

BENELLEN AVENUE – GLENFERNESS AVENUE REPORT

Bournemouth town centre to/from
Ferndown route

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Version: V1.1





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Introduction

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



24 February 2021 – 31 March 2021

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

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

Methodology

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

Survey results



391 respondents

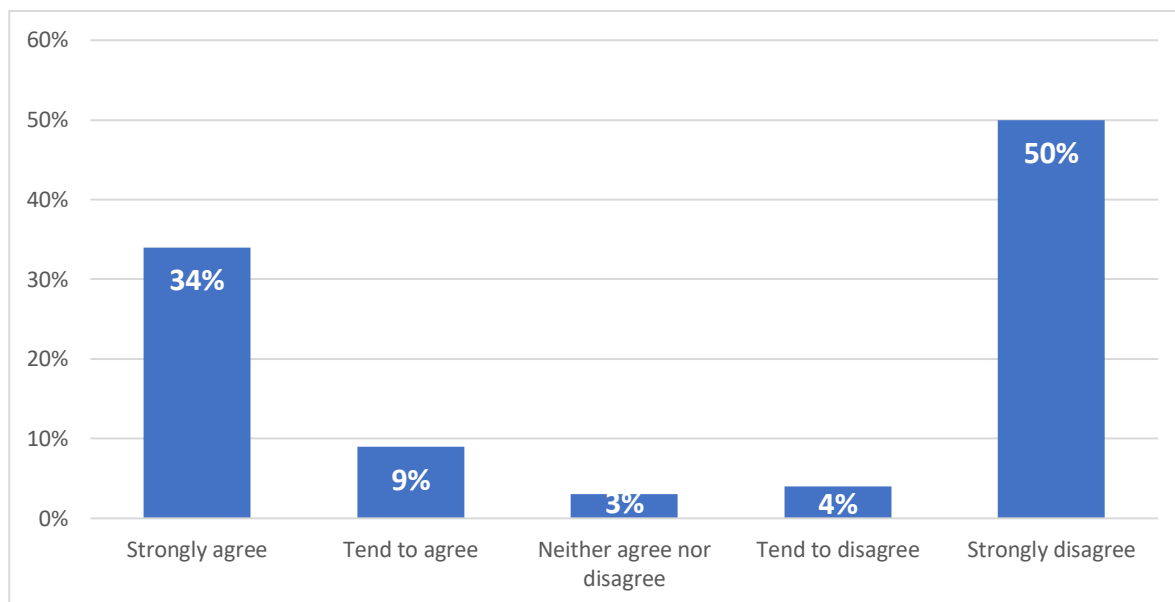
Figures in this report are presented as numbers of respondents who answered the question; this excludes 'don't know', 'not applicable' and 'no reply', unless otherwise stated.

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

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

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

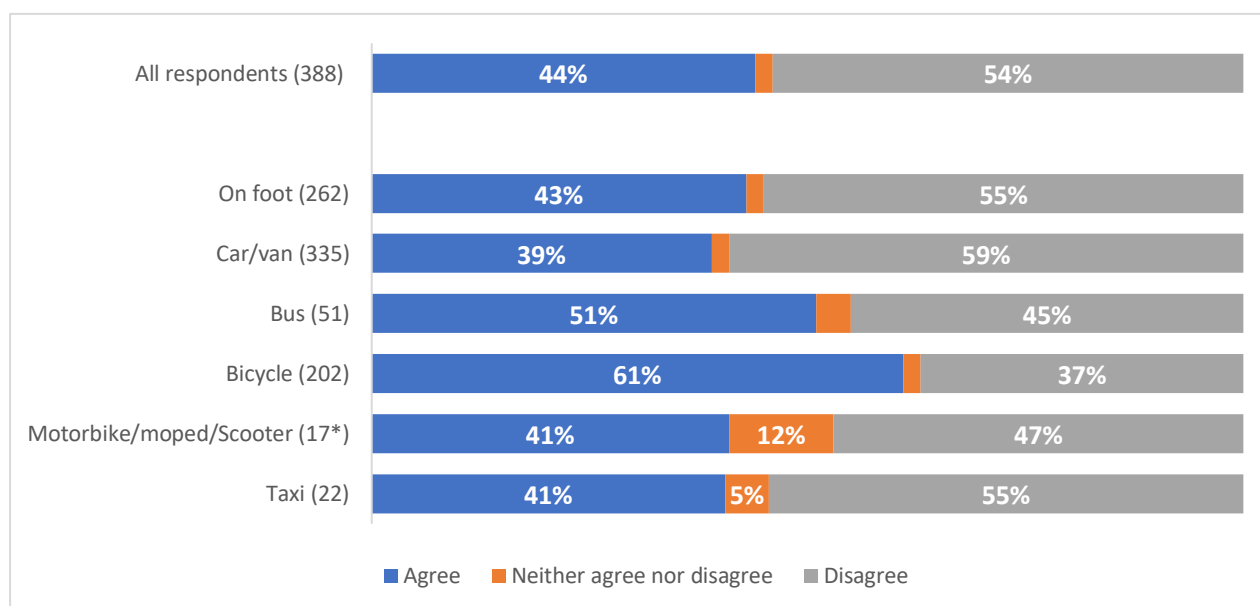
Figure 1 – Overall agreement/disagreement levels for Benellen Avenue – Glenferness Avenue (% respondents)



Base: All respondents

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

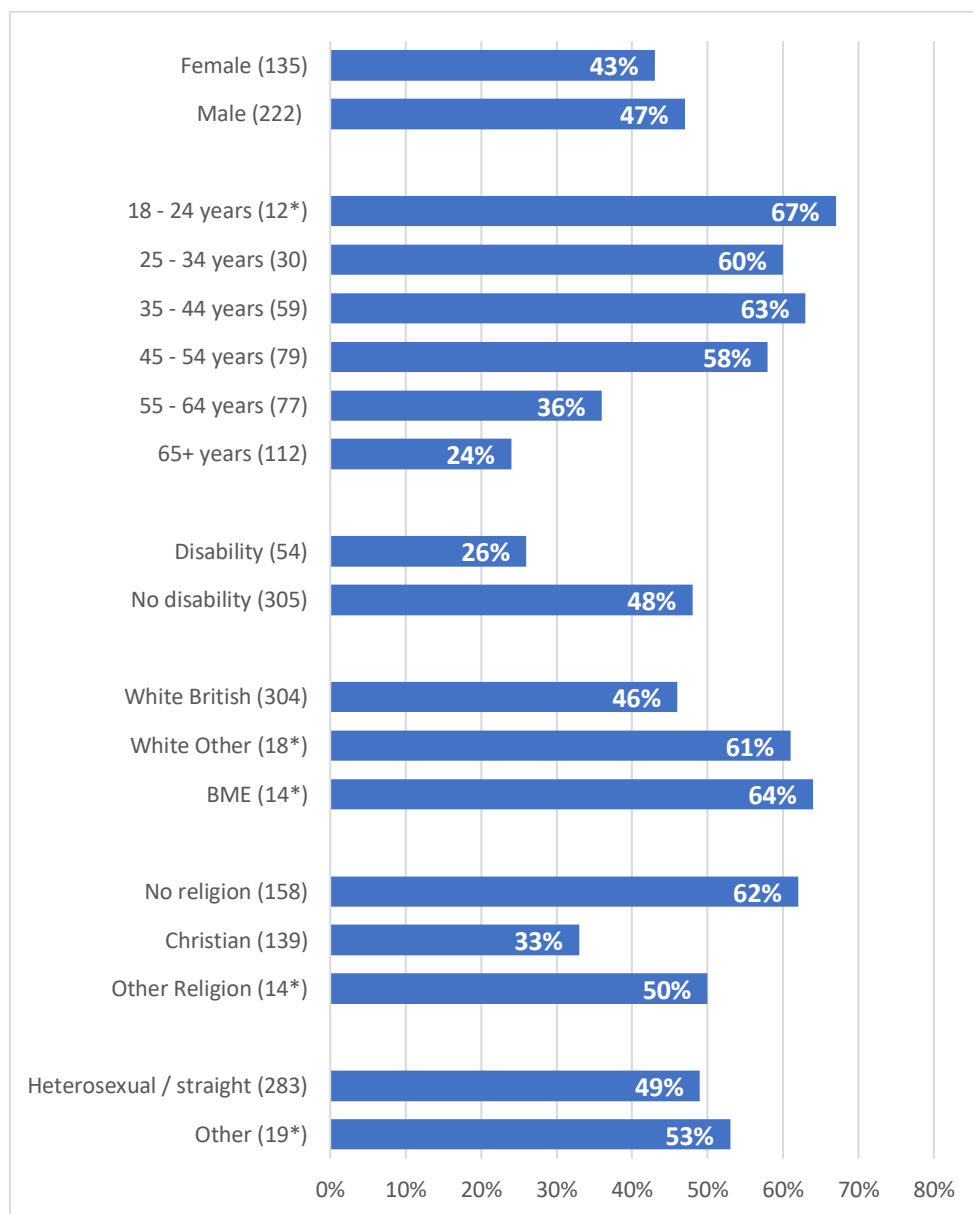
Figure 2 – Agreement/disagreement levels by mode of travel (% respondents)



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

Those aged 55 years and over are significantly less likely to agree with the proposed changes than any other age group. Respondents with no religion are significantly more likely to agree with the proposed changes than Christian respondents. This could be linked to age as the proportion of Christian respondents increases with age.

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



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

Comments



315 comments

Respondents were asked to explain why they agreed or disagreed with the proposed changes. 315 respondents made a comment in relation to Benellen Avenue – Glenferness Avenue. This included seven comments received by email. All comments can be seen in full in the appendix.

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

Figure 4 shows the themes of comments received. The most prevalent themes were disagreement to closure on Leven Avenue, a design comment/suggestion and disagreement with the cycling changes.

Figure 4 – Themes of comments

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

Base: 309 respondents

Disagreement to closure on Leven Avenue:

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

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

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

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

Design comment/ suggestion:

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

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

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

Disagree with cycling changes:

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

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



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



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



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

Appendix – All comments

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| Traffic congestion and speeds makes cycling feel like an unsafe option but I really want to do my bit to reduce climate change and bring my children up with cycling and walking or public transport as the default option so support from the council is greatly appreciated |
| much safer for pedestrians and cyclists |
| Anything to make it easier for pedestrians to crossroads is very welcome |
| Access is used by cars and there is already sufficient crossing and footpath for pedestrians. There is also a cycle lane that is hardly used already !! |
| This looks great and will definitely encourage me to cycle and allow my children to cycle to school. The planting and restriction of vehicles cutting through Leven Avenue is essential to making this route safe for cycling/walking and also to create a safe pedestrian crossing for people using Meyrick Park. The entrance to Meyrick Park on Leven Avenue is used in increasingly higher numbers so this is a real benefit of the scheme. By utilising planters here, you've made two safe cycle routes - Benellen and Leven Avenue. You've also made this a safer, quieter, child and family friendly area which is great, and I totally support this. The toucan crossing near to the entrance of Leven Avenue is also a great addition - thank you for including it. It will make it possible to safely pull out of Leven onto Glenferness Ave without trying to navigate vehicle traffic and also allows children safer access to Talbot Heath School. |
| Encourage cycling and linking areas. Also, all year cycle lane along beach linking Shore Rd, Bournemouth, to Southbourne/Christchurch |
| Again, the danger posed by irresponsible cyclists, many of whom travel at excessive speeds and often use pavements. |
| I have no problems with the suggested changes, but other than the "new protected cycle track installed on both sides of Glenferness Avenue" I do not think they will have significant impact, other than making the Glenferness Avenue / Branksome Wood Road junction busier (which is not a benefit.) |
| Cyclist do not use cycle lanes! |
| At the moment the section along Benellen Avenue to Glenferness Avenue is very dangerous as cars speed here as a rat run to avoid the Glenferness traffic lights. Very dangerous for cyclists as there are no marked cycle paths. Stopping up Leven Avenue would make it much safer for cyclists and pedestrians. |
| Stop your vendetta against vehicles |
| The more cycle routes the better! |
| Some improvement to the junction at Branksome Wood Rd/Glenferness Avenue needs to be considered to avoid the inevitable gridlock with the displaced traffic from Leven Avenue. When traffic returns to normal, you will be able to see the queue from the town hall windows. |
| we need to encourage safe means of alternative eco-friendly transport |
| This proposal will cause unnecessary tailbacks on Glenferness Avenue at the proposed crossing and at the traffic lights at Branksome Wood Road due to the closure of Leven Avenue. A complete waste of money. Protected cycle track is a waste of time. For the few cyclists using this route it would make no difference. A complete waste of money. |
| A good low traffic route will be created from Glenferness Ave to the gardens. Must have a crossing installed in Branksome Wood Road. |
| Fully agree with everything here. |



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| There is very little problem with a mix of traffic on this route at the moment. Restricting vehicle access between Glenferness Ave and Branksome Wood Road will lead to more congestion and hence more pollution at the traffic lights at the bottom of Glenferness Avenue, especially with traffic turning right onto Glenferness from Branksome Wood Road, which would normally use the Leven Avenue route. |
| Leven Avenue and Benellen Avenue are currently "rat runs". This would encourage cars to use Glenferness Avenue. Cyclists need a safe route down Glenferness Avenue due to high speed of cars currently using the road. The junction layout at Rothesay would make it safer for cyclists and pedestrians to cross Glenferness Avenue |
| Too much priority put on cycling which is a minority of users and mostly a leisure activity |
| This will make it safer and easily to get out of Leven Ave onto Glenferness Road. |
| As a cyclist I have tended to use Leven Avenue, but that can be busy and the alternative suggested sounds helpful, especially with crossings over the main roads where traffic is heavy or less confident riders may need help. As a motorist I have in the past used Leven Avenue to access Queens Road from Glenferness Avenue but found it bumpy and not so easy to exit so I tend to continue to Branksome Wood Road and use the lights as it is easier, so this would not impact my route choice. |
| Any narrowing of the road in order to increase space on the pathway for cyclists (who I never see using these roads anyway) is nonsensical |
| Whilst the planting of vegetation is good, it is important to remember not to over plant - this can make cycle routes intimidating for children, women and girls, who might not feel very secure if the planting creates a secluded cycle path. |
| Safety and accessibility. |
| ANYTHING that re-balances the priorities towards all PEOPLE rather than a few in cars. We need MORE walkways, crossings, cycleways |
| Why both sides. Overkill. |
| Good idea |
| Any update on existing routes to allow accessibility for all is a great thing. Keen cyclist living in Ferndown. |
| This is an amazing opportunity to increase the accessibility of urban infrastructure for people who are blind or partially sighted, however this relies on the consultation with, and the inclusion of, the needs and wants of people who are blind or partially sighted in the development and implementation of any proposals. In line with the Government's vision outlined in "Gear Change: A bold vision for cycling and walking": Appendix: Summary principles for cycle infrastructure design..... "2. Cycles must be treated as vehicles and not as pedestrians. On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians. Where cycle routes cross pavements, a physically segregated track should always be provided. At crossings and junctions, cyclists should not share the space used by pedestrians but should be provided with a separate parallel route. Shared use routes in streets with high pedestrian or cyclist flows should not be used. Instead, in these sorts of spaces distinct tracks for cyclists should be made, using sloping, pedestrian-friendly kerbs and/or different surfacing. Shared use routes away from streets may be appropriate in locations such as canal towpaths, paths through housing estates, parks and other green spaces, including in cities. Where cycle routes use such paths in built-up areas, you should try to separate them from pedestrians, perhaps with levels or a kerb." The default position should be that cycle paths are on the carriageway. If not possible, all shared routes should include delineation between cyclists and pedestrians (either by level / kerb or raised delineation strip). Without delineation the route becomes inaccessible to individuals with sight loss. |
| Benellen Avenue is a rat run, an accident is waiting to happen the speed cars and vans speed up there. |



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Looks great, a proper cycle path along Glenferness Ave will be really appreciated. Proper segregation though please, to stop cars and vans parking in it like they do now. I would have thought that the crossing should be south of the Leven Avenue junction, to be more useful to cyclists turning right out of Leven Ave. Totally support the planters on Leven Ave, they should never have been taken out last summer. I hope the local ward members will see sense and support this, as there is no need for cars to zoom down there just to avoid the traffic lights. Makes it much safer for cyclists heading southbound and turning right into Benellen, as drivers always cut the corner.

I do not think Leven Avenue should be blocked. I strongly oppose the use of planters. At least if this is viewed as essential relocate the pedestrian island to the other side of the Glenferness/Branksome Wood junction to create space for right turning vehicles to wait.

As above

COMPLETE AND UTTER WASTE OF MONEY. GLENFERNESS WIDE ENOUGH TO ACCOMMODATE CYCLISTS AS IT IS. LIVED HERE 45 YEARS..NO PROBLEMS. DISGUSTING USE OF COUNCIL TAX. MAKES MORE SENSE TO RESURFACE GLENFERNESS AS FULL OF POTHOLE. DISGUSTING PROPOSITION.

As previous comment

Cars are always parked on the cycle path on Glenferness Avenue and cars hate cyclists enough as it is so rarely giving much space/cut into cycle paths

The closure of Leven avenue will be an expensive mistake. The volume of traffic that uses this route cannot be accommodated by the traffic lights at the junction of Glenferness Road and Branksome Park Road. This will inevitably lead to extended peak time queues at the traffic lights reducing the air quality and noise for all residents in the southern part of Glenferness avenue and Branksome Park Road. Inevitably a rat run via Benellen road to Benellen avenue to Benellen gardens will be highly likely during peak times.

When Leven Avenue was closed off last time it resulted in difficulty for pedestrians crossing at the Glenferness junction with Boundary Road. Speed of cars on Glenferness increased and traffic was heavier at the junction from all directions. Pointless in having cycle ways unless their use is enforced including ensuring cyclists use them in the correct traffic flow direction! Perhaps the money could be spent productively in repairing roads and pavements and enforcing use of the current cycling facilities.

See my comments above

Much safer for walking & cycling with kids.

Junction of Glenferness Ave and Branksome Wood road will become busier with more congestion thus more pollution. The junction will be more dangerous for cyclists turning right off Glenferness because of more cars. Cars driving to the square will have an increased carbon footprint because of the closure of Leven Ave to cars. Glenferness Ave/Leven Ave works fine as it is.

1. The proposed closure on Leven Avenue was previously rejected and will exacerbate peak hour congestion at the traffic light controlled Glenferness Avenue/Branksome Wood Road junction, causing extra pollution. 2. The wider cycle track is not justified by the low volume of use by cyclists and the proposed kerb will ensure that tree detritus is never removed. The solution is simple i.e.: retain current cycle lanes; keep clean; and prevent cars parking across them by extending double yellow lines where necessary. [N.B., I walk along Glenferness and Leven Avenues daily, at various times, and rarely encounter more than three cyclists during the 30 minutes it takes to traverse the whole route. Has anyone carried out a survey because the number of cyclists simply does not support widening? 3. A new toucan crossing, and revised junction layout are not required as it is rarely difficult to cross these avenues given the moderate motor vehicle traffic encountered at most times of the day.



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| Only totally new bike only routes acceptable. Terrain in P/B not suitable for bikes. I get forced off footpaths by bikes. Some are reasonable, most are foul mouthed. |
| It is totally unnecessary. The vast majority of cyclists, like myself, cut through Meyrick Park by Oakmeadians Rugby Club. Closing Leven Avenue will result in the traffic backing up at the bottom of Glenferness Avenue. I was involved in a serious car accident at the junction this year when another car could not stop in time and drove into the back of me - and the closing of Leven Avenue will double the amount of traffic. This scheme puts people at risk. |
| Roads do not need to be continually closed to traffic to pander toward fair weather cyclists. Whilst not against improved cycling infrastructure, it needs to be done properly (not just widening a footpath), and not at the cost of reduce traffic flow for vehicles, which whether the council likes it or not is the mode of travel for the majority of the conurbation. I strongly disagree with the complete closure of Leven Avenue at the very most close it one way only. You do not need to close 2 lanes of road for a cycle lane. That road has footpaths on both sides and can easily still accommodate vehicles on it. Stop closing roads. |
| waste of taxpayers' money |
| more detailed maps of every road and applicable proposed changes should be available here, to see. Descriptions alone are too vague. |
| Glenferness - cycleway needs to be protected by double yellow lines and light segregation to stop parking across it. Half a kerb will not be enough. |
| need more police officers' patrols to make it safe. |
| Closing a road causes more traffic to build up elsewhere. |
| Completely unnecessary. The only thing that would possibly be of use, particularly when Talbot Heath school is in session is the Toucan crossing near Leven Avenue. The rest are a waste of money. Existing cycle lanes in Glenferness are of debatable use bearing in mind how few bikes use this road. |
| We regularly use this section to go into town or to the beach so we welcome the improvement and feel it will really help to improve our safety. It will also encourage us to use the car less. |
| the junction Branksome Wood Road/Leven Avenue is dangerous with many accidents having occurred there. The problem is exacerbated by many vehicles proceeding from Leven Av. (with poor visibility at the junction) into Queens Rd in effect turning back towards Poole and creating congestions. It makes sense to just allow cycles to use this stretch of Leven Avenue as it is too dangerous for both cars and cycles with many cycles using the pavement at present, also Leven Av. is less steep for cycles than Benellen Avenue. This plan is well thought out and should alleviate the traffic problems and assist cyclist. |
| Protected cycle paths should be everywhere in Bournemouth! |
| Pedestrians already have adequate pavements and cyclists can use other roads running parallel to Glenferness Avenue |
| Sensible planning for the future |
| Good planning |
| As above |
| Much improved - walking in this area a lot now |
| Closure of Leven Avenue to through traffic will substantially increase congestion and pollution in the area by forcing traffic to use the junction of Branksome Wood Road and Glenferness Avenue. Traffic will also increase on surrounding residential roads i.e., Dorset Avenue/Branksome Hill Road and Rothesay Road/Dulsie Road causing increased congestion and pollution outside the entrances to Talbot Heath School. Changes to junction layouts nr Rothesay Road will also increase congestion. |
| Pleased to see crossings on Branksome Wood Road |



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In NORMAL times, cyclists and pedestrians are few. Conducting a survey when the majority of the population is still off work is daft. You say the route is to Bournemouth, but you are AGAIN trying to cut off Leven Avenue, which is the primary route to Bournemouth, once more building traffic up at the lights at the bottom of Glenferness Ave. Why cut off Elgin Road - to what purpose - makes no sense at all. No amount of widening the cycle routes will stop the cyclists using the pavements! And the new silent scooters are a menace. If we are paying for all this work to be done it should be mandatory for cyclists/scooters to use the lanes NOT, the pavements. Perhaps a sign or two to that effect should be included in the budget! Also, the amount of fallen leaves etc will still block the new proposed lanes. No objection to the design of them at all other than the number of leaves etc in autumn makes them unusable. Also, while the Planning Dept. allows more blocks of flats with only one parking space per flat, where will the additional cars. go - currently they park on the Ave.

This expenditure is a waste of money; there is no demand. Bournemouth is not Amsterdam- it is undulating. Bournemouth is not Palma- it is wet and windy. If the objective is to get people out of their cars, then free or highly subsidised public transport would be a better way to go- and even that might not work until drivers are charged by the mile. In particular I object to the closure of Leven Avenue which will simply funnel greater traffic on to Glenferness Avenue where I live. Even in lockdown c. 500 cars an hour pass our house on what is meant to be a residential road. Traffic calming measures would be a more sensible way to spend the money.

A sensible proposal that ensures reduction of traffic in a residential area and ensures cyclists have a safe route

Due to the low volume of cyclists/pedestrians using the area I cannot see how the cost/disruption can be justified. Closing off access to Glenferness Avenue will only cause traffic to back up in the streets behind and put stress on the remaining access roads to the Avenue. The Avenue is a residential road and having a 2 metre cycle lanes with gaps for access to all the properties does not make sense and will contribute to more accidents. Will buses/delivery vehicles/cars be allowed to stop on the cycle lane or will they have to stop next to it making overtaking in a restricted width road very dangerous. The only positive idea in the proposed plan is additional crossings which have been needed for a very long time.

The closing of Leven Avenue has already been tried. We already have a cycle lane, but many cyclists continue to use the pavement.

Very few cyclists use this route, you will force drivers to use the side roads off Glenferness as Rat runs. Central Drive in Meyrick Park was closed a number of years ago, including Leven Ave will force drivers into busier routes increasing journey times and congestion in the area. Glenferness Ave is already controlled by a speed camera and I am not aware of this road being a hotspot for road traffic accidents or pedestrian casualties.

As a cyclist, Glenferness is already one of the easiest/safest roads for cycling in the area. It is wide enough that cycle lanes are irrelevant, and the parked cars are an irritation rather than a danger. Why waste money on a protected cycle track? In addition, it seems many of my fellow cyclists prefer to ride on the pavement along Glenferness and I fear this won't change without some form of law enforcement. The biggest problem I encounter as a cyclist and motorist is turning right from Branksome Wood Road into Glenferness, when coming from Westbourne. Blocking Leven Avenue to cars will make this worse and ensure we all have to sit in longer queues with added pollution. I have experienced no problems at Rothesay Road junction.

Very inconvenient and unnecessary.

I strongly disagree to planters on Leven avenue, and the road closure. I also cannot see the point of a Toucan crossing as there is already a middle island near that junction which I regularly use to cross this section of road perfectly easily with no issues



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Good improvements. Toucan crossing on Branksome Wood Road needs to be easily accessible when travelling in either direction across Branksome Wood Road on foot or cycle.

If this closure is to go ahead there will be increased congestion at the junction of Glenferness Ave and Branksome Wood Road which is already very busy at certain times of the day. Attempting to turn right into Glenferness Rd is not easy at the best of times. This is already a popular route and if two cars wish to turn right at the lights the cars behind are blocked, even from continuing to travel along Branksome Wood Road. We cannot understand the rationale of the planned closure of Leven Ave/ Glenferness Avenue with the resulting congestion that it will cause. Do the numbers of cyclists actually justify spending this money? It seems to us as residents that there are few cyclists that use this route at any time of day. The changes would not have any added advantages for pedestrians.

Planting on Leven Avenue bad idea - cyclists do not use this route to get to university, forcing more traffic onto Glenferness Ave / Branksome Wood Rd does not help deliver less pollution - probably more as longer queues at the lights. Too many crossings proposed.

The protected cycle track along Glenferness would be a great improvement. How will cars and vans be prevented from parking in the cycle path as they do now render it ineffective? I don't agree with closing Leven Avenue to cars. I saw little benefit when that was closed previously, it actually made it harder to turn right onto Glenferness from the top of Leven Avenue as a cyclist as all the cars would go straight on as opposed to some turning into Leven Avenue. That is being addressed with the proposed Toucan crossing.

This link reduces traffic at the lower end of Glenferness Avenue, particularly during the rush hour. To make the decision now when traffic is limited by COVID lockdown is inaccurate and will lead to reduced expectations of problems likely to arise after lockdown is completely lifted.

I totally disagree with the closure of Leven Avenue, it will only funnel traffic to surrounding roads and is OUTRAGEOUSLY UNFAIR to those residents. I agree that people need to get out of their cars but closing roads is not the answer. The bottom of Glenferness Avenue has been completely ignored in these proposals. The traffic lights there are not configured for pedestrians- why? A safe pedestrian crossing is needed into the Upper Gardens to encourage people to walk into town. The problem of speeding cars racing downhill to catch the lights has not been addressed. Why are there no plans to continue with the cycle lane all the way to Branksome Wood Road? Has a Bournemouth to Poole cycle path been considered? I would have thought this would be a top priority. After all the majority of cars using Glenferness Avenue are travelling to Poole. Also, a pedestrian crossing into Pug's Hole should be considered; this would have the added benefit of slowing the traffic that races up and down the hill.

Because of the hill and the tree roots in the road, this is normally a difficult section to cycle on. This will make it much safer.

At long last - a proper cycle lane on Glenferness Avenue!



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I am writing about the New planting on Leven Avenue providing no direct access for vehicles between Glenferness Avenue and Branksome Wood Road. As a resident on Leven Avenue for the past 25 years we strongly object to the proposals after having them in place last year. For the amount of cyclists that use the road, which I can say is very few in comparison to the number of vehicles that use the road, we consider the proposal to be totally unnecessary. We have no objection to the noise or pollution created by the vehicles and feel more secure on the property with passing vehicles. When the road was closed before thereby creating a cul-de-sac, we felt vulnerable because it was so quiet. For dog walkers heading to the Meyrick Park, they have perfectly good pavement access, so they are not vulnerable. What we did find when the road was closed before was that cyclists were speeding dangerously down Leven Avenue, especially around the blind bend approaching our house at No.10, with no way of stopping for any cars pulling out of driveways. This situation is an accident waiting to happen !!

Benellen Avenue is currently a rat-run from Branksome Wood Road to Glenferness Avenue. Cars travel at very high speeds both up and down. Many cars have near misses crossing Branksome Wood Road from Prince of Wales Road into Benellen Avenue. It would be safer and more pedestrian/bike friendly if cars were forced to turn into Glenferness Avenue at the traffic light-controlled junction rather than use Benellen Avenue. The junction between Leven Avenue and Glenferness Avenue is also dangerous with traffic turning at high speeds into Leven Avenue. For this reason, I strongly support closing Leven Avenue at the top of Benellen Avenue. This means that walkers can access Meyrick Park in safety.

The planters installed in Leven Avenue last year were removed after several weeks. The closure of Leven Avenue to through traffic just caused a bottleneck at the traffic lights on Glenferness Ave/Branksome Wood Road, so the scheme was reversed. Why are you proposing putting them back again?

Glenferness, stepped cycle track both sides, widening of footway at bridge and made part of route, all side roads tightened up and continuous cycleways. Note- single paint line is NOT protection, and WILL get parked in, again needs repeating you need someone on the ground talking to residents of flats to warn them the road is changing slightly, or, you design floating parking on the road? Added fully set back junctions space exists and sent designs, added that without double yellows parking in would negate entire job. Note- also sent cycleway inside parking photos if consultations with residents could not achieve results needed. Boundary / Talbot roundabout, new crossing over Glenferness to replace refuges, added need for coloured surface on joining section between roundabouts to mitigate risk of drivers entering flats modal filters- essential,

Cyclists and pedestrians need priority over vehicles all the way along.

Closing Leven Avenue to through traffic puts extra stress at the Glenferness/Branksome Wood Road junction. This is already a bottleneck, with long queues at peak times. The lack of a lane to turn right into Glenferness means that sometimes only 2 or 3 cars can get through the lights. Much traffic uses Leven Avenue as an alternative, reducing the queues at the traffic lights. Very few cyclists use Leven Avenue, but MANY cars. Closing Leven will cause major delays, increasing pollution, to serve VERY FEW cyclists. TERRIBLE IDEA.

It's a shame the ETRO putting part of this in place was prematurely removed.

Very few cyclists. Blocking Leven Avenue would add to congestion at Glenferness/Branksome Wood road at the traffic light-controlled junction.



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I am happy with the cycle track either side of Glenferness Avenue. However, the proposal to close Leven Avenue is misguided. I understand that the main thrust of the TCF proposal is to encourage cycling, but this should not lead to the proposals being anti motorist. Leven Avenue is a sensible route for motor traffic coming down Glenferness Avenue, and either heading for the town centre down Branksome Wood Road or heading up Queens Road. If Leven Avenue is closed to motor traffic it will increase congestion at the traffic lights at the bottom of Glenferness Avenue. There was evidence of this when Leven Avenue was closed briefly a couple of months ago

Need to think about motorcycles as they take up less space and cause less pollution than other vehicles. It is often too far for people to walk or cycle, the engine in a motorbike makes the journey achievable.

Leven Avenue is a wide road and is not busy, it also has a wide pavement. The existing cycle lane allows cyclists to safely turn left into Leven Ave. By closing off the access from Glenferness Avenue, more traffic will have to go via the traffic lights at the junction of Glenferness and Branksome Wood This junction already gets extremely busy at peak times. I use Leven Avenue as a route up to Queens Road and on to the West Cliff.

Why close Leven Avenue? The minor detour to drivers is no great inconvenience but who benefits? Certainly not pedestrians and there is plenty of room for both motorists and cyclists. I have used this route frequently in the nine years I have lived in the area and cannot recollect one incident of a cyclist being at risk. The truth is that only relatively few cyclists actually use Leven Ave so why waste limited resources on fixing something that ain't broken? The same logic applies to the wider cycle tracks. Glenferness Ave must be one of the widest roads in Bournemouth with plenty of room for both motorists and cyclists. In reality there is no need for a designated cycle track at all as drivers are able to give cyclists a wide berth at all times, so I ask again, does this represent a sensible allocation of funds? The toucan crossing will probably be used by a few people every day. You may feel that constitutes value for money. The revised junction layout may also be some benefit to a few people but at what cost? Value for money it does not represent. I understand the council's commitment to making improvements for the benefit of both pedestrians and cyclists but I would strongly argue that unless the coffers are overflowing these proposed changes will make little material difference whereas improving road surfaces, filling in potholes etc would make walking and cycling much safer. A pothole may cause a puncture or at worst wheel damage to a vehicle. A cyclist is more likely to suffer serious injury. Priorities? I know where mine would be.

its ill-considered and overly expensive by all means put in clear crossings. Glenferness Avenue is a busy arterial link and has a large number of parking cars. Any narrowing of this road will inevitably be dangerous. Given that there are limited cyclists (most of whom use the pavement) if protection is required, why not cut a swathe into the wide verges on both sides of the road inside the existing curb, fill with low grade aggregate (as weight of traffic is not an issue) thereby separating cyclists from traffic because of the pre-existing curbs; separating pedestrians; virtually no change to any side junctions and saving money! It is cheaper than disrupting the main roads and placing secondary curbs and bollards. If you need evidence of the folly of ill-conceived roadworks; look no further than the much-delayed fiasco of the Boundary Lane roundabout

There is a lot of cars using Glenferness Avenue and making a dedicated cycle track helps cyclists without the pressure of cars behind you

The closing of Leven avenue & Benellen avenue would stop them being used as "rat runs" by high-speed car drivers to the danger of cyclists & walkers.



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Blocking off Leven Ave will simply cause major holdups at the traffic lights at the junction of Glenferness Ave and Branksome Wood Rd. It is already a problem when turning right into Glenferness Ave, as there is not enough space in the road to allow traffic heading straight on to get past you. I can't imagine what this will be like without the option of two routes to ease traffic congestion at this pinch point. Whilst I am in favour of cycle lanes on certain dangerous and busy roads, I am strongly against them being shoehorned in on all roads, whether busy or not. As much as it is an idyllic thought that everyone would get rid of their cars and go everywhere by bike, this is not an option for most people and it seems to me that the council are doing all they can to make it as difficult as possible for drivers, especially around the University area generally. Having spoken to various residents, we rarely see anyone using the existing cycle lanes and Glenferness Ave is surely wide enough for cyclist to be safely avoided without the need to add them here.

Can we review the Benellen Avenue cycle arrangements with cyclists and pedestrians after, say, 12 months? I am thinking they may need a marked cycle lane, not protected but marked. Please can a native tree be planted in the ground, not in a planter. This would encourage wildlife, protect native species, and need much less maintenance than planters. It would also add to flooding defences and enhance the wooded feel to this part of Bournemouth. A beech or oak or pine would be lovely or if these are deemed too large a mountain asks, acer or prunus

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

I welcome the majority of the changes listed for the full route, but I strongly disagree with closing Leven Avenue to vehicles. This was trialled last year and despite low traffic levels with lockdown caused significant build-up of traffic on Glenferness Road and Branksome Wood road leaving cars idling and increasing pollution. I regularly run, walk, cycle and drive in the area as I live in Talbot Woods and see no positives from closing Leven avenue just issues for cyclists and car drivers.

The present cycle lanes lack continuity particularly at crossing points, roundabouts, and other junctions. The planned improvements show a firm commitment fill these gaps in much the same way as occurs in other European countries such as Holland where cycling is the accepted norm for short urban journeys. The provision of a clear division by sloped kerb between road carriageway and cycle lane is to be applauded.

Leven Avenue was blocked last year, and I thought the Conservatives voted against it. I received an email stating that the only people who seemed to be in favour were a few residents in Leven Avenue. It will create a rat run and cause chaos at the Glenferness/Branksome Wood Avenue for traffic heading towards Coy Pond. These motorists are already held up by traffic turning right. Leven Avenue is already a safe environment for cyclists and walkers. A wide road, wide pavements, and the opportunity to walk along the golf course. I strongly object to the road being blocked but I should mention that on the previous occasion it couldn't have looked scruffier. The planters (who is going to maintain them) were unnecessarily dumped on the pavement and grass verge and much too near the small wooden cross memorial. I don't want the road blocked at all but why planters?



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The roadblock on Leven Avenue was trialled previously with the result of increased car traffic to the bottom of Glenferness. This results in much difficulty for pedestrians trying to cross Branksome Wood Road. As there is a path that leads down to the gardens directly opposite the junction of Glenferness and Branksome Wood Road, it is a logical place for pedestrians to cross. It also caused blockage of traffic turning right from Branksome Wood Road onto Glenferness. There is only space for 1-2 cars to be in turn lane, so all other cars behind are held up. When Leven Avenue is open, it provides an alternative route to cars travelling from Branksome Wood Road to Glenferness. I understand that the survey conducted after the trial blockage showed majority of people objected. Why is this being pursued again? It does nothing to improve safety of cyclists or pedestrians. The new protected cycle track sounds good initially, however, as a cyclist who is not very fast, especially when going uphill, I am aware that many cyclists would want to pass me. Having a 'sloped kerb' would not allow another cyclist to overtake me. This would only encourage stronger cyclists to use the road space intended for cars. There is also often debris from pine and other trees at the edge of the road that would most likely be in the cycle lane. This would result in more difficulties and hazards for cyclists using the dedicated lane. Currently, there is the possibility for cars to park along Glenferness. Although the proposals do not mention this issue, is the plan to no longer allow parking? I live on a side street nearby and do not have a problem with people parking on Glenferness when needed. Any workmen/builders may need to park outside properties having work done. Where will they park if this is restricted. Glenferness is a very wide road and there is a lot of space already in place for vehicles and cyclists. The kerb is not required and actually presents more hazards for cyclists. The other two points would be helpful.

I object to the cost of new planting to prevent access on Leven Avenue as a needless exercise. I walk my dog every day on this route. I have only ever seen ONE cyclist use Leven Road. More cyclists use Benellen Avenue as they exit the upper gardens. Leven Road is not a busy stretch. I have a cycle myself and would have no problem using this road as it is.

I was overjoyed when Leven Avenue was reopened in October to cars as I live in Talbot Woods and work in Westbourne. If this proposal is to go ahead, then serious consideration must be made at upgrading the junction of Glenferness Avenue and Bourne Valley Road, particularly for vehicles coming from the town centre, turning right. The traffic lights do not give enough time for vehicles turning right onto Glenferness Avenue and there is no filter lane. I can see when covid restrictions are lifted and life returns to normal, that junction will be an even worse bottle neck. It was bad enough pre covid, with Leven Avenue open. Leven Avenue is wide enough to provide a dedicated cycle lane, whilst keeping the road open for vehicles. Have the council considered perhaps making Leven Avenue and Benellen Avenue both one way? So, you can only drive down Leven Avenue and up Benellen Road, so they complement the one way roads crossing the gardens. Then the cycle lane can definitely be put in place on Leven Avenue, still sharing the route with traffic. I don't see the logic of closing Leven Avenue. Surely there should be compromise for cyclists and cars? To share the space?

Paths must not be shared - cyclists must be segregated with pedestrians. All routes must be joined all the way along - no gaps. Parking is an issue on Glenferness suggest bays.

There is already cycle path in Glenferness and don't understand why closing Leven, these roads are wide, and pavements hardly used by walkers so if cycling with children they can always go on pavement, just a waste of money when other roads in town need cycle lanes, and decent pavements for walkers, prams, scooters. Also, nowhere to park bike in town centre, need to be able to store safely if you want to shop.



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I think it's ridiculous to close Leven avenue/ it was trialled a few months ago and swiftly reversed due to complaints so why do it again. It will create even more traffic at the junction at the bottom of Glenferness.

Increase vulnerable road user confidence

I fully support the changes. As a local resident, and a parent to young children, this scheme will make us feel far more confident to cycle on these roads. The scheme I feel will also help tame some of the speeding cars we see in this area as well as stop the cut through often used in Leven Avenue/ Benellen Avenue, as such I support the new planters on Leven Avenue. I note these were trialled earlier in the year and we saw some very positive local responses - that was when only this element was introduced - now that these are collaboratively working together with a wider, end to end proposal, they do make perfect sense to make safe this important link in the cycle network. The junction of Branksome wood road and Benellen avenue is very complex junction for traffic and pedestrians and we welcome a crossing here - which also supports the placement of the recent Beryl bike geo location (at the bottom of Benellen avenue). The amendments to Glenferness are very welcomed as while there are already cycle lanes, they are old and dangerous without the rest of the proposals herein implemented. this is an excellent end to end scheme in its entirety and necessary final link in the cycleway.

supporting this scheme fully to stop speeding & control the speed of vehicles in these roads as right now it is a dangerous amount of fast traffic in this area. This is an amazing scheme idea for safety of our children & the future. Right now, it can be very dangerous & I worry about children in these roads.

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

I am for cycling tracks and safe places to cross as I cycle to work along this route and also walk my dogs and find crossing Glenferness Avenue tricky at the junction with Rothesay Road. I don't believe another Toucan crossing is needed near the East Avenue junction as there is already a resting place in the centre of the road and clear sight lines. I DO NOT agree in any form on road closures of Leven Avenue, this only creates more funnelling of traffic onto already busy roads with congestion at peak time, I believe that the traffic light junction at the bottom of Glenferness/and Branksome Wood Road needs thought to make that section wider for traffic turning right into Glenferness as a priority before any road closures. The other road closure at the top of Elgin road appears to be pointless, this is not a route I take in a car, I walk this route, but fail to see where there is a problem here.

I can see no benefit to car drivers or cyclists to the closure of Leven Avenue to vehicles. When this junction was closed temporarily recently the only impact was greatly increased traffic at the Glenferness Avenue/Branksome Wood Road traffic lights. With lockdown lifting the traffic levels will increase markedly making the junction even more congested. As a cyclist myself, as well as a motorist, I have never experienced any issues cycling along these roads. The tremendous expense and disruption that these proposals will incur would be far better utilised elsewhere, e.g., repairing potholes and the appalling condition of many of our local roads.

Closing Benellen Avenue will create a large bottle neck at the bottom of Glenferness Avenue as it did before when traffic volumes were much less due to the pandemic. The number of cyclists using this route does not justify the expense and inconvenience caused, however the bridge works are a good idea. The raised kerbs along Glenferness are a waste of money which could be better spent on road resurfacing. I am angry at the waste of money being spent on the so called improvements to the roundabout by the



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university which will have dire effects on traffic flow and why is this money being spent when so many of the towns roads are in dire need of resurfacing.

To force all traffic to pass through the traffic lights at the junction of Glenferness Ave and Branksome Wood Rd is short sighted and unnecessary. It increases potential for pollution from cars waiting for the lights to change. Leven is a wide road and traffic using it reduces the loading of traffic using Glenferness traffic lights heading to and from Westbourne and the centre of Bournemouth. This is a misuse of public funds.

Preventing direct access along Leven Avenue for vehicles will mean all vehicles normally using Leven, Benellen and Glenferness Aves will be turning right at the traffic lights on Branksome Wood Rd/Glenferness junction which will be unable to cope with the increased volume causing congestion and increased risk of accidents at that junction instead of dispersing traffic along three routes. Further Glenferness Rd is a wide road on which there is no need for a protected cycle track. The same purpose can be adequately achieved at far less expense by preventing parking in the existing cycle track. Also, the revised junction is unnecessary for the volume of pedestrians/cyclists involved

I am all for a protected cycle Lane, however I am strongly against closing Leven and Elgin. This will just increase traffic on east and Glenferness at the detriment of all road users. Glenferness is the route taken by many parents to Talbot Heath school and many are navel to cycle their young children to school. By closing these roads, you are causing more congestion.

They are big wide roads round there. Plenty of space to put cycle tracks into no detriment of driving. I cycle and drive along these roads to and from work. The important thing is to protect the cycle track on Glenferness. Currently it gets blocked all the time by people parking in it. this makes it more dangerous to cycle along as i have to swing out into the traffic to get round. As a driver I would find it much more reassuring knowing cyclists didn't have to do this. Leven Avenue doesn't need to be open to through traffic. It's just a rat run. So many people use that road for walking into Meyrick park to go for walks with children/dogs etc. It would be so much nicer if the through traffic was removed.

See above

I am extremely supportive of any moves that can be taken to make BCP a greener, more sustainable place to live and work. We should actively be encouraged to use any mode of transport other than cars. We should give consideration for people using electric scooters. Wider foot paths, safer cycle routes etc are an absolute must.

Leven Ave is the perfect place for planting to allow a quiet and safer zone for cyclists and pedestrians. Cars just use this cut rough to take a minute or so off their journey at the traffic lights. Cut throughs and rat-running should be addressed all over the conurbation. Ignore the vocal minority who will object. I saw a comment on the Talbot community FB page that said 'object to this scheme and the cycle lanes as there aren't enough cyclists'. People need to understand that if you build the infrastructure then people will use it.

Glenferness Av is too wide and speeding traffic is normal. Narrowing the road would help.

The roads are wide enough to take cyclists as they are. Leven Avenue is not overused as a road but restricting access will have an impact on residents.

I strongly agree because this looks like a significant improvement



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Waste of Money

I was told about this scheme from my parents as I am a teenage who cycles a lot on these roads to see friends and visit the sports centre for swimming practice. There are so many parts to this scheme but in totality I am really grateful that these improvements are going to be made to improve the safety of our roads and will make cycling that bit more enjoyable. Thank you.

During the trial period last year, we found the changes to be wonderful. We cycled more than ever and saw many more other people doing so. The shift in emphasis away from cars and in favour of more sustainable travel methods is one that we fully support, and we dearly hope that it shall become a permanent change.

See response to Glenferness Avenue.

Car restrictions must be implemented to reduce reliance on cars and encourage alternative means of transport

There is a much safer route to and from Bournemouth through Meyrick park, so why interfere with Glenferness Avenue? Waste of money and increases congestion and pollution.

A new protected cycle track on Glenferness is not needed. The road is wide, and a painted cycle track is sufficient. The junction between Rothesay Road and Glenferness is an absolute nightmare for cars turning right onto Glenferness, if you do anything here, please make this junction safer for cars too. Please do not make this junction even harder to pull out of. Please do not close the junction between Leven Avenue and Glenferness. Leven Avenue is not very busy. You can cycle down it no problem at all and most people walk their bikes up as the hill is long and steep - closing Leven Avenue to traffic will not increase pedestrian use because it is already fine for pedestrians and will not increase cycle use because it's already fine to use on a bike and most people simply can't cycle up it anyway - so blocking it to traffic won't suddenly help cyclists, it's just another inconvenience for drivers.

No, you spent a year at the university which when up and running will cause major delays both morning and evening

Big increase in bikes It is a rat run

This one of the widest roads in the area with access to the university but does have pinch points and has a high traffic volume. The current bike lanes are too narrow and between tree roots and debris they're not particularly pleasant to use.

Money should be spent on encouraging workers and shoppers to visit the town centre with ease and not blocking off roads. The result of the proposals will be that more traffic is unnecessarily concentrated upon the junction of Glenferness Avenue and Branksome Wood Road. In addition, Leven Avenue, already dimly lit, will become more of a magnet for anti-social behaviour and crime since there will be no through traffic. The closure of Leven Avenue will also hinder direct access for emergency vehicles and service vehicles such as refuse collections. The cycle track will be a waste of taxpayers' money as there is one there already and yet a lot of cyclists still ride on the pavement. The crossing on Glenferness Avenue is another waste of taxpayers' money as there is a refuge there already. A toucan crossing will impede traffic whereas the current refuge does not. Siting it in its proposed position will make it more dangerous to cross the road as the traffic travels up Glenferness Avenue quite quickly making it difficult for vehicles to stop in time both for the pedestrians and the traffic behind them. A revised junction layout where Rothesay Road meets Glenferness Avenue is another waste of taxpayers' money because it works well as it is.



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The proposal to close Leven Avenue to through traffic will cause congestion and pollution as traffic proceeding westwards along Branksome Woods Road hits the traffic light-controlled junction at Glenferness Avenue. This will be a real problem at peak times. There is a simple solution: make Leven Avenue one-way for traffic proceeding westwards. There is ample room for two cycle ways here, with a middle band for vehicular traffic. This would mean just two "No entry" signs at the junctions of Glenferness Avenue and Benellen Avenue with Leven Avenue. I also object to the closure of the Elgin Road junction with Glenferness Avenue - this will cause inconvenience to local residents and offers no benefit to cyclists.

Improve cycle facilities

I would prefer the road to remain open at all times (Leven Avenue)

The proposed cycle track will cause accidents as cyclists may hit the kerb and then be thrown into the roadway. What is the point of putting planters back on Leven Avenue soon after taking them away because they were so unpopular? Instead of spreading out the traffic, the proposals will focus more traffic at the junction of Glenferness Avenue and Branksome Wood Road. These proposals are not needed as the traffic flows well as it is and there aren't many pedestrians or cyclists.

I see no reason to block off Leven Avenue which is a prime walking, cycling and car transport link to the town, which is already dying. No cars park on that road at the top and there is never any problem coming or going on the road.

The most important thing is to get safe crossings at the exit roads at the Glenferness Roundabout - these are very dangerous crossings because of the speed motorists exit the roundabout and me and my daughter must cross these roads on a regular basis getting to and from school (on foot)

New planting on Leven Avenue – no direct access for vehicles between Glenferness Avenue and Branksome Wood Road as a result - a number of unintended consequences for us and local residents with almost no benefit to anyone. I assume the various blockades were installed to allow more bikes to ride from Bournemouth up to the University or bikes in general. Since the instalment, I have seen very few bikes at all, let alone an increase, despite many people not working from their offices at the moment and University operational. I walk my dog every morning around commute time in Meyrick Park so would be aware of this. What I am aware of at this time in the morning is a number of unintended consequences which are extremely dangerous to cars, bike and all traffic. * As there is no option to go down Leven Avenue from Glenferness in the direction of Town or Queens Road, every car must wait at the lights at the end of Glenferness. This causes a number of problems around rush hour times as the queue is back past the Rothesay (my road) Road point. Therefore, it is almost impossible for people exiting from Rothesay to join the traffic going down to the lights from School pick up time (Talbot Heath) through to the end of rush hour. It is like running the gauntlet as a parade of car come up the hill with only a late visual possible. * Even when there is not a queue, all traffic leaving Rothesay to turn either way faces a number of challenges due to the Leven Avenue closure. All traffic is filtered up Glenferness, so the stream is constant making any exit very difficult and again a hazard. The reality was that when some traffic came up Leven as well as only Glenferness, a car exiting from Rothesay (unsighted for cars coming up Glenferness), would have a clear chance to exit as the cars from Leven joined the traffic due to the delay at that point. i.e. Cars from Leven are able to see clearly down the hill knowing a realistic break in the traffic giving a clear signal to Rothesay cars that as that car joined the stream, there would be a break for at least one car. This is no longer possible, so it feels more than twice as dangerous. * The same is true of aiming to join the traffic down to the lights from Branksome Hill Road for cars exiting the school drop off from the other side. There is just very little chance to do so now ALL traffic, even traffic that should



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filter through Leven in their natural direction, has to wait at these lights and all traffic comes via the lights up Glenferness rather than via Leven. These gauntlet runs and challenging decisions involve children in the cars in the vast majority of cases. * There are new natural rat runs forming which seem comprise speeding traffic from frustrated car users. I hope this makes sense. There just are no upsides and numerous downsides. I don't know who would have suggested such a trial change as it was blindingly obvious there would be problems resulting. New protected cycle track installed on both sides of Glenferness Avenue - FINE ALTHOUGH THIS HASNT BEEN THOUGHT THROUGH WITH A LARGE AMOUNT OF TRAFFIC TRYING TO ACCESS GLENFERNESS VIA ROTHESAY AND VICE VERSA ESPECIALLY DURING SCHOOL PICK UP AND DROP OFF. THIS WOULD CAUSE EXTRA CHAOS AND RISK FOR BIKES AS IT WOULD LEAD THEM TO BELIEVE THEY ARE SAFE - WHEN THE CARS HAVE TO TRY TO CROSS MORE CAR AND BIKE TRAFFIC GOING AT DIFFERENT SPEEDS. CARS CROSSING BOTH WAYS WITH MORE BIKES - WOULD BE MADNESS. Junction layout revised where Rothesay Road meets Glenferness Avenue, giving more priority to people walking and cycling across the junction Glenferness Avenue: SEE ABOVE. ARE YOU ASSUMING THE SCHOOL IS GOING TO CLOSE DOWN? IF NOT, YOU JUST HAVE NOT VISITED DURING SCHOOL DROP OFF AND PICK UP POST COVID WHEN THE TRAFFIC HAS DOUBLED DUE TO SCHOOL RULES. Existing bridge over railway line widened on eastern side and new bridge installed on western side, creating shared use paths on both sides of road -GOOD PLAN AND REQUIRED. New planting at the junction of Elgin Road and Glenferness Avenue, restricting access for vehicles. Access for cyclists and pedestrians would not be affected. THIS SERVES NO PURPOSE AT ALL HAVING GROWN UP AND LIVING NOW IN THIS AREA. FEW CARS GO DOWN THIS ROUTE BUT IN RUSH HOUR, THE QUEUE TURNING RIGHT INTO EAST AVENUE CAN GO BACK ALMOST TO THE BRIDGE. HAVING THIS ACCESS HAS TO BE INCLUDED INTO ELGIN. ALSO, PEOPLE PARK TO ACCESS THE VARIOUS ENTRANCES TO MEYRICK PARK GOLF COURSE FOR THEIR PUBLIC RIGHTS. IT WOULD MAKE FAR MORE SENSE TO DIRECT THE BIKING VIA MEYRICK PARK ITSELF PAST THE PAVILLION AND THEN DOWN TALBOT AVENUE. ALSO, I SEE VERY FEW BIKES AT THE MOMENT. I FEEL BY TARGETTING MORE BIKES ON THESE ROUTES - ESPECIALLY THE BLIND SPOT COMING UP GLENFERNESS FROM EXITTING ROTHESAY WITH LEVEL CLOSED AND MORE BIKES CROSSING JUNCTIONS WHERE CARS ARE TRYING TO TURN REGULARLY - YOU ARE INVITING MANY MORE CRASHES AND ACCIDENT. EFFECTIVELY INVITING BIKES INTO MORE DANGER NOT LESS.

Cutting off Leven Ave is a problem as there are not two lanes at the lights at the bottom of Glenferness Ave only an inadequate filter allowing traffic from Bournemouth to turn right into Glenferness Ave, no other route and once lockdown ends traffic will obviously increase. Another point we have walked many miles during lockdown and the number of times I have had bikes past me on the pavement when there is a cycle lane available is mind blowing!! Glenferness included.

Please don't waste our money in this way. A quieter and darker Leven Avenue will lead to more anti-social behaviour e.g. litter, drunkenness, graffiti, tree damage, burglary etc. As before, it will not be a safe thoroughfare after dark.

Excellent Safe Idea too Many University Students have been in accidents



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The main objective of the plan to close Leven Avenue to vehicular traffic appears to be to improve the air quality. This will, in my view, not be achieved. Indeed, quite the opposite effect will be created with increased traffic waiting at the traffic lights at the junction of Glenferness Avenue and Branksome Wood Road. It is generally accepted that when vehicles are stationary with their engines running, they emit more toxic waste than if moving. I would suggest that a better way of achieving improved air quality for this area would be to retain the access to Leven Avenue for traffic but stop traffic from turning right into Branksome Wood Road from Leven Avenue. Traffic for Queens Road should then be directed to turn right into Benellen Avenue.

When I do drive, this is the route I take to the town centre - but I do think that getting places without the use of a car should be encouraged. It's also the route I take when I cycle into town.

Just please consider EVERYBODY including car users, residents, and emergency vehicles before closing roads.

The proposal to use government (taxpayers) funding to help a few cyclists by closing Leven Avenue to through traffic and turning it into a cul-de-sac will result in traffic chaos at busy times. This will cause lengthy tailbacks and delays approaching the single lanes at the traffic lights junction at Branksome Wood Road, and Glenferness Avenue. Leven Avenue acts as a welcome relief road relieving congestion in the area and there is no negative impact of through traffic, especially with the electronic speed warning signs. Any new scheme must accommodate emergency services rather than lead to life-threatening delays.

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

Leven Avenue does not need to be a through road. Other viable options are available.

Leven Ave is so much better when it is not used as a rat run. It needs car parking enforcement too.

What an excellent overall scheme. My comments for all these sections are the same as having read all the proposals, from the Leven Avenue closure to the widening and resurfacing of paths, these are all a great step forward for encouraging the future of sustainable green travel and the safety of our children. I am a Father of 2 kids, and I am an enthusiastic cyclist - as are my children. I am also a long-distance driver for work (trucks). I am a qualified Bikability instructor and so I feel I speak sensibly with perspectives from both sides.

The plan to close Leven Avenue will mean increased traffic on Glenferness Avenue down to the traffic lights for those wishing to go to Bournemouth or Westbourne. Increased traffic equals increased pollution and increased time. It's a normal and logical route for many and all you will do is increase congestion at busy times. I see very few people cycling up and down Leven or Benellen Avenues. This part of the proposal is unjustified.

Leven Avenue was closed recently and then reopened. It was madness then and a complete waste of money, and to repeat the exercise is even more crazy. Nothing will be achieved, except inconvenience and a risk of inhibiting emergency vehicles. Has anyone actually done a survey of pedestrian and cycle use on any of these roads? My wife and I frequently walk along these roads, and it is rare to encounter another walker or cyclist.



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There is no reason to close Leven Avenue to motor vehicles. The closure will cause more congestion at the traffic lights at the end of Glenferness Ave. This idea has already been tried once and removed due to public pressure. The cycle tracks along Glenferness Ave are adequate as they are. Public parking could be stopped by putting double yellow lines along the length of the existing route. Making the cycle lanes protected is unnecessary and wasteful as the width of the road is sufficiently wide already to carry an unprotected cycle lane. It will also cause problems cleaning the routes from the vast amounts of tree debris and leaves that constantly fall to the ground. Have you considered the number of vehicle entrances there are along Glenferness Ave, that will need extra drop kerb to gain access to the road? Toucan crossings are unnecessary and expensive and are not needed in this area due to a lack of pedestrians that wish to cross the road. The current arrangements with a refuge in the centre of the road are perfectly adequate. Do you not realise that when coming to a junction the right of way is decided by the type of junction it is?

From a motorist's viewpoint, I know the revised planting at the bottom of Leven Avenue to restrict the direct access to Glenferness Avenue for drivers, will slow certainly slow up the traffic. Also given the steepness of this hill it isn't ideal for cycling up and there is a real danger that the bikes going down it, will be encouraged to race down it, endangering themselves and anyone at the bottom of the hill.

Under no circumstances should any roads be narrowed to accommodate these schemes!

The closure of this road to traffic will cause serious problems at the junction at the bottom of Glenferness Avenue. The build-up of traffic at the traffic lights already stretches way back in both directions especially at peak travel times but also to some degree constantly. This build up and reduction in transmissions is hugely ameliorated by the totally safe throughway provided by this Avenue. The absolutely obvious difficulties caused by this unnecessary closure are that it would not only affect traffic snarl up and delays but would also cause a huge impact on air quality by vehicles emitting extra loads of emissions whilst being held up. The planned protection of the cycle lane is a complete waste of money. Glenferness Avenue is a beautiful wide road, I agree that the lane could be widened but the addition of "kerbing" would be totally out of character and detract from the look of the area. Painted lines would be far more acceptable and safer and much cheaper to maintain than lumps of concrete. Cyclists do not all travel at the same speed and having to bump up and down twice when overtaking creates an obvious danger of falling

When Leven Avenue was previously blocked off by planters, chaos ensued, and normality resumed when it was returned to normal. Why another cycle track in Glenferness Avenue? Why a toucan crossing? completely unnecessary. Why a revised junction layout unless this is a safety issue for pupils at Talbot Heath School - I attended this school and there was never a problem!

The closing of Leven Avenue, which was tried on a temporary basis recently, caused a build-up of traffic at the lights at Branksome Wood Road which in turn caused delays, danger at the traffic lights and more importantly increased pollution from idling car engines to both pedestrians, cyclists and occupants of the cars.

Cannot, for the life of me, understand why money is being wasted in this way, particularly when we are in the grips of a pandemic - there are FAR BETTER ways to spend residents' money!

Cautiously in favour of planting in Leven Ave to restrict vehicle access, although this needs to be experimental until traffic levels have returned to normal levels in order to assess impact on junction between Glenferness Ave and Branksome Wood Road which may need improvements. Disagree with toucan crossing on Glenferness Ave - a central refuge would be sufficient and not interfere with traffic flow.

There are already cycle lanes that aren't used, so why add more ?



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| Agree with Branksome gardens proposal bower not level Avenue, this was shut for some time last year and made more traffic go through the traffic light at the end of Glenferness legend Avenue is currently not a busy or fast or slim road so benefits will be minimal versus cost. Keep same just add cycle route. |
| Changes are not necessary. Slower access for emergency vehicles. Danger to cyclists from being trapped inside protected track. Where are vehicles to park on Glenferness Avenue. Refuges already in place for pedestrians to cross Glenferness Avenue, toucan crossings not needed. |
| Although I support the concept of safe segregated cycle paths and routes and welcome the improvements on Glenferness Avenue I do not think the closure of Benellen, and Leven Avenues will be a positive move. This will cause a traffic snarl up at the Traffic Lights junction at the end of Glenferness. It is a straightforward route to drive into the town centre from Talbot Woods via Leven Avenue with very few cyclists using that route when they can use the Central Drive route. Cycle routes to Ferndown seem strange and should take a back seat until Town Centre routes are sorted e.g., between Poole and Bournemouth. |
| The number of proposed changes does not reflect the number of cyclists and pedestrians using Glenferness Avenue. Where is the data to support these changes? The number of parallel and Toucan crossings will slow traffic down. The widening of cycle lanes will narrow the road resulting in oncoming traffic moving closer together. The closure of Elgin Avenue raises concerns as drivers will use adjacent roads. Restricting access on Leven Avenue will result in congestion and queues along Branksome Wood Road and the junction at Glenferness Avenue as seen during the previous closure. There was no communication from BCP council to individual households regarding these changes and I would rather see the council spend resources on resurfacing Glenferness Avenue, maintaining the pavement areas which are damaged, uneven and hazardous to pedestrians and a return to the weekly pavement sweeping service that was previously undertaken. |
| Needed - need to cross the road at the top of Benellen and it's not good at the moment. When it was closed before it was so much better and meant you could stop and talk to friends without rushing over. |
| I think that cars should still be allowed to drive through Leven Avenue - too much congestion and waiting at the lights. Help for cyclists and pedestrians crossing Glenferness etc would be an improvement. |
| We strongly support the plan as we walk quite a lot in this area, the new facility will make us feel safe when walking. We also strongly support to close the Leven Avenue for vehicles as our bedroom just next to the Leven Avenue, which is noisy during the night with vehicles passing by. |
| Our bedroom is just next to the Leven Avenue and the car passing by is too noisy for me to sleep well during the night. We strongly support to close the Leven Avenue for the access for vehicles. |
| Because it is causing an obstruction for ambulances and a waste of money which could be used for the health service plus doesn't help mobility cars for the disabled |
| Traffic issue pushing all to Glenferness |
| Access to this section of the route is via shared path from upper Gardens which is inappropriate in high cycle and pedestrian traffic areas - this needs to be segregated cycleway. Leven Road Quietway is OK if 20mph and genuinely low traffic and blocked to through traffic as shown. Nice to see segregated paths beginning here but this needed to start in Bournemouth Gardens, not halfway up the route. |
| Another lovely area to walk but cars can go really fast here and junction not visible from both sides. We would cycle this way more if made safer. |



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| Stopping vehicular access to Branksome Wood Road from Glenferness Avenue via Leven Avenue will cause unacceptable congestion at the traffic lights at the bottom of Glenferness Avenue (resulting increased emissions). Access to Queens Road from Glenferness Avenue will be a longer journey resulting in more emissions. A better solution would be to make Leven Avenue one way for vehicles from Glenferness Avenue to Branksome Wood Road, together with protected cycle lanes in both directions up and down the hill. Leven Avenue is the preferred route for cyclists as Benellen Avenue is too steep. Improved cycle lane access to Queens Road at the bottom of Leven Avenue will complete the safe route at this point. Vehicular access from Branksome Wood Road to Glenferness Avenue via Benellen Avenue will not be possible due to the one-way system in Leven Avenue. |
| The cycleway along Glenferness avenue should not allow cars to park in it therefore blocking a cyclist's route. |
| Great! Will parking in the protected cycle track be banned and enforced? Also given the amount of pine trees on Glenferness, the track will need to be swept regularly or cyclists will use the road. |
| I'm happy with the concept of protected cycle lanes in Glenferness Avenue and widening the railway bridge but I have concerns about the inadequacy of the road junction between Glenferness Avenue and Branksome Wood Road to cope with the additional traffic once this is back to pre Covid levels. this junction is very restrictive and only works reasonably now because traffic also uses Leven Avenue. |
| The proposal increases traffic levels and speed on Glenferness Ave as proved in the recent closure of Leven. Traffic is increased at the traffic lights at the end of Glenferness increasing the difficulty in crossing for pedestrians again as recently proved on Leven's closure. |
| I do not agree with removing the ability to park on Glenferness Avenue, not do I agree with closing Leven Avenue |
| It's all really exciting, particularly for shielding cyclists going up the hill on Glenferness which doesn't feel good at the moment with cars doing their best to go as fast as they can up there. Will there be any speed cameras along Glenferness? |
| I strongly disagree with new planting on Leven Avenue. This would cause more congestion at the traffic lights at the bottom of Glenferness Avenue meaning a greater amount of carbon emissions in a limited area. Due to the steep incline of Leven Avenue not many cyclists use this route so it would be unnecessary. |
| Yes - a protected cycle path!! |
| roads and pavements need improvements |
| It's a mind-boggling display of both Hubris and distain for the local residents that these proposals are back. Exactly what will it take before this closure of roads goes away? There's zero - none - absolutely no need to close this road except money earmarked. It will cause delays at the bottom of Glenferness, likely tailbacks, increase pollution from idling traffic and all for imaginary cycling masses. Stop it! If you want to do this then you must remove the lights at the bottom of Glenferness avenue and fit a roundabout to allow traffic to flow. Mind you have no intention of listening or you wouldn't be putting this back on the table again, it's simply so you can say "we consulted" - I suppose it beats the previous BCP council who didn't even do that. You're all a waste of time. |
| Cyclists do not need more priority. They cycle wherever they wish because there are no sanctions. Elderly pedestrians in the area do not wish to be threatened by onrushing cyclists on the pavements. Introduce a byelaw to make them buy number plates or risk losing their bikes. It must become an offence to cycle on the pavement. |
| Once again wasting money on cycle paths that aren't really being used and causing. Further congestion in the meantime from reducing vehicle sections on the road. Only agree with further cycle paths if they are to include the use of private E-Scooters |



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If you were to block access through Leven avenue you will cause untold traffic queues at the traffic light in Glenferness Ave and even more pollution, I drive that road most day and use Glenferness most day if i see 4 cyclists on the road that's it, please remember 50% of the year its dark wet and very cold creating empty unused cycle lanes is a waste of public money in a time when the town centre is becoming a ghost town, spend the money on free parking please not pipe dreams

I very rarely use this route, but want those that do to be able to do so safely when travelling by bicycle

The route using Leven avenue from the town centre up to Glenferness avenue is used mainly because of the traffic congestion at the traffic lights at the bottom of Glenferness. By closing off the route those traffic lights will cause severe delays to traffic especially in rush hours. This seems a high price to pay for making 100+ metres of road cycle safe. There must be an easy way of achieving the same result. Currently there re cars parked on the north side of Leven Ave between Glenferness and Benellen. If that area was double yellow line on either side, there would be a space to have a dedicated cycle lane between on the opposite side to the park. This could with an appropriate crossing on Benellen allow cyclists their safe route.

I am not entirely sure why the planting is required so that direct access between Glenferness Avenue and Branksome Wood Road is stopped. Doing this would only mean that more traffic is directed down towards the traffic lights at the end junction of Glenferness Avenue and Branksome Wood Road. In addition, it also means that more traffic is then redirected down Walsford Road when people realise that the new planting is in place. This was the result when the temporary planting was made recently. Walsford Road is not designed for the volume of traffic (or vehicular size) and therefore makes that a dangerous road as a result.

These changes are ill-thought out and will not only cause traffic chaos but will be totally underused by cyclist and walkers. All these plans are doing is taking lanes used for cars etc and changing them into lanes for walking and bicycles. This is essentially wrong. Create new 'Travel Ways' for walking and Bicycles and leave the Cars etc as they are. Therefore, this is a waste of Taxpayers money.

I regularly walk along Leven avenue and there is never very much traffic. During the trial to close Leven avenue, I felt vulnerable walking down the road as there was no passing traffic and lots of bushes and trees and access to the golf course. I do not see the need for the closure as it is a wide enough road for cars and cycles, the only challenge is people parking by the entrance to Meyrick park that causes congestion.

1. Leven Ave - Planters to restrict access. Appalling when previously installed and removed with waste of taxpayers' money. Proved back up at traffic lights and heavy traffic from/to Glenferness Ave/Branksome Wood Road - I DO NOT AGREE to Leven Ave being blocked off with planters. It is a thru road and should remain so. 2. Elgin Road - Planters to be installed.....to achieve what? Wasted idea time and effort and waste of money as it achieves nothing only to redirect traffic through other quiet roads. I DO NOT AGREE for this blocking off. 3. Toucan style road crossings to be replaced with zebra or pedestrian crossings which work effectively for ALL diversities.

I do a lot of walking in this area and anything to make that safer would be more than welcome especially as the traffic has increased.

The closure of Leven Avenue to all vehicular traffic will cause a build-up of traffic proceeding westwards along Branksome Woods Road at the traffic lights controlled junction with Glenferness Avenue at peak times. Stop-go, stop-go will add to the pollution. This problem would be avoided if Leven Avenue was made one-way for vehicular traffic proceeding towards Glenferness Avenue. The problem here is the 2m cycle track width proposed. If this was reduced to 1.5m there would be ample room for a middle band for vehicular traffic.(Leven Avenue is 6.7m in width - even ample room for a 2m cycle track.)This would mean just two "No Entry" signs at the junctions of Glenferness Avenue and Benellen Avenue with Leven Avenue.



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We think it is important to make more provision for cyclists, which will encourage a greener Bournemouth. It will also stop motorists using Benellellen Avenue as a racetrack and a rat run

Reducing road flow on dark streets creates a more dangerous environment for female walkers and residents. It would seem people do not want to heed what happened with the case Sarah Everard or the countless other women. The reduction of cars, especially near the woody/bushy edges of Meyrick Park which adjoin Leven Avenue creates a much more dangerous space for female walkers, residents and cyclists. Especially at night as the area is not well lit. Secondly, and very importantly, by blocking traffic use along Leven Avenue you are essentially sending the same traffic along Glenferness Avenue. This will cause more traffic problems and more bottlenecks. It will do nothing to ease traffic. It will cause more pollution from cars queueing at the traffic lights between Branksome Wood Road and Glenferness Avenue. There are no reasons why current cyclists have problems on these already established cycle routes. All you are doing is sending the problem elsewhere and worsening the problem in the process. We have seen this time and time again in Bournemouth - prohibitions on routes, no-turn corners - and all it does is create more traffic flow PROBLEMS. There are also too many crossings projected within the same section of road, and the one main place that NEEDS a Pelican crossing is the traffic light junction between Branksome Wood Road and Glenferness Avenue isn't covered. There are elderly people and others that risk their lives crossing that particular junction as cars sweep round the corners at great speed. As a resident, I STRONGLY object to these ill-thought out proposals.

In general, the proposals are beneficial but with some serious flaws.

Roads are wide enough already for cars and bikes to safely pass

Why is priority given to walking and cyclist? What about cars and traffic

The closure of Leven Avenue to vehicle traffic will make it a safer bike route will also be a benefit for the pedestrians

Benellen Avenue has become a rat run with some drivers having no regard for safety. It is a fairly steep straight road. Cars join it from Leven Avenue and tear down it only to be met with a T junction at Branksome Wood Road. Also turning out of Leven Close can be dangerous with traffic speeding around the bend in Leven Avenue, another hill, just before Leven House. During the trial period last year, the area was transformed back to a residential idyll.



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Dear Sirs/Madam, with regards to the recent correspondence that we have received relating to the subject as stated. In essence I am in favour of the proposals for the long term benefits it may bring to the environment. Although, I can only speak personally on this and give my own opinion. I am sure that you will receive many responses from residents unhappy with the proposals indicated. However, I wish to make a few comments with regards to Walsford Road specifically. When the temporary block was in place previously at the top of Walsford Road (the Leven Avenue route to Branksome Wood Road) it became apparent that drivers were ignoring or not seeing any sign that the route is non accessible to Branksome Wood Road. This caused a lot of traffic on Walsford Road as it was the only alternative route leading back to Glenferness Avenue and it was often quite dangerous due to the volume of traffic and the speed in which some drivers we drive. Walsford Road is not adequate to take that volume of traffic and ultimately it is fruitless to us this road as a cut through as it simply leads back on to Glenferness Avenue. My request is that there is clear signage on the turning in to Leven Avenue from Glenferness Avenue that it is affectively a no through road, or it is for private access only for those residents on Leven Avenue and Walsford Road. If this is in place it will result in those drivers using Glenferness Avenue in order to access Branksome Wood Road a clear indication that it is not accessible, which is, as I understand it, the desired effect. This will obviously increase the volume of traffic on Glenferness Avenue and I feel sorry for those residents residing on that road. However, if it is something that is going to be put in place regardless then again, I wish to request appropriate signage as stated previously. Lastly, with regards to the actual blockade at the top of Walsford Road, can you please give me confidence that is done in a manner in keeping with the area, not simply placing 4/5 plant pots and traffic cones as was used in the temporary period? Are you able to give any information as to this and what the plans are with regards to the design etc? If it is done in a way to enhance the area, then ultimately it would benefit the local community. I look forward to your response.

The trial period in 2020 just moved congestion from one road to the other. Living in the area there was no increased foot fall and the existing wide pavements are already adequate. I saw two cyclists during the whole trial period, and they were both cycling downhill. There no justifiable reason for this proposed closure. Nothing was gained from the trial other than hugely inconveniencing residents. It is not relevant to pedestrian traffic who are already adequately catered for, and there is little use by cyclists due to the steep hill. If you feel it is a "rat run" that you are trying to eliminate then traffic calming measures would be more appropriate than closing the road. The closure cannot be justified in any way.

You've tried blocking Leven Avenue once; it didn't work because residents didn't want it. Cyclists will not use a protected cycle track. Why should they when they can cycle on the pavement with no recriminations as they do now? Make sure they have number plates. Don't spend taxpayer's money on new crossings because the refuges are there to help pedestrians cross the road.

I cannot see any problem with existing layout of roadways and pavements. Closing Leven Ave to vehicles will create a bottleneck at the ATS at Branksome Wood Road/Glenferness Ave - in any event Leven Ave does not see any extreme use by vehicles and only ever sees a slight increase in traffic at rush hour. I do not see that proposed changes would be of any benefit as Leven Ave and Glenferness Ave is not a busy route for cyclists or pedestrians. The same can be said of the other junctions mentioned - I regularly walk these routes and have never experienced a problem - it seems a case of the council spending/wasting money on unnecessary changes for the sake of it!



The closure of Leven Avenue. This proposal will inevitably lead to congestion in the surrounding areas and will particularly have an impact on traffic queues on Glenferness Avenue, which are lengthy at rush hours even before these proposals are implemented. This will further lead to increased levels of noise and air pollution in all these side roads. The closure of Leven Avenue will also have a knock-on effect on the queuing of traffic going west along Branksome Wood Road and will further affect the road system immediately adjacent to Branksome Wood Road. This effect will be particularly severe when cars wish to turn right from Branksome Wood Road into Glenferness Avenue, in view of the limited space currently available so to do. The toucan crossings and the parallel crossings in Glenferness Avenue. These are likely to increase levels of noise and air pollution at busy times when traffic has been stopped and is queuing as a consequence of the use of the crossings. The information relating to the proposed sloped kerb and the proposed alterations to the side roads entering Glenferness Avenue is insufficiently detailed and further particulars should be provided to enable adequate public consultation.

The short lived ETRO closure of Leven Avenue in 2020 was sufficient to demonstrate that even with substantially reduced COVID traffic flows, large queues built up morning and late afternoon at the Branksome Wood Road traffic lights, causing significant exhaust emissions from waiting and stop / start traffic. Any traffic incident in either BWR or Glenferness Avenue with Leven Avenue closed would cause major traffic disruption to public transport and to essential service vehicles as well as to private motorists.

1. We (4 adults) live in Leven Close (just off Leven Avenue) and we object to stopping vehicular access on Leven Avenue. This will cause major disruption and is high risk. This will cause extra queues, tailback, and bottlenecks at both the Traffic lights at the junction of Glenferness Ave and Branksome Wood Road; and at the adjacent junctions of both Leven Avenue/Leven Close and at Leven Avenue/Branksome Wood Road. The latter is already a dangerous junction, it's really a 3-Way Junction as vehicles also cross into Queens Road. Visibility is very limited towards Coy Pond because there is a blind corner only 100 metres to the right along Branksome Wood Road. This is already a highly dangerous spot and would become riskier because of the increase in traffic, because access up Leven Avenue will be blocked. Equally if the block of vehicular access is to encourage more cyclists to cycle up and down Leven Avenue, please do consider that this road is already highly dangerous for cyclists, because of the combination of high amounts of leaf fall and the steep hill and sharp bends..... this combination makes the road surface very slippery. I know as I have cycled up and down this road hundreds of times, I would suggest that you encourage cyclists to avoid this route, as there have been many accidents and falls. 2. We are all keen cyclists, but the creation of a protected cycle track needs to be properly assessed for safety, because of the risk of leaves getting clogged in the new cycle track. Both sides of Glenferness Avenue are heavily tree lined and there are constant leaf falls onto the road, resulting in the leaves collecting on the roadside near the pavement. If this track went ahead, then it should only be done if BCP Council are able to arrange for at least weekly clearance of the leaf falls, otherwise this will be too risky for cyclists to use and would become a potential death trap.

You are spending money which will have no benefit, Glenferness Avenue is a primary route for pedestrians, cyclists and cars, closing the junction with Branksome Wood road and Elgin Road will make these areas dangerous to walk around as they will become very lonely, this will cause extra CO2 to be pumped into the air due to the extra mileage cars are travelling and cause more stress for car drivers.



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+“Transforming Travel. Our initiative to develop an eco-friendly and active transport network to promote greater choices in the way people travel.” This is precisely what this scheme in Glenferness Avenue does not promote. Currently there is an advisory cycle lane, an important bus service and some pedestrian refuges in the middle of the road. If you wish to stop cars parking in the cycle lane then put down a solid white line broken only by bus stop markings with double yellow lines in the bus bay. Instead the Consultation proposal is for a protected space for cyclists separated from the carriageway by a sloped kerb. This means the removal of the bus route which is easily accessed by those residents in the roads to the east and west of Glenferness Avenue. This removal of public transport immediately puts the locals back into their cars, which is surely the complete opposite of what a Council, that has declared a Climate Emergency, is hoping to achieve. This separation by a kerb is all about access to the use of Government funding – see “Gear Change” – not a response to local people’s needs. The Closure of Leven Avenue will produce a greater quantity of pollution from car exhaust fumes from the resultant greater number of cars queueing at the traffic lights with Branksome Wood Road. The Closure of Elgin Road will produce rat runs along Cawdor Road and Dunkeld Road into Elgin Road, yet Page 18 of “Gear Change” quotes “There will be less rat-running”. Currently there are refuges in the middle of the road interspersed along the length of Glenferness Avenue which help pedestrians to cross the road at periods of peak traffic flow early in the morning and around 5pm in the evening. Now the proposal is for 3 Parallel Crossings with dedicated space for pedestrians and cyclists and 2 Toucan Crossings for people walking and cycling. This will involve large sections of Glenferness Avenue criss-crossed with white paint and accompanying signs and posts. The Meyrick Park and Talbot Woods Conservation Area Appraisal Page 109, Para 4.292 under Traffic Control refers to the road markings, signs, etc. already present “These overly prominent features clearly have a detrimental effect on the more natural aspects of the conservation area.” The road markings, signs, lights etc. of this Consultation will have an even greater marked detrimental impact on the Conservation Area. Glenferness Avenue is an important, wide, tree-lined avenue with green planted borders. Each of the junctions joining Glenferness Avenue have the annotation “Revised junction layout giving more priority to pedestrians and cyclists” but not specifying what that would entail. We are concerned that these new junction treatments, together with the proposed installation of the protected space for cyclists and the entrance / exits of the 5 crossings will entail tree felling, and new inroads / clearance of the shrubbery, which would be contrary to Saved Policy 4.10 Bournemouth District Wide Local Plan: Policy 4.10 “In Conservation Areas, roads and footways including junctions and turning arrangements, street furniture and lighting should be designed to preserve or enhance the character or appearance of an area.” What are the cycle accident statistics to justify such radical treatment of Glenferness Avenue? Obviously, any accident is one too many but our research of accidents involving cyclists from 2016 to 2020 along Glenferness Avenue yielded 2 accidents – 1 serious, 1 slight. A Residents Association member’s enquiry of Transforming Travel as to whether the bus routes will be continued in Glenferness Avenue received the reply “... Bus routes are not part of this consultation and are the remit of the Bus Operators.” The Residents Association views this response as disingenuous. The Talbot and Branksome Woods Residents Association objects to these proposed changes and asks that the scheme be modified to take account of the objections above.



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Blocking access for vehicles down Leven avenue is stupid. It was tried during lockdown and made traffic worse. Leven avenue is a suitable route from Glenferness into Bournemouth and there is no advantage in blocking it, blocking it doesn't offer advantages to either the pedestrians or the cyclists, it just seems to be a mean to the motorists plus the additional fuel they will need to burn to divert round this blockage - blocking it is stupid. Complete waste of money installing a cycle track on both sides of Glenferness, the road is way wide enough for safe cycling with cars. The only reason I think this is being considered is it is a cheap easy win. Save money and leave it as it is but fix the tree roots and potholes. There is no reason for a toucan crossing, crossing here is easy. You could put an island there to help as it is such a wide road but the proposals here are over the top and seem overtly expensive to fix problems that don't exist.

This route to the town centre from Glenferness Ave relieves congestion at the traffic lights at Glenferness/Branksome Wood Rd. thereby reducing pollution. It also spreads the traffic load over a greater area and in the 38 years I have lived here I can recall no problems about using this route in terms of congestion. A total misuse of funding and a misguided proposal

I cycle, walk and drive frequently in Leven avenue and Glenferness avenue. With regards to the closing of Leven Avenue to vehicles, this strikes me as completely unnecessary as the road is perfectly safe for pedestrians and cyclists alike. Closing this road to traffic will simply force more cars onto the bottom of Glenferness Avenue compounding traffic delays at the lights at the bottom of the road. If the road layout could be changed at the lights that might be acceptable, But I just can't see how that could be done it is already a pinch point that will only be made worse by these proposals. With regard to the cycle track on Glenferness Avenue, I have no fundamental issue with widening the cycle lane but the reason cyclists fear out more into the road is the lack of maintenance to the curb side over the years the road has become much less well maintained with many rough spots especially at the edges of the curb this combined with tree root growth forces cyclists to cycle further away from the road edge. What seems to make much more sense is to invest on resurfacing the existing cycle lanes so as to make them more serviceable. Is the toucan crossing really necessary I live on Glenferness Avenue I never have a problem crossing the road, yes I may have to wait for a moment or two for a sufficient gap in the traffic but I'm not sure a toucan crossing is necessary it seems to me spending money for the sake of it. However, I do think that extending the existing metal bridge to enable cyclists to have a clear route makes good sense. Similarly, the closure of Elgin Road does not appear to be necessary as you could hardly describe the traffic flow as heavy in that direction. The revised junction layout giving more priority pedestrians and cyclists seems sensible. I am also unclear what affects the new cycle track will have on road parking will parking be permitted on Glenferness Avenue? Much of these plans appear to be spending money for the sake of it I'm sure could be used to better effect in other areas.

strongly disagree with the closing of Leven Avenue as that leads all the traffic to the end of Glenferness Avenue which is already busy at the best of times. a protected cycle track would only be useful if the road surface is repaired as that is the issue, not the size of the cycle space which is already more than large enough.

The roads through Talbot Woods are not a danger to cyclists and there is plenty of room for both vehicle traffic and bicycles



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I disagree with the proposed blocking of Leven Avenue. I firmly believe that this will cause major issues and hold ups at the traffic lights on Branksome Wood Road at the bottom of Glenferness Avenue. There is no filter lane for cars turning right into the bottom end of Glenferness Avenue, so that if there is more than one car on Branksome Wood Road waiting to turn right into Glenferness Avenue this will cause major delays. Much of this right-turning traffic is reduced by drivers using the current route through Leven Avenue into Glenferness Avenue. If Leven Avenue is blocked, then the traffic lights at the junction of Branksome Wood Road and Glenferness Avenue will become a major bottleneck. Please rethink the plan to block Leven Avenue. This will cause major traffic hold ups. If you decide to go ahead then I request that you create a right-turning filter lane at the traffic lights on Branksome Wood Road at the bottom of Glenferness Avenue. as described above.

See comments above

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

It will cause long queues at the traffic lights at the bottom of Glenferness Ave leading into Branksome Wood Road and long queues in B W Road turning right into Glenferness Avenue. How many people do you think are going to walk or cycle up the hill in Leven Avenue?

Closing Leven Ave to vehicles will cause gridlock at the traffic lights, it is bad enough already. Parking for access to the gold course is convenient & the amount of traffic in Leven Ave is minimal. Is a protected cycle track really necessary? Just restrict parking, all properties have more than enough space for cars to be off the road. A toucan crossing is completely unnecessary

I walk, drive and cycle from Leven Close up Leven Avenue into Glenferness Avenue. Cycling and walking is already one of the best routes in Bournemouth as Leven Ave is does not carry much traffic and Glenferness, although busier, is very wide and vehicle have plenty of room to pass. The only problem is, obviously the bridge which you are addressing. During the trial period I cycled the route without really noticing the benefit - in fact, the additional traffic coming up Glenferness made the right turn from Leven Avenue more dangerous. As a driver, I found going North from home very aggravating with its detour into the already busy Branksome Wood Road then turning right, at a very badly laid out junction*, into Glenferness Ave. Simply put, the changes will not be worth the cost, negative environmental outcomes and inconvenience *The island should be on the West side of the junction to allow some additional space for right turning traffic on the East side.

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

Why the need to close Leven Avenue to car traffic? Just blocking a route which will result in more cars on surrounding roads. Pointless.

this has been trialled before it was inconclusive, waste of time

as before

Benellen Avenue was closed to traffic previously & was a real nuisance and causes more road milestone to be used. Counterproductive.

See comments on Glenferness Ave

I agree most of the proposals but NOT closure of Leven Avenue. I believe there is already more than adequate provision for cyclists and pedestrians on this stretch of road. Closure will simply divert more traffic away from Leven Avenue (mostly large detached houses) onto Glenferness Avenue and Branksome Wood Road (mostly flats). It will not make people walk or cycle rather than use their cars.



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The lack of information, clarity and exact detail, plus photo gallery does not show 1 bus in any photo! Why alter Benellen and Glenferness Roads before testing how useful this idea is.? Will it create more problems? Photo gallery states ',,, not to scale,,' and 'subject to change' How do you comment on something that is not being trialled so you can see what works and what doesn't before going ahead with a scheme which has flaws. Where cycles and pedestrians share same areas are there speed limits for cyclists to avoid injuries for pedestrians? Do they have to dismount at crossings.? there are so many reasons I object to these plans.

Creating congestion on a road to and from Ferndown to Bournemouth centre? This really is a way to deal with an increased vehicle numbers in the future. Is this a deliberate way of killing off the retail trade in Bournemouth? Do you really think people strap their purchases on the back of their bikes?

Ridiculous expense. Cyclists don't use them anyway

You blocked off access from Leven Avenue to Glenferness Avenue last year and it created untold inconvenience for motorists. There was congestion at the Glenferness/ Branksome Wood Road traffic lights - and along Branksome Wood Road in both directions. Residents were extremely angry - to the extent that there was talk about physically removing the obstacles which had been placed in the road. DO NOT DO IT AGAIN. It is a waste of public funding. Benellen Avenue was built for motor vehicles - hence, it is a safe road to drive along. Cyclists rarely use this road as it is a steep hill. Motorists pay road tax and have insurance. Cyclists do not.

The extra traffic forced on to the Glenferness Avenue/Branksome Wood Road traffic lights will lead to increased congestion at this junction. It is a real bottleneck, especially for traffic turning right from Branksome Wood Road into Glenferness Avenue. It is bad now and the proposals will make it much worse.

The short trial recently experienced, created more delays and traffic congestion. Can see no sense in proposals "leave well alone".

no direct access for vehicles - hope you mean motor vehicles only!! Need to enforce against parking on cycle lanes in Glenferness. Currently always parked in. What about narrow railway bridge?

As a very frequent pedestrian and occasional car user, I recognise that for journeys above a mile or so, car use tends to dominate for most citizens. Cycling is far too dangerous to compete with the use of a car for many people, including me. The number of cyclists I see on my frequent walks around this area is small compared to the number of car drivers. These proposals give too much emphasis to cycling and are likely to result in congestion and increased pollution from cars. I object strongly to the closure of Leven Avenue to vehicles for through journeys. Such a closure will lead to unnecessary congestion at the traffic lights at the junction of Glenferness Avenue and Branksome Wood Road.

will reduce traffic speed and use of area as a rat run – I think

In 2020 Leven Avenue was blocked to through traffic. The result of which resulted in stationary traffic backing up Glenferness Avenue before the entrance to Leven Avenue, from the traffic lights at the junction with Branksome wood Road, This was in the reduced traffic situation during Covid lockdown.

This will drive traffic onto Dulsie Road/Keith Road/Huntley Road, which is a mecca for learner drivers and will no doubt affect the air quality in these roads. Blocking Leven Avenue will cause carnage after lockdown finishes simply due to the traffic lights between Glenferness Avenue and Branksome Wood Road, as queueing to turn right will cause traffic to back up. Secondly, the planters used last year (along with planters currently used by the Pier) are downright ugly. They will not be kept in good condition by the Council and will rot.



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My main objection is the no direct access for vehicles between Glenferness Avenue and Branksome Wood Road. This will cause more congestion and consequently increase pollution at the Glenferness Avenue/Branksome Wood Road traffic lights which are very badly designed. Traffic wishing to turn right up Glenferness Avenue have to wait for a filter arrow and block traffic behind wishing to go straight on. This problem will be exacerbated when traffic is no longer able to avoid the lights by using Leven Avenue to access Glenferness Avenue. It is hard to see what, if any, benefit there would be to cyclists or walkers by this closure, motorists however will be considerably disadvantaged. Not everyone can cycle or indeed walk very far, myself included, and any road use for motor vehicles which can avoid congestion and thereby pollution, should be encouraged, not discouraged.

I use this junction (Glenferness Ave/Leven Avenue) as both a pedestrian (I live in the area) and a car driver, and for the life of me I cannot see what substantial benefit there is for walkers or cyclists here with these proposals. Crossing the road here is fine as it is. The line of vision for cyclists, cars and walkers is clear, and so what 'priority' are you looking to give - what does that look like? It makes it sound as if you are saying cyclists and walkers are queuing in droves to cross the road! The toucan crossing should be moved further up the road, so the other side of the Rothesay Road junction. The re-instating of the block in Leven Avenue is completely unfounded and unnecessary; all it did was (even in the reduced car usage times brought about by covid restrictions) back up the traffic on Glenferness Road/Branksome Wood Road T-Section, which given the Talbot Heath School traffic which tends to turn right from Branksome Hill Road, there will be even more backlog. I have lived, worked and travelled around this area for over 30 years, and I can confidently say, I have never in non-covid times, seen reams of people and cyclists using these as routes, which I suspect especially for cyclists is due to the 'hill'. Had you based the decision on there being a number of accidents involving cars/cyclists/pedestrians, then as a member of the area, I could understand, but this is not the case. There is no valid reason to close Leven Avenue as a through road to Branksome Wood Road.

During the scheme's trial period in Autumn 2020 the closure of Leven Avenue to through traffic and the increased congestion at the traffic lights at the junction of Glenferness Avenue and Branksome Wood Road created a huge increase in traffic using Benellen Road as a "rat run". Benellen Road is a narrow residential access road on a hill and not designed for the through traffic that resulted from the closure of Leven Avenue. The change was very detrimental to the enjoyment of the environment in Benellen Road and created a significant health and safety risk with cars and lorries using the road as a thoroughfare and travelling at speed. We therefore strongly disagree with the closing of Leven Avenue to through traffic. This road is more appropriate and safer for through traffic than Benellen Road.



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Leven Avenue was closed last year and led to much more traffic at bottom of Glenferness even at a time of lockdown when traffic was significantly reduced. Once normality returns & traffic levels increase, no traffic on Leven Avenue will force all traffic through the lights at the bottom of Glenferness which is already a bottleneck as it is so narrow and due to anyone turning right up Glenferness, blocks traffic going to Coy Pond. Having some traffic going up / down Levens eases this. Leven Avenue should NOT be closed. I rarely see bikes using this area and it is an even rarer sight to see bikes attempting to cycle up this steep hill! The amount of bikes using the cycle lanes on Glenferness does not warrant spending this sort of money on it - most ignore the already adequate cycle lanes anyway and still ride on pavements. What needs to happen is that cars are not allowed to park in these cycle lanes to keep them clear for the few bikes using them.

1) The closure of Leven Avenue will result in increased traffic queueing at the traffic lights where Glenferness meets Branksome Wood Road. This is already a congestion hot spot, especially when turning right into Glenferness from Branksome Wood Road when coming from the town centre. Stationary vehicles produce more pollution than when moving, and hence the longer queues will cause more pollution ... something I thought we were trying to reduce! 2) Closing the road could result in increased response times by the emergency services 3) Based on the Council's track record on maintenance ... road signs are a disgrace, pine cones & leaves are rarely cleared, etc ... the chances of the planters being looked after is low 4) The proposed cycle tracks on either side of Glenferness will reduce the width of the main carriageway by 4 metres. This will result in the lanes being very narrow and result in an increased number of accidents. This will not only be a danger to motorists, but also cyclists since vehicles will have to swerve into the cycle lanes in order to avoid colliding with any wider oncoming vehicles (lorries, busses, etc)

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

Overall agree with the plan, however closing Leven Avenue to through traffic is unnecessary. If needed to close it, suggest making it one way and making the other lane a cycle path. Alternatively make one pavement a two-way cycle route. There are not many pedestrians at any time. The downside of closing the route to through traffic will push cars down to the bottom of Glenferness ave with Branksome wood road. There is no pedestrian crossing here, and this is a busy route. Furthermore, the increased traffic along Branksome wood road will impact the improvements being made with the top of Prince of Wales road. Toucan crossings can be good, but pedestrian traffic is not something you see much of in Talbot Woods. Residents have to travel by vehicle out of Talbot Woods and this is rarely by foot. Suggest one toucan crossing, perhaps by East Ave. As a cyclist in the area, the second crossing over the railway line is an excellent idea. Cycle routes on both sides of the road are a good idea. also prohibit parking by cars in these lanes (more on road could be a possibility).



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There is no need to close Leven Ave. It's no problem to walk or cycle down Leven Ave and most people can't cycle up it as the hill is steep so blocking traffic won't help cyclists. blocking the road will just push more cars onto Glenferness and make the queues at the Glenferness traffic lights longer with more pollution at that junction. It's a nightmare turning right onto Glenferness from the side roads especially from Rothesay Road at it's on a blind bend and people drive up Glenferness so quick. I think putting a toucan crossing across Glenferness near Leven and Rothesay would make it more difficult for cars and could be dangerous as it's on a bend. Glenferness is fine for bikes, it's nice and wide and easy cycling so why spend money on "protected" cycle tracks. Absolutely don't have shared crossings for pedestrians and bikes - the bikes just whizz across, come out of nowhere, not fair on drivers who have to break suddenly. I know! Pedestrian crossings just for pedestrians!

Leven Ave is an important route. Improve it, don't restrict it.

There are other solutions when Leven Avenue was blocked off in 2020 Branksome Wood Road at the traffic lights to Glenferness had queuing traffic as far as Prince of Wales Road causing pollution and making Prince of Wales Road junction with Branksome Wood more dangerous than it is already

Dedicated bike paths are a fantastic idea. With so many people choosing this way to travel, I have noticed things have felt increasingly unsafe as more cyclists are taking to the roads and exacerbating issues with motorists and cyclists trying to share space. I like to use my bike to get around as much as possible, and sometimes cycle along Glenferness when cycling to/from Talbot Campus. This would be a HUGE improvement!

The closure of Leven Avenue is a mistake. Already you have had 70% people disagreeing with the closure as part of the temporary covid restrictions. It will close a major route into the town and concentrate motor vehicles on other routes increasing congestion and pollution on these other routes. Allowing alternative routes distributes pollution rather than concentrating it on busier roads. In addition, the vehicles driven off this route have to travel a greater distance also increasing pollution. So, in summary it is having a detrimental effect to both those that live there and the drivers that use the road.

There are cycle lanes on Glenferness but are not dedicated which means cars park in them. Are cars going to ignore the protected lanes and still park in them? By closing off Leven Avenue all the traffic has to go to the traffic lights at the bottom of Glenferness which is very busy at it is, by leaving Leven open it takes some of the strain from Glenferness traffic lights.

I live in Leven Close and enjoyed the recent changes in Leven Avenue. I noticed it seemed to encourage people to use this road for walking and cycling which was nice to see. Also, traffic coming down Leven Avenue tends to be too fast making it difficult for people to pull out of Leven Close. The atmosphere of this area changed for the better, so I am fully in favour of the new planting on Leven Avenue.

The proposal to remove direct access between Glenferness Ave & Branksome Wood Road is completely unnecessary to meet your objectives here. This will cause major inconvenience for the vast majority of people who travel between Westbourne / Triangle area and Talbot Wood / University / Moordown.

I'd like to know what research shows that vehicle movements on Leven Avenue have contributed to less favourable conditions for walking and cycling? Yes, this is a cut-through for vehicles, and maybe traffic calming measures should be introduced. but if the road is closed at this point, I believe further traffic problems will develop at the junction of Branksome Wood Road and Glenferness Ave. Or is it the joint purpose of this project to disrupt vehicle movements?



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I don't see the point in blocking off Leven Avenue through to Branksome Wood road. This is not particularly a narrow road or busy with cars, so surely not problematic for cyclists? but for cars can be a useful cut through to avoid the traffic lights and congestion at the bottom of Glenferness Avenue. Closing this could result in long queues on Glenferness Avenue at the traffic lights with Branksome Wood Road. This could be further exacerbated by the toucan crossing just before Leven Avenue. I'm also concerned about the width of the cycle paths on Glenferness and whether you would be destroying the greenery and hedges currently running up both side of the road. I assume you wouldn't be allowed to take down any of the beautiful trees along there?? My family and I cycle up Glenferness and have never felt unsafe on the current cycle paths, so I fail to see why they need to be so wide? Changes to the bridge and putting in some pedestrian crossings seem relatively sensible in contrast to the above.

Blocking main routes will in turn cause more traffic on other routes. I agree with improving walking/cycle lanes but completely closing roads just for cyclists/walkers will add extra co2 emissions

It is with great regret to hear of the 'proposed sustainable transport routes' within Talbot Woods, Glenferness Avenue & its surrounding roads. I am sure that you are aware that Glenferness Avenue and its prestigious tree lined road & also its surrounding roads are some of the most beautiful roads that Bournemouth has to offer. My worry and concern is that the proposed works completely detract from its current beauty to create an industrial feel of white lines, coloured crossings, flashing lights, green cycle lanes etc etc etc. I personally live on Glenferness Avenue and have a family of five aged 47, 36, 21, 6 & 3 years of age and have lived either on Glenferness or its surrounding roads for 39 years. I am an avid cyclist, who, with my family, use the current cycle lines, including my 6 year old daughter and 3 year old son without issue on one of the widest, safest roads to cycle on that currently exists in Bournemouth. Myself and family also walk and cross roads in the proposed area with absolutely no issue, although I do agree that the proposed new bridge to be installed over the railway on the western side of the road and the widening of the bridge on the other side, would indeed be a great addition. I also agree with the proposed parallel crossing with space dedicated for both pedestrians and cyclists just before the roundabout. With regards to all other proposed works, I strongly disagree. I am honestly struggling to understand the problem that this scheme is striving to fix with the proposed plans and with an extortionate amount of taxpayer's money. As mentioned earlier Glenferness Avenue is one of the widest roads currently in Bournemouth with the current and existing cycle lane that is in place & personally consider its safety as exemplary unless you are able to publish evidence that contradicts. If you are however wanting to improve on this, I would consider double yellow lining from top to bottom of Glenferness Avenue as 50-70% of Glenferness Avenue is currently unlined & this would allow unobstructed use of the current existing cycle lane, preventing cars from parking on the road. This would provide additional safety & achieve the same outcome as your proposal but at a fraction of the proposed cost without upsetting many residents and locals of the area who value the areas natural beauty. I would also like to point out a very worrying concern that I have about the environmental detriment that would happen should the scheme, in its current proposed status go ahead. Glenferness Avenue is a beautiful tree lined road & I'd like to understand what the implication to the trees & roots of ongoing works, vibrations and disruptions. Any information would be welcomed as I would deem this to be dangerous and harmful to the environment, particularly given that it is not needed. With regards to the proposed closure for vehicles on Leven Avenue which would also prevent through traffic utilising Benellen Avenue as road into and out of Bournemouth, which would in turn massively intensify the congestion in and around the surrounding area. Please let me explain how the current existing road layout works, why it works and how it manages to filter and ease congestion. The majority of vehicles driving to or from



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Bournemouth use Leven Avenue. The majority of vehicles driving to or from Westbourne, Canford Cliffs & Sandbanks use Benellen & the majority of vehicles driving to or from Poole utilise Glenferness. To close vehicle access to Leven 7 Benellen Avenue would have catastrophic effects on traffic congestion. You will be forcing all cars onto Glenferness with a build of traffic will be horrifying as Branksome Wood rd. will to allow free flowing traffic to Poole or Bournemouth due to its single merging lane. There is one lane and those wishing to continue along Branksome Wood Rd are unable to do so as they will only be able to continue after any car has turned onto Glenferness. Throw into the mix Prince of Wales RD & Queens Road and you have the perfect recipe for disaster. Mark my words this will have catastrophic effects on congestion, increased pollution and risking lives by dramatically delaying emergency services. This short sighted, expensive decision and one of which I struggle to see the benefits of that double yellowing the existing cycle lanes wouldn't achieve at a fraction of the cost, disruption and environmental pollution. Please also note that most cyclists will be using this proposed proposal in fair weather. As mentioned previously I can fully see the need for the proposed parallel crossing just before the Glenferness and Talbot Avenue roundabout. With regards to the rest of the crossing, I am again at a loss to explain the necessary expenditure and disruption caused by adding any further crossings in which, in my mind & by my own experience, is already safe to cross. Is there any data supporting such required measures? The proposal would turn Glenferness and Talbot Woods into an industrial eyesore in which is currently a beautiful residential area that Bournemouth is proud of. The proposed Toucan crossing by Leven Ave & Rothesay Rd is extremely dangerous placed on the brow of a hill so that cars will be unable to see it. The further crossings are totally unnecessary & by adding white lanes, flashing lights, green cycle lanes on something that is already safe and adequate will turn Glenferness Avenue and the surrounding Talbot Woods into something ugly. I find it offensive in such a time of austerity to be spending such obscene amounts of money on a scheme that is not needed on this road. However if you are indeed at all interested in preserving the beauty that Talbot woods beholds and increasing the safety of cyclists and pedestrians, the below proposed would do exactly that without the dramatic detrimental impact and traffic, environment, congestion, pollution, lives and considerable cost at the taxpayers expense. 1) Double yellow line fully down Glenferness so that cyclists are able to use the existing cycle lanes without obstruction. 2) Install and widen bridge over railway. 3) Add parallel crossing before roundabout. All other proposed works I really deem as wasteful and unnecessary.

I am most unhappy that the planters might appear again in Leven Avenue. Firstly, we never see mothers and children going to school as there are no schools in the area apart from Talbot Heath where practically all pupils are taken by car. Secondly, although this closure is meant to enhance a cycle route, there were hardly any cyclists using it when their last planters were in place, and there are probably fewer than 10 per day normally. Walkers are also a rarity. Finally, as a resident of Leven Close for over 40 years, the congestion at the end of Leven Avenue when we turn right, and then more queuing at the Glenferness lights, will do no favours to the environment with engines running while we wait. The present system in Leven Avenue and Glenferness seems to be absolutely fine, even if there were more cyclists. By all means resurface the roads locally, which are appalling, but please leave the system alone.

When Leven Avenue was closed to through traffic before it caused long traffic queues from the traffic lights at bottom of Glenferness and Branksome wood road. The traffic was very congested right outside my house and further sometimes.

Planting on Leven Avenue will and did previously cause large traffic jams from traffic lights way past Rothesay Rd making it very hard for us residents to leave and enter our driveways. Delivery drivers wouldn't be able to deliver unless they could get access to a driveway, which is not always possible. The noise and pollution would increase so much and I really think it will devalue my property.



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The idea that people are just waiting for the pedestrianisation of Leven Close to walk with their children to school or to simply walk on that road as a route to or from the Town Centre is 'pie in the sky'. When the road was closed to traffic as a trial last year there was no noticeable increase in pedestrian or cyclist use. For those of us residents who have disabilities car use is essential and forcing us to turn right at the junction of Leven Avenue and Branksome Wood Road to go north is to increase the risk of accidents.

Closure of Leven Avenue will mean longer queues of traffic with many more cars needing to turn right at the traffic lights which prevents those behind continuing east along Branksome Wood Road and more traffic queueing south down Glenferness Avenue before turning left towards the town centre. This raises the level of polluting exhaust fumes. As cars will be unable to turn left into Leven Avenue there will be less opportunities at peak traffic times for cyclists to turn right out of Leven Avenue into Glenferness Avenue. Very few cyclists will dismount and go to the Toucan Crossing to ride across the road. Talbot Heath School (Rothsay Road) attracts fee paying pupils from all over the conurbation, who will continue to be ferried by car.

I see this as a significant waste of money. Cyclists and pedestrians (I am both) have plenty of access and safe routes in this area. There are no grounds for blocking off Leven Ave to cars. It is a valid route and prevents jams at end of Glenferness Ave. There are no grounds for blocking off Elgin Rd at the junction with Glenferness. Cyclists and pedestrians use this road safely and regularly. Widening the railway bridge will tempt drivers to go faster as they will not have to watch for cyclists. If you insist on spending these funds, reducing access from Glenferness Ave onto side roads, the new Pelican Crossings and hopefully smoother cycle lanes, would be of some benefit.

I have lived on Rothsay Road for 10 years. I cycle to work in Christchurch regularly in the summer months and as a family of five, we enjoy regular cycle rides from our home to the beach promenade, Meyrick Park and Slades Farm. When returning from Bournemouth Town centre as a family we never come up the gardens as the hills of Glenferness Rd, Benellen Rd and Leven Avenue are too long / too steep. We prefer to cycle through Meyrick Park via Braidley Road Rd. This route is also the shortest easiest route from the town centre to Ferndown when heading onto Talbot Avenue from Meyrick Park. It is likely that many cyclists may choose this route over the new cycle route to avoid the aforementioned hill(s). I am not party to the reasons why the proposed cycle path is routed along Glenferness Avenue but welcome the proximity of this route to my home for my own and my family's benefit. However, the decision to take the route along Leven Avenue crossing two main roads (Glenferness Ave and Branksome Wood Rd) in the process lacks common sense and will endanger cyclists and increase stationary traffic at these unnecessary crossing points. You will be aware of the points raised during the 2020 temporary Leven Avenue closure regarding the inevitable traffic chaos that the closure will cause at the Glenferness / Branksome Wood Rd traffic lights. I have seen this first-hand over the years when Leven Avenue has been closed forcing all traffic through the Glenferness traffic lights. Both Branksome Wood and Glenferness will be much busier as a result of the closure of Leven. When post-Covid traffic levels return to normal there will undoubtedly be traffic queues in all three directions from the Glenferness traffic as long as 200m at peak times. The proximity of Talbot Heath School adds additional traffic to the immediate vicinity. Local residents and parents of school children are unable to change their routes as their destination is so close to this junction. I do not see how having hundreds of idling engines in a residential area is a desirable outcome to any new transport plan. My suggestion is to keep Leven Avenue open as this allows traffic to bypass the



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Glenferness Traffic lights easily at peak times. The cycle path should continue down Glenferness Road to the traffic lights. Glenferness is by far the easiest of the three roads to cycle up (out of Benellen, Leven or Glenferness) as the incline only gets steep for the last section (approx 30m). Glenferness Avenue is also especially wide on the hill section so there is abundant room for cycle lanes. A toucan crossing at the bottom of Glenferness will then allow cyclists into the middle gardens. The current footpath from the traffic lights to the gardens will need to be raised to the level of the land in the adjoining properties of Branksome Wood Road (34 and 32?) to allow a gentle sloping shared cycle path to the gardens where there are currently steps. A Toucan crossing at the Glenferness lights and keeping Leven Avenue open will lead to far less congestion than the current proposal that forces all local traffic through the already congested Glenferness traffic lights. Moving on to the subject of Leven Avenue, it is a wide road with most of its northern border against Meyrick Park golf course. The properties on Leven Avenue are very large so it has very few driveways for its length and as such is a safe road for traffic to use. Much safer than busy Branksome Wood Road. Leven Avenue must be maintained as a route for cars for the benefit of all local residents (maybe except those on Leven Avenue itself). As a cyclist myself I feel that closing wide sparsely inhabited roads in this way does nothing to progress the image of cycling to the wider public. Cycling needs to be made safer by modifying road infrastructure rather than cutting existing road capacity. These ideals are not mutually exclusive as is demonstrated in many cities in Europe. Another option to consider would be to close the right turn option up Glenferness Avenue for westbound traffic along Branksome Wood Road. This Traffic should be directed up Leven Avenue instead. The westbound Branksome Wood to Glenferness right turn is currently very inefficient as it only holds two cars turning onto Glenferness, this then stops all other traffic passing westwards. The extra space at the traffic lights will be useful for pavement widening to the south side of Branksome Wood Road to the new raised shared cycle path to the gardens. I feel the above suggestions provide the safest and simplest cycling route, with less hazardous crossings and cyclists can enjoy the relative tranquillity and safety of a greater length of the gardens along the way. I hope you can incorporate them into your plans.

This is a very busy route all year, more so in summer, with tailbacks at peak times. Above proposals will result in gridlock, not just here but all other alternative routes north as traffic tries to avoid the new chaos, Surry Rd, Yarmouth Rd, Alder Rd, v busy anyway, more chaos. Drivers will not take to bikes, or foot. Vastly increased van traffic as result of online shopping is a further problem.

It makes no sense to remove direct access for vehicles between Glenferness Avenue and Branksome Wood Road. There would be no benefit to cyclists or walkers. There would be considerably more pollution and congestion caused by vehicles having to wait at the traffic lights at Glenferness Avenue/Branksome Wood Road. It is possible to create a marked cycle route to the Upper Gardens without closing Leven Avenue. The disadvantages far outweigh any advantage - it is hard to work out in fact what the advantage would be.

I am a resident living in Leven Close for over 10 years. I frequently drive out from the close into Leven Avenue. Rat Run: When turning right from the close into Leven Avenue there is often immediate danger from vehicles travelling too fast in Leven Avenue from the direction of Glenferness Avenue towards Branksome wood Road. I have witnessed many instances of near misses as the motorists/riders travel too fast around the blind right-handed bend to the left of Leven Close. Overall, I think the whole idea is very forward thinking and wholeheartedly support it. The recent experimental period confirmed my strong views. thank you



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Where cycle lanes do not prohibit access to properties, I'd recommend having raised kerbs to prevent vehicles from using the cycle lane when undertaking other vehicles turning into adjacent junctions. Junction awareness with road colouring and large signage is very important. Shared Pedestrian and cycle access to include delineation as Pedestrians typically do not consider cyclists on shared paths, in my personal experience.

Not required.

Reinstating the modal filter on Leven Avenue is crucial. Leven is otherwise used as a high-speed cut-through by traffic trying to avoid the lights at the bottom of Glenferness - why would any responsible council allow such a short cut to continue to exist, especially through a residential road? Upgrading the current cycle lane on Glenferness Avenue to protected is also absolutely critical if the council wants cycle use along this route to appeal to people who don't currently cycle. It is not enough to simply encouraging people to cycle; you need to enable it and make it appealing, safe, comfortable and direct. The current Glenferness Avenue cycle lane is regularly parked in, all but making it useless for enabling people to feel safe whilst using it. I would not cycle along it currently with my young nephews because of this. Bearing in mind the size of the driveways of the houses along Glenferness - many of these driveways are bigger than the entire plot of land my house is built on - there is not even a marginal case for retaining on-street parking. In short, there is no meaningful case for not having a protected cycle lane here

This is 100% not needed.

Waste of time they just cycle on the pavements

Planting on Leven Avenue - prior to Christmas 2020, this was there, and it served no purpose. I did not witness an increase in the use of cycles on this road, and thus not sure how cutting off a road which alleviates the T-junction at the bottom of Glenferness Avenue and Branksome Wood Road benefits anyone. Consider lowering the speed limit of this road (to 20mph for instance) if the purpose is to make it safer for cyclists.

My husband and I do strongly disagree with the plans to install planting on Leven Avenue. Previously when Leven Avenue was blocked it created a huge increase of traffic going up & down our road creating a busy through road and making it dangerous for the residents. Unlike Leven Avenue, Benellen Road has houses both sides, is narrower, on a hill and also has non-resident cars parked each side of the road so with the increase of traffic makes it extremely dangerous for the families and residents on the road. The cars which can't go down Leven Av then cut through Benellen Road to avoid the traffic lights at the bottom of Glenferness Av. These people are generally cutting through so are in a hurry to get to school, work and therefore do drive at quite a speed which again makes it dangerous for the residents on the road. Leven Avenue is a much safer road to drive down than these people 'nipping' through Benellen Road to beat the traffic lights. Leven Avenue is a purpose-built road for vehicles and thus should be used as one rather than creating a dangerous diversion. Could you please reconsider the blocking of Leven and maybe look at installing speed bumps to slows the cars down? I worry for the people on Benellen Road especially the families with young children as the drivers who use this as a cut through driveway too fast and will one day cause an accident. Please re-consider your plans.



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Have the council thought this out? We already had Leven Avenue re-opened last year, to now propose closing it once more. I can't see any planning on redeveloping the junction of Glenferness Avenue and Branksome Wood Road. Vehicular traffic trying to turn right onto Glenferness Ave do not have a filter lane and often restrict the flow of traffic heading towards Coy Pond. As lockdown eases and more people return to work, this junction will once again become congested and will only get worse with the closure of Leven Avenue. I live and work in the area and use Leven Avenue to avoid the junction on Branksome Wood Road if I'm heading towards the town centre or Westbourne. There is no regular bus service that is direct to Westbourne from where I live (Talbot Woods), so I use the car as it's quick and convenient as I work shift patterns. Also, with a protected cycle track, how do the council propose to support those that use the road to park their vehicles? Why can't Leven Avenue be made one way heading towards town and Benellen Avenue be made one way up hill, so it complements the one-way system at the end of Prince of Wales Road and Queen's Road?

stop this ridiculous notion that the few cyclists and pedestrians only out in good weather should be given more space and priority over other road users

Planting on Leven Avenue has been previously trialled and subsequently removed due to the traffic backing up during busy periods at the traffic lights at the bottom of Glenferness Avenue. A new protected cycle track along Glenferness will make what is currently a wide safe road for all road users more dangerous for cyclists that want to turn right at any point ie to access a home drive way. This cycle track will also pose a danger to pedestrians want to cross the road where they wish to cross. Adjusting junction layout to give more priority to people walking and cycling across the junction - will make the junction more dangerous for all road users

Good luck in stopping Leven Avenue being used as a short cut. As the Upper Gardens is low lying this part of the route is significantly uphill. The gradient of Queens Road / Leven Road may be slightly less and therefore preferred by both pedestrians and cyclists.

Last year when Leven Road was "shut off" from traffic, the congestion it created for cars coming out of Westbourne, along Prince of Wales Road was awful. The queues went back to Surrey Road, it took ages, to reach Branksome Wood Road. I see no benefit to closing Leven Road, this will not benefit car users which there are far more numerous than cyclists. When walking around Talbot woods, I'm constantly telling cyclist/scooter users to get off the pavements, as they nearly run me down. I've asked them to use the cycle lanes provided and, often, their reaction is: "I don't want to use the cycle lanes" - so why are we making more! Cyclist need educating about the highway code. Why are we spending a fortune on widening the cycle lanes on Glenferness Road for the occasional bike rider? There are always cars needing to park along Glenferness road, especially outside the flats which means the cyclists will still have to go into the road at the places where the cars are parked. I don't have a problem with closing Elgin Road, as I don't use that road with my car, but I do use Leven Avenue when going to Bournemouth and Westbourne to avoid the lights at the bottom of Glenferness Avenue, which are busy.

I strongly disagree with the proposed new planting on Leven Avenue - no direct access for vehicles between Glenferness Avenue and Branksome Wood Road as a result. Such action will cause further congestion and pollution from vehicles which will have to re-route to the traffic lights at the junction of Glenferness Avenue and Branksome Wood Road. It is hard to see how this particular proposal will benefit either cyclists or walkers, but it will certainly disadvantage users of vehicles who already have had to make way for cycle routes on the roads. It would make far more sense to put a cycle/pedestrian crossing at that point instead.

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



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Closing Leven Avenue to traffic only moves traffic to the lights at the end of Glenferness Avenue snarling up the junction at busy times. Very few cyclists would want to climb those hills anyway and there is a huge park close by for recreation. The other improvements I think are probably a good idea.

Creates a priority route for pedestrians and cyclists on a road that is currently quite busy. This creates a safer and easier passage for cyclists and non-motorised road and path users to access the upper gardens and town.

Will reduce the amount of traffic that I have to deal with when I use the roads to walk or use my scooter

I do not feel it is necessary to make this road pedestrian as it causes traffic build up on Glenferness. As a local resident I feel this should not be changed

We have lived on a road which adjoins Glenferness Avenue for 27 years and understand the rhythm of transport and traffic well. The closure of Leven Avenue has been trialled and severely affected our enjoyment of our immediate environment and there was little evidence of high flow cycling that was any different than usual. There was huge upheaval as traffic snarled and congested at the traffic lights at the bottom of Glenferness Avenue. It felt a clumsy and politically correct endeavour with little local understanding. Any cyclist can turn left at the next left when approaching town i.e., Benellen Gardens. Leven Avenue is never busy and is not a risk to cyclist. We cycle their multiple times a week including with a five-year-old and do not feel at all threatened by the existing arrangement of roads.

Great to see parking ban on Glenferness Ave (I assume there will be a parking ban in the proposed cycle lane) as the current situation allowing parking in the painted cycle lanes is very dangerous forcing cyclists to weave in and out of the main traffic lane. But why go to the expense of a raised and kerbed area surely just double yellow lines regularly patrolled is much cheaper!

cycle improvements make sense and pedestrian crossings are very much needed but closing Leven Avenue to cars will not make cycling safer (the volume of bike journeys is low in my experience). You could leave it open and make a cycle path down the pavement near Meyrick Park which would be safer for cyclists and allow walkers to use the opposite pavement. Closing Leven Avenue would make the traffic at the junction of Glenferness and Branksome Wood Road impossible leading to noise and pollution and possible RTAs.

There are very few cycles that use Glenferness avenue, Leven Avenue or Benellen Avenue. In the event of the odd cyclist that uses any of these roads there is currently plenty of footpaths and cycle lanes at present. Closing down Leven avenue will only cause a larger carbon footprint for cars which will be using a longer route to get to the town centre. There does not need to be a protected cycle lane along Glenferness avenue as I promise you that a cyclist going down Glenferness avenue is a very rare event! I travel this road frequently and if I see One cyclist on any given day then that's a bonus!



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As a local resident and a keen local walker, I fully support the sentiment of what the council are trying to do. I too would like to encourage people to walk more and use their cars less in the area to promote the environment support our mental health. However, I object to the plans for the following reasons: 1. The issue is not the volume of cars but the speed of cars racing around the area especially up and down Glenferness Ave. The roar of the traffic, the noise, pollution and dust discourage local people from walking and or cycling along the road. 2. The closing of Leven Ave will encourage cars to go even faster as they no longer have to slow down and give way to cars coming from Leven Ave. 3. Car's race around the corner from Glenferness Ave to Rothesay Rd on their way to collect children at Talbot Heath School. The new proposals do not address this. 4. The plans will be very expensive for local taxpayers and will not give value for money as they will not solve the problems. Solutions! 1. A better and much cheaper solution would be to install speed cameras on Glenferness Ave and discourage drivers from breaking the speed limits. 2. Lower the local speed limit to 20 miles an hour from the town to the university, i.e., extent the 20 miles per hour zone for the town. Talbot Heath school seems to be one of the only local schools without a 20-mile speed limit in place, despite having a large junior school intake.

I strongly object to the cycle lane being widened to 2 metres as this will make the road more dangerous for road users and also to Leven Avenue and Elgin Road being closed off to road users. Closing Leven Avenue and Elgin Road will cause traffic issues and, in my opinion,, it does not make sense to close these roads. By such road closures it will only create a bottle neck at the T junction at the bottom of Glenferness Avenue leading to heavy traffic and subsequent delays. Any assessment during the pandemic of traffic due to closure would be a biased one and not a representative of a true assessment. One can argue a fair and true assessment of traffic can only be carried out well post pandemic to allow a return to normality and no one can guess when this will happen. In conclusion regarding road closure based on above it should not go ahead, and any assessment is a complete waste of time and misuse of valuable public funds. As residents our views should be heard and respected with regards to this proposal. May I suggest an alternative to road closures at Leven Avenue and in respect to cyclists that the pedestrian walkway closed to the park (Leven Avenue) be used as a cycle lane and the pedestrian walkway closed to the houses be used for pedestrians. In making the road kerbed from the bridge to the roundabout this does not make sense as no cars park along that stretch of road. From the bridge to Leven Avenue people do park along that stretch of road as there are blocks of flats so rather than affecting the whole area could double yellow lines or parking notices not be placed in this area. I do agree with the existing bridge over the railway to being widened providing a 4-metre-wide shared path.

I would like to object to the Leven Avenue / Benellen Avenue road closure which I understand is being done to facilitate part of the cycle route from the town centre to Bournemouth University. The argument about the Council creating a healthier, quieter and safer environment for the residents of Leven Avenue in particular, at the expense of those living within half a mile of the Glenferness Avenue / Branksome Wood Road junction has already been made but the latest proposal to run the cycle route up the steep incline of Benellen Avenue instead of the longer, gentler incline of Leven Avenue, would challenge even the fittest and most experienced cyclist. Added to this, running the cycle route from the Lower Gardens and across the junction of Prince of Wales Road /Branksome Wood Road to Benellen Avenue is hazardous even under the current traffic conditions, and will be more so with the increased traffic flow that will be created by this scheme regardless of any parallel crossing. All this will be put in place while the residents of Leven Avenue enjoy an almost traffic-free environment. Surely the more



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equitable proposal would be to leave all the current two-way traffic routes in place and create cycle routes on both side of Leven Avenue. Most of Leven Avenue consists of houses down one side of the road only and the pavement that runs along the Golf Course side is quite probably never used at all so could form one, almost, ready-made cycle path. The cycle route would then connect directly from the gardens at Queen's Avenue, over to Leven Avenue via a traffic-light-controlled crossing over Branksome Wood Road and then on to Glenferness Avenue with minimum disruption and a much easier route for cyclists. Maybe then the hoped-for gradual overall reduction in traffic that will result from the scheme can be enjoyed by all residents and not just some.

If Leven becomes closed to cars, this will cause a bottleneck on Glenferness all the way back up to Talbot Roundabout and put more pressure on Wimborne Road. Cars will unwittingly speed down the hill at quieter times and risk injuring pedestrians and cyclists. There is a problem with cycle track due to overhanging trees and resultant debris arising in autumn which will mean cyclists will move into road causing yet more danger

Good: Reinstating the planters blocking Leven Avenue is welcome. Living close to the Leven Avenue/Branksome Wood Road/Queens Road junction stopping through traffic has the following advantages: 1. Makes it easier for pedestrians to cross Branksome Wood Road from Queens Road as the great majority of traffic will be approaching along Branksome Wood Road. At the moment with traffic turning into or out of Leven Avenue it increases significantly the permutations for traffic preventing an easy and safe pedestrian crossing. 2. The greatly reduced levels of traffic make cycling up and down Leven Avenue safer with getting out at the Branksome Wood Road easier. Not so good: 1. Choosing Benellen Avenue as the preferred route seems a retrograde step due to its steepness that may put off a number of cyclists. Considering ways of using Leven Avenue or Glenferness Avenue would obviate this. 2. The cycle paths along Glenferness Avenue are blocked by the occasional parked vehicle. Will the proposals include parking restrictions, so the paths remain available for cyclists along their length? 3. Implementing physical barriers between the road and the cycle route will need the ability to sweep the path as well as the road. Road dirt is probably more impactful on cyclist than drivers due to the risk of punctures or falls so frequent cleaning needs to be factored into the maintenance regimes for these paths. Comment: 1. Several parts of this route suffer from surface damage from tree roots that makes cycling uncomfortable and potentially dangerous. Maintenance of these areas will be needed on an on-going basis to keep the cycle routes usable by the full range of ages and abilities.

Glenferness Avenue is such a wide road that I can't see the need for a protected cycle track. The toucan crossing may be a good idea given the brow of the hill so close to the junction with Rothesay Road, but really only at school arrival and departure times. I disagree totally with the planting on Leven Avenue which will only divert traffic to Branksome Wood Road/Glenferness traffic lights and cause tailbacks.

First of all, my neighbour made me aware of this a letter was sent to them, but we did not get one. Please check the electro roll for Sarah Murry as I am at 4 Benellen Road and received no letter. As residents of Benellen Road we strongly object with plans for the closing off Leven Avenue for cars. The reasons for this are as follows: Previously this scheme was trialled, we noticed a large increase of cars cutting through our road. Coming down from Glenferness > Benellen Road > Benellen Avenue. These cars used our road to shorten their journey time not to have to wait for the lights to change at the Glenferness> Branksome Wood Road T junction. AND vice Versa, Those who once took Branksome Wood Road > Leven Avenue > Glenferness as a short cut all began to use the route of Branksome Wood Road > Benellen Avenue > Benellen Road > Glenferness. The impact of this we feel dangerous to us residents and drivers using this



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cut through. The speed is not kept down, busiest times are the usual morning commute and afternoon school and work times. We are a young family with young children, so are our neighbour's opposite. We have found an increase of cars parking on our road that do not belong to residents of Benellen Road - but are residents of both Glenferness Hall (on Glenferness Road) and Benellen Towers Flats. More cars are parking on the road both sides making it only enough space for 1 through car. With that in mind coupling with steep hills both sides and the entrance from Benellen Avenue to Benellen Road is a blind spot at the best of times, we are very aware that someone maybe joining the road but as a resident we anticipate this but have on a number of occasions been faced head on with another car - often in a rush and can quite frankly be very unreasonable. On a school run in the morning with my children, it would not be danger we wish to be faced with ongoing. If you have ever been into Benellen Road you will see there isn't a huge amount of room for parking to both sides, increased traffic. To come off the drives of properties both my neighbours and ours, imagine others as well we have to listen for traffic on the hill bend and with more electric cars now, we truly cannot hear them coming and must rely on peep and creep / take a chance / or the sensors of vehicle detection on the cars now. Not to mention sometimes we cannot even get off our drive as cars park adjacent to our drive we have to 5 point turn along with mount the curb to get out. Expanding on this, we have as a family walked more around the estate over the lockdown, but the cars parked on our street and crossing our children like us were taught look and listen but now with more electric cars it cannot be used in crossing methods. At the moment its manageable as we are not having those "short cut rushers" but they will come if this scheme goes ahead, and we pray that our forecasted danger will not play out, but this certainly is not what we wish for our road to become. Benellen Road is a beautiful quiet road, a safe road for young families, it's not a road to deal with a lot of activity outside residents use i see no reason others need to access our road. The road has been renowned for the years a real need to fix potholes and the nature of the road, we understand the impact of use, bottoming out on the incline and decline both ends. This is not a road designed for through traffic and only for the use of the residents on it. I would be interested to hear more from Transportation Department on the impact of the Benellen Road & Avenue impact from reports of where they see the cars may travel to the impact of road, will there be budgets in place for resurfacing more frequently? Will there be double yellow lines in roads to prevent cars parked to reduce dangerous bends, will there be sleepers in the road to reduce traffic speed? Unsure the logic in the scheme. Leven Avenue is a 2-way road with only residents to 1 side, there is ample room for car and bikes as all roads we should be encouraged to "Share the Road" not cut it off at the expense of the local residents to deal with the dangerous and damage. I'm by far all for reducing carbon footprints, active travel etc... but I do not support this particular scheme / route.

Tend to agree on the basis that it is made clear there is no through access/residents only and the planting is complementary to the area. Leven Avenue is the most prestigious road in Bournemouth and any proposals should reflect this. Also need to ensure neighbouring roads are considered (i.e., Walsford Road is not a through road and there is a risk of dangerous traffic which happened with the trial. Also need to make sure there is not increased parking as it will make it difficult for residents to exit their properties)



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As a cyclist, Leven Avenue is a very poor route as it is too steep going up and the road surface (tree roots in particular) too damaged to be comfortable / safe descending. You will see very few cyclists on this road for these reasons. Most locals will find alternative routes. Thus, it is a total waste to close it to cars for the safety of cyclists. There is no reason to close it for walkers as there is no issue at all in current usage. For car users it keeps the restrictive junction at the bottom of Glenferness Avenue flowing more freely. The proposals will undoubtedly cause queuing, delays and thus increased pollution. Glenferness Road is wide and reasonable as a road cycling except for the state of its surface. A protected cycle track will make this far more dangerous for cyclists. Improving the road surface in the first meter or so would be much more effective. Generally walking the area is absolutely fine at the moment, and the proposals are just an expensive waste. Cleaning up the area from tree debris, general pavement maintenance and cleaning road signs, all of which are sub - standard would be cheaper and more effective at improving the area for walkers. I cannot emphasize enough that as a cyclist, I think the proposals are counterproductive and arguably dangerous. As a walker, they are pointless, and as a car user will in the closure of Leven Avenue and the top of Elgin Road be frustrating and cause problems at the light's junction at the end bottom of Glenferness road. If a road like Leven is to be closed, then planters not designed into the contours and spacing of the road are a real eye sore. As the ones that were temporarily put there recently. If it has to be closed, then please do a proper job with spaced bollards actually fixed into the roads. There are good examples of this elsewhere in Bournemouth. The planters that were used were sloping, across the pavement, too close to a local memorial and would need upkeep, Given the poor upkeep of the area generally, this seemed unlikely to happen. A massive waste of money and cause a blight on the area while the work is being undertaken. I do not say that lightly as the work being undertaken already between Glenferness Road and Boundary road has seemed endless and has been a constant eye sore., and as a cyclist, even the work already done in that area has been very poorly thought through. You should not have defined tracks for cyclists suddenