycle routes are linked up. So you use a cycle path for some of your journey and then you have to risk your life back on the road with the cars.”*

*“As I have stated before, the cycle lanes we do have just start and stop for no reason, including the ones that have been recently installed so small scale projects seem a waste of money unless linked into other cycle lanes etc.”*

3 respondents commented that **Gloucester Road needs safe cycling provision**, while 3 respondents commented that **Gladstone Road needed safe crossings** at its junctions with other local roads.



*“Cycle work through Kings Park, cycle work through Woodlands Walk, but nothing proposed on Gloucester Road to link the two projects?”*

*“A crossing nearer the dead-end of Gladstone Road West across Ashley Road would make it safer for cyclists and school children to cycle to Avonbourne or Kings Park school as lots use this road including my own children. People take a risk crossing at the exit of Gladstone Road West onto Ashley Road but oncoming traffic can't see them as they exit the roundabout.”*

While 2 respondents suggested that **bikes should be allowed to use pavements**, 8 respondents commented that this **should not be allowed** with appropriate enforcement.



*“Change the bylaws and allow pavements to be used by bikes - always giving priority to those on foot.”*

*“I would be happy with cycle lanes IF it was a legal requirement for cyclists to use only the lanes and not be in car or pedestrian spaces.”*

*“To get the cycles and scooters off the pavements altogether would be a great improvement.”*

A further 6 respondents commented that **cyclists need to adhere to the highway code**, while 4 respondents commented on **problems associated with the increased use of scooters**.



*“Cyclists are thoughtless about pedestrians and often have no knowledge of the Highway Code regarding pedestrian crossings.”*

*“I find walking now is stressful as scooters can go by on narrow pavements without realising that they are behind you until they are level.”*

5 respondents proposed and commented on **other schemes and improvements** in the local area.



*“All seems reasonable, but what about creating numerous and 24/7 accessible public toilets?”*

*“Would be great to aim for a minimum % of secure bike storage, especially for areas with high proportions of flats and houses without gardens.”*

*“Reopen Boscombe station and run a regular stopping train service across the conurbation.”*

### 3.7.9 Woodland Walk

There were 4 comments relating to the proposed improvements at Woodland Walk. 3 of these comments were that it is **fine as it is** and no changes were required, while 1 respondent commented that they **would never use Woodland Walk**.



*“With the exception of improving lighting, I think Woodland Walk is fine as it is.”*

*“I would never use Woodland Walk when the area is full of drug addicts services which attracts dealers to the area.”*

### 3.8 Transport plans: other comments

Respondents were asked to provide any other comments that they would like to make about the transport plans or travel in and around the Towns Fund area. 229 respondents provided feedback to this question. Responses were coded in to ten themes relating to 'overall comments about masterplan', 'Woodland Walk', 'Ashley Road', 'cycle schemes', 'public transport', 'antisocial behaviour', 'parking / use of roads', 'Pokesdown Plaza', 'housing' and 'open spaces'.

Theme	Number of comments
Overall comments about masterplan	46
Woodland Walk	108
Ashley Road	11
Cycle schemes	96
Public transport	79
Antisocial behaviour	19
Parking / use of roads	52
Pokesdown Plaza	21
Housing	9
Open spaces	9

#### 3.8.1 Overall comments about masterplan

There were 46 comments about the overall masterplan. 10 of these comments were in **general support** of the plans and encouraging of the council to get started on their implementation.



*“Sounds brilliant, can't wait to see the changes.”*

*“Please let his happen as soon as possible. To make this area a beautiful place to live. Over the years it had become very rundown.”*

In contrast, 6 respondents felt that the masterplan was **not necessary** and a waste of money, while 4 respondents felt that the plans had been **developed by those with little understanding of the local area**. 3 respondents felt that they had **not been fully informed** of the plans and 2 respondents commented that the **council would do what they want** regardless of the feedback.



*“Enough money has been thrown at Boscombe as it is.”*

*“I cannot help but feel that whilst some aspects are good it seems that the actual consequences of others have not been thought through or those proposing them have not visited the area and spent time here.”*

*“I believe that most residents do not know that anything is going to happen and certainly do not understand what the plans are.”*

*“Why bother you will please yourselves regardless what people say.”*

9 respondents commented that it was important to **include the high street** in any regeneration plans, while 2 respondents commented that it would **need to be well maintained** and clean once developed.



*“Would far prefer to see some improvement of Boscombe high street which feels pretty hostile and unpleasant.”*

*“Please review how to set and monitor new levels of cleanliness and general look and feel to the whole area on a lasting basis.”*

While 2 respondents questioned whether the **plans would actually improve the local area**, 2 respondents stated that the proposed changes would **encourage them to visit the area more regularly**. 2 further respondents felt that the area needs **more promotion** to encourage people to visit.



*“I really do hope that Boscombe regeneration works for the better and not for the worst.”*

*“If Boscombe was improved, we would definitely visit it more.”*

*“Please spend some of the budget on actively promoting the area more as a good place to live to counteract the negative publicity the town gets.”*

2 respondents felt that **more seating** is required in general, while 1 respondent felt that the area is lacking in **wet weather activities** and one respondent felt that the plans **do not consider those with a disability**.



*“I hope things like street seating etc are put in place in tandem.”*

*“What Boscombe does need is wet weather activities for visitors and residents.”*

*“Please ensure that people such as myself with invisible disabilities are considered.”*

### 3.8.2 Woodland Walk

There were 108 comments relating to the proposed changes to Woodland Walk. 30 respondents commented that **no changes should be made** to Woodland Walk and that it should be kept as it is. In addition, 13 respondents commented that **trees should not be cut back**, while 11 respondents commented that they **did not want art or sculptures** installed. 9 respondents commented that **children’s play facilities should not be built**, while 8 respondents commented that **cyclists and scooters should not be allowed** to use Woodland Walk.



*“Please do not spoil the uncomplicated tranquillity of Woodland Walk. Your option to ‘cut back trees’ is very alarming. The trees in Woodland Walk are long established and should be protected. Over-developing the area with cycle paths and sculptures will take away family access to nature in a simpler more intuitive way.”*

*“I would be extremely disappointed if trees which support the local wildlife are cut down for unnecessary changes such as a cycle lane and sculptures.”*

*“I strongly oppose the changes to Woodland Walk, it’s wild, beautiful and full of wildlife just as it is. Turn it into a playground full of screaming kids and we’ll lose the peaceful space and the wildlife that inhabits it.”*

7 respondents felt that there are current **antisocial activities** undertaken in Woodland Walk that need to be tackled and might be made worse by the provision of some of the proposed changes.



*“As mentioned previously - implementing Woodland Walk plans together with tackling antisocial behaviour and visible policing should be a priority.”*

*“Although it would be nice to improve the facilities in Woodland Walk I think consideration should be taken into the existing problems within the area. We have had high incidents with drugs in the area and providing seating would encourage people to hang around which would not be ideal.”*

However, 3 respondents commented that the **changes were welcome**, while 9 respondents felt that there should be **more and better planting**. 4 respondents suggested that the only improvement needed was **better lighting**, while 9 respondents felt that there should be increased security through **police presence and CCTV**. 3 respondents want **seating** provided, while 1 respondent felt that **art and sculptures** would be a welcome addition. 1 respondent suggested a **wider path** was needed.



*“We look forward to the Woodland Walk being made more welcoming.”*

*“The addition of artworks and better lighting is appreciated but the removal of trees and shrubs to the scale proposed will fundamentally alter and harm the very reason why people like to visit and use this walk.”*

*“If anything better lighting, CCTV and maybe some more care and attention to the maintenance is required.”*

*“Planting and seating would be beneficial but still retaining the woodland atmosphere.”*

*“The path through Woodland Walk could be wider to feel safer and allow more people to use it.”*

### 3.8.3 Ashley Road

There were 11 comments relating to the proposed changes to Ashley Road. While 3 respondents commented that they disagreed with the plans and that they **won't make a difference**, 3 respondents were **in support** of the changes.



*“I agree that Ashley Road is very narrow, but there seems little point in trying to widen the bits that you can widen when there will always remain pinch points.”*

*“Agree that Ashley Road must be widened.”*

2 respondents felt that a **no parking zone** was needed near the schools in the area, while 1 respondent felt that Ashley Road should be **made one-way** with the other lane used to create a wide, separate cycle lane.



*“I strongly feel that there should be a no parking zone within at least a 200 yard area, either side and opposite Kings Park Academy.”*

*“Be bold, make Ashley Road 1-way, giving a lane to cyclists and pedestrians.”*

2 respondents queried the way that the **survey questions** on Ashley Road were framed.



*“The question about improved facilities for both pedestrians and cyclists on Ashley Road makes no sense. How are you supposed to answer it?”*

#### 3.8.4 Cycle schemes

There were 96 comments relating to cycle schemes and active travel. 9 respondents felt that **active travel plans are a good thing to promote**, while 6 respondents felt that **cycle scheme improvements were welcome**.

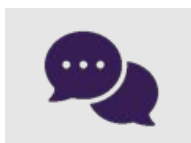


*“Many of these are good ideas providing access and mobility for wider users.”*

*“Improvements for cyclists are priority really with public transport next.”*

*“Any improvements to make cycling safer and easier for anyone wishing to travel by bike are welcome.”*

11 respondents commented that **more cycling improvement schemes** were still needed in the local area. In addition, 8 respondents felt that **cycle lanes need to be continuous** and not filter back into traffic, while 4 respondents felt that there should be **separate lanes for cyclists**. 3 respondents felt that cyclists should be **allowed to share pavements** with pedestrians.



*“A good cycleway link using the seafront would make more cyclists use the beach than up and down hills among cars.”*

*“Please make it safer to cycle.”*

*“Cycle lanes should be continuous, where they stop and start is where they are difficult and dangerous to use.”*

*“Cycle lanes on roads should be proper ones as in most parts of Europe and your excellent new ones in Castle Lane. Painted lines are useless, especially on poorly maintained roads. They should not suddenly end in no-man's land as they often do. Shared walkways need to be wide with clearly defined sides for pedestrians and bicycles.”*

6 respondents felt that **cars obstructing cycle lanes** was an issue that needs to be resolved, while 3 respondents suggested more **cycle storage facilities** would encourage people to cycle more. 2 respondents suggested that **cyclists need training** on how to appropriately use cycle lanes and roads.



*“As already mentioned, cycling is dangerous in Boscombe as cars are regularly parked on yellow, double lines, in cycle lanes. A good start to improving cycling would be robust patrolling and fines to eradicate parking on cycle lanes.”*

*“Need lots more cycle stands to park near shops to encourage local shopping without cars and for people from outside of Boscombe to cycle to specialist shops in Boscombe.”*

*“Cycle training centre, proficiency tests?”*

In contrast, 28 respondents felt that there was **too much emphasis on encouraging and installing cycle improvement schemes**, while not everyone can cycle and those that have been installed are not used enough.





*“Don't penalise drivers at the expense of cycle lanes that won't be used.”*

*“All I'll say is that you seem to do everything for the cyclists and very little for the motorists or the pedestrians.”*

4 respondents felt that **priority should be given to other users** such as those using mobility scooters or with pushchairs and pedestrians.



*“Give a much higher priority to wheelchair users, mobility scooter users, pushchairs/prams, young children, the elderly and people with mobility problems who want to remain active and independent.”*

7 respondents felt that **bikes should not be allowed to use pavements**, while 5 respondents felt that there should be a **ban on scooters**.



*“I hope that cycling is banned on pavements when the new cycle lanes are made. Safer for pedestrians and cyclists.”*

*“Cycle lanes are a good idea but the current issue is electric scooters using the lanes and they are not safe. Constantly going too fast in the pedestrian areas.”*

### 3.8.5 Public transport

There were 79 comments relating to public transport within the local area, with the majority of these relating to buses. 16 respondents commented that there needs to be **more bus routes** and that existing ones need to be extended. A further 12 respondents commented that there needed to be **better links with the current main transport hubs**.



*“Travel from Boscombe to Springbourne via bus could be improved. Travel options from Boscombe to Littledown and Bournemouth Hospital could be improved. Also trying to leave Boscombe and go to Winton to access the leisure centre for instance is only really possible using the university bus service which only runs during term time.”*

*“Why, when we have such an extensive beautiful views along the cliff tops, are the buses not planning to go anywhere near them?”*

*“Need better connectivity to the travel interchange as well. If people don't have cars and are on lower income, would they be more likely to use the coach rather than the train long distance?”*

*“Only that I hope they can be more joined up and connected with transport options outside of this area. My partner has a terrible time trying to connote on public transport from Boscombe to Canford Heath.”*

14 respondents commented that buses should be **cheaper** or should have a daily cap or standard fare charge, while a further 6 respondents suggested that the various providers should provide a **joined-up network** with the ability to use tickets across different networks.



*“Bus prices are so expensive. To do small trips it's cheaper and more convenient most times to drive. Lowering bus prices would encourage a lot more people to use buses.”*

*“If you want people to not use their cars make transport free.”*

*“Two bus companies makes travel inconvenient a one ticket any bus system would make me most likely to use public transport.”*

3 respondents commented on **reliability issues** with bus timetables, while 2 respondents suggested that buses need to be able to **filter through traffic easier** to alleviate this issue.



*“The buses need to be more reliable.”*

*“There is no bus lane to the beach which may be why I haven't seen one beach bus less than way over half empty yet.”*

2 respondents proposed that all buses be **electric**.



*“Electric buses that don’t judder would be better - the old diesel ones are horrendous to ride in and some are dirty - try it yourself.”*

3 respondents felt that the proposed **new route was not adequate**, while 8 respondents felt that **existing links work well**, and a further 9 respondents felt that **no more buses** were required.



*“The new bus route is not great, I think it is making small and thin roads such as Sea Road much more dangerous for cyclist and pedestrians walking down to the beach.”*

*“We have a fairly good bus service throughout Boscombe and surrounding areas to the envy of visitors.”*

*“Pedestrians need to take priority. Buses already dominate key routes - no need for more.”*

4 respondents suggested that **Boscombe train station** should be reopened.



*“The reopening of Boscombe train station should be the biggest priority and a travel scheme using discounts on the trains should apply within the BCP area.”*

### 3.8.6 Antisocial behaviour

There were 19 comments relating to antisocial behaviour in the local area. 2 respondents reported **feeling unsafe** in the local area, while 15 respondents suggested that **antisocial behaviours needed to be tackled through support and enforcement** before any other regeneration projects were funded.



*“There are several establishments that make me feel unsafe walking into Boscombe.”*

*“Doesn’t matter how amazing you make Boscombe, if you don’t tackle the drug problems it will never change. You need to offer a lot more drug and alcohol addiction, support, rehabilitation and prevention and mental health support.”*

While 1 respondent felt that the **masterplan would help tackle antisocial behaviour**, 1 respondent felt that the **plan would increase the antisocial behaviour** in the local area.

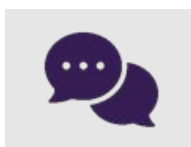


*“This would help reduce ASB and increase the overall use of the area and help businesses especially in the hospitality sector be more successful.”*

*“To encourage people to linger by providing a log shelter is likely to increase the current drug dealing and drinking issues in the area.”*

### 3.8.7 Parking / use of roads

There were 52 comments relating to parking and the use of local roads. 3 respondents requested that **parking spaces should not be removed**, while 16 respondents felt that the removal of parking spaces **harms local tourism and retail**.



*“Stop building on car parks.”*

*“Please take care to allow appropriate access and parking for shoppers supporting all local businesses.”*

*“I think a lot of people will not come here if they cannot come by car.”*

6 respondents felt that the plans made **on-street parking** harder, while 2 respondents suggested that **resident parking permits** should be introduced. 1 respondent felt that there is a need for more **blue badge parking** provision and 3 respondents commented on the need for public **EV charging points**. 4 respondents felt that poor and **illegal parking needed more enforcement**.



*“More details are needed about parking on St Clements Road. How will plan ensure that there is sufficient parking for the road's residents?”*

*“Please introduce more parking. Introduce parking permits for residents in local streets.”*

*“I'm not officially disabled but I can't walk very far so am always looking for somewhere to park.”*

*“Is there any provision for charging electric vehicles?”*

*“What about parking? I live in one of the streets near the centre of Boscombe. I have a drive. Have to regularly call BCP parking because I can't get out of my drive. Parking around Boscombe is an absolute nightmare. I need my car; I'm not fit or brave enough to cycle and mobility issues mean the bus stop is too far away. The streets are so congested that cars park over dropped kerbs, textile pavements, residents' driveways, double yellow lines. It causes arguments and bad feeling among neighbours.”*

2 respondents felt that **road surfaces** in the local area needed to be improved, while 8 respondents suggested changes to **road layouts**. 4 respondents commented on **displaced traffic** as a result of the proposed changes throughout the masterplan, while 3 respondents commented that creating **shared spaces** creates confusion amongst the different users.



*“It would help if the council spent some of our council tax on resurfacing the main roads in the area.”*

*“Following road changes in Boscombe which has considerably affected traffic or rat run from Boscombe Spa Road through to Wentworth Avenue (Southbourne). Any improvements should help alleviate this problem not increase it.”*

*“One of my deepest concerns is that traffic will easily move and use Beechwood and Wentworth Avenue's to avoid the A35. There is currently great usage of this road and it is noticeable that lorries, coaches, etc. are using it on a more regular basis as a cut through from Christchurch to Bournemouth to circumnavigate the A35. This will get worse.”*

*“The road improvements by McDonalds cause confusion. The changes in road surface but no zebra crossing. some think they are and others not.”*

### 3.8.8 Pokesdown Plaza

There were 21 comments and suggestions relating to Pokesdown Plaza. 2 respondents felt that the plans for the plaza **should not be done**, while 4 respondents specially commented on **concern over the narrowing of roads** in the area. 1 respondent was unsure what was meant by calling it a plaza.



*“Forget crappy Pokesdown and focus on the terrible areas of Boscombe like McDonalds corner.”*

*“Please do not NARROW ANY roads in the area for any reason especially next to Pokesdown station. The traffic is bad enough as it is and this would be a huge mistake and cause severe stress and resentment for local residents.”*

*“What is Pokesdown Plaza?”*

In contrast, 2 respondents felt that the **plans were a good thing** to do and a further 5 respondents commented that the **bus connections** would be beneficial.



*“Fully support overall approach - it is good to see the Towns Fund investment complementing that at Pokesdown station.”*

*“The new bus route is a must and there's no reason why that couldn't be implemented in time for the summer. Pokesdown station was renamed "for Boscombe" over ten years ago and yet this is the first time it's actually going to be linked with a dedicated transport link!”*

While 1 respondent commented that the council should **consult with local community groups** about what should be done at the plaza, 4 respondents suggested that the **lift and disability access** at Pokesdown Station needed to be addressed. 1 respondent felt that **safe crossings** were a must, while 1 respondent felt that there should be **parking** near the plaza in order for people to utilise the proposed changes.



*“The green could be improved by a low attractive fence around the perimeter so it is safer for families. Then events could be held here again. Nearby parking is essential for this local community.”*

*“Pokesdown station accessibility is diabolical and needs urgent updating.”*

*“Crossings on all sides of the junction around Pokesdown station are an absolute must.”*

*“Pokesdown Green was improved by volunteers thanks to the successful bid for lottery fund money some years ago by the Pokesdown Community Forum. It is also an integral part of the Boscombe and Pokesdown Neighbourhood Plan. You should be consulting directly with representatives from these 2 groups before making any changes.”*

### 3.8.9 Housing

There were 9 comments relating to the proposed housing. 4 respondents commented that the council **should not sell the land to developers** and that homes should **not be built on car parks**.



*“It is a scam to flog a community asset to developers.”*

*“It is a scam to flog a community asset to developers.”*

*“Stop building on car parks.”*

3 respondents commented that **existing housing stock should be refurbished** instead of building new homes, while 1 respondent felt that **HMOs** need to be addressed.



*“It would be much better to invest the money into refurbishing existing housing stock instead of building new housing.”*

*“A buy up of the HMOs (with later sell off to encourage families into the area) which have been allowed to fall into a shabby state would greatly help with the regeneration.”*

1 respondent suggested that there was a need for more **houses rather than flats**.



*“A few more houses with gardens and no more flats I feel would be much more appropriate.”*

### 3.8.10 Open spaces

There were 9 comments relating to open spaces in general. 6 respondents suggested that open spaces need to be designed so that they **look natural**.



*“It sounds like the council has really taken into consideration the high importance of green, sustainable town planning, I am excited to live in Boscombe!”*

*“As a children’s day nursery in the area we strongly believe that we need to keep as much of our local area as natural as possible.”*

While 1 respondent was in **support of children’s play parks** being built, 2 respondents felt that there was **no need** for more to be provided.



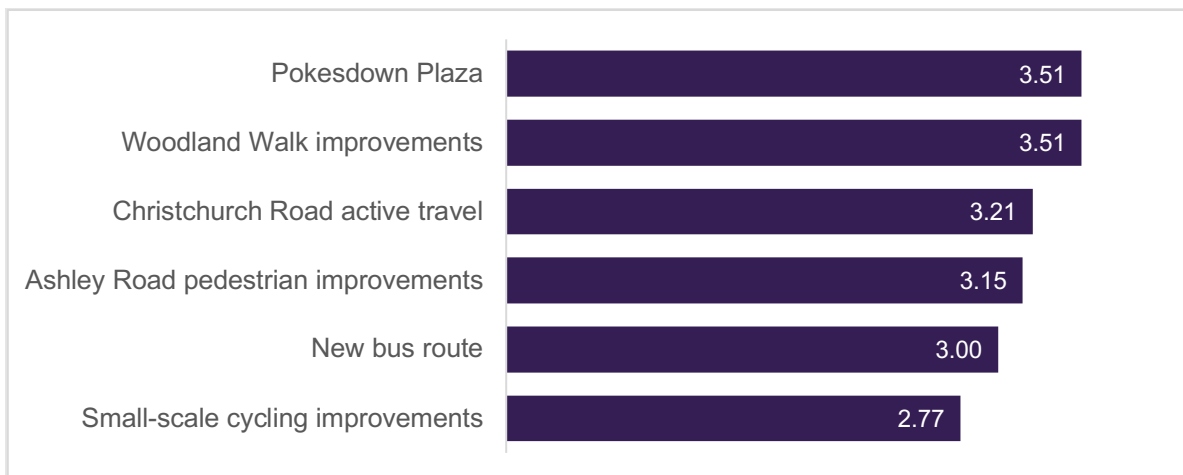
*“A new children's park/play area would be ideal but needs to be made to feel safe and ideally free from vandalism/drugs etc.”*

*“Don’t build more parks.”*

### 3.9 Prioritising transport projects

Respondents were finally asked to rank the transport projects in order of importance, with one being the top priority and six being the least, leaving out any that should not be taken forward. As with previous ranking question, respondents who did not rank any of the projects have been removed. Responses were given a score from 6 for first place through to 1 for sixth place and zero for those not ranked.

**Figure 16: Please rank the travel projects in order of importance to you (average score)**



Base: 428 respondents



Pokesdown Plaza and Woodland Walk have the same average score and both saw more than half of respondents (54%) rank them in the top three places, though Pokesdown Plaza was ranked in the top place by 24% of respondents compared to 21% for Woodland Walk.

Despite having the third highest average score, the Christchurch Road Active Travel scheme was the most likely of the projects not to be ranked (15%)

Respondents **aged 75+** were more likely to rank the new bus service in the top three (73%) compared to most other age groups (44% overall).

Respondents **aged 35-44** years are more likely to place Christchurch Road improvements in the top three (56%) compared to those age 55-64 (40%) and those aged 65-74 (37%).

Respondents **aged 75+** are less likely to place the Ashely Road improvements in the top three (23%) than all other age groups (45% overall).

**Christian** respondents are more likely to place Woodland Walk in the top three (61%) than those with no religion (49%).

Respondents **aged 65-74** (20%) and **aged 75+** (20%) are less likely to place the small scale cycling improvements in the top three compared to other age groups; a quarter (24%) of those **aged 65-74** did not place this project on the list at all compared to between 7% and 10% for younger age groups.

## 4 Respondent profile

Category	Count	Percentage
<b>Age groups</b>	<b>475</b>	<b>100%</b>
Under 35 years	61	13%
35 - 44 years	86	18%
45 - 54 years	113	24%
55 - 64 years	103	22%
65 -74 years	83	17%
75+ years	29	6%
<b>Sex at birth</b>	<b>452</b>	<b>100%</b>
Female	290	64%
Male	162	36%
<b>Is the gender you identify with the same as your sex registered at birth?</b>	<b>430</b>	<b>100%</b>
Yes (same gender identity)	428	100%
No (different gender identity)	2	0%
<b>Sexual orientation</b>	<b>397</b>	<b>100%</b>
Straight / heterosexual	350	88%
LGB / Other	47	12%
<b>Disability</b>	<b>452</b>	<b>100%</b>
Yes - limited a lot	30	7%
Yes - limited a little	74	16%
No	348	77%
<b>Ethnic group</b>	<b>435</b>	<b>100%</b>
White British	387	89%
Other white ethnic background	35	8%
Black, Asian and other minority ethnic backgrounds	13	3%
<b>Religion</b>	<b>417</b>	<b>100%</b>
No religion	219	53%
Christian (Church of England, Catholic, Protestant and all other Christian denominations)	175	42%
All other religions	23	6%
<b>Have you previously served in the UK Armed Forces?</b>	<b>439</b>	<b>100%</b>
Yes, previously served in Regular Armed Forces	10	2%
Yes, previously served in Reserve Armed Forces	7	2%
No	422	96%

<b>Respondent type</b>	<b>496</b>	<b>100%</b>
A resident living in the Towns Fund area (shown on the map above)	351	71%
A resident living elsewhere in the BCP area	107	22%
An individual living outside of the BCP area	5	1%
<i>Someone who works in the Towns Fund area</i>	23	5%
<i>Someone who goes to school / college in the Towns Fund area</i>	1	0%
<i>Someone who travels into the Towns Fund area for leisure activities</i>	31	6%
<i>Someone who shops in the Towns Fund area</i>	43	9%
A business or organisation based in the Towns Fund area	15	3%
A business or organisation based elsewhere	1	0%
Other	8	2%

*Note: Towns Fund area residents have been filtered out from the categories in italics. These show just those that live outside the area.*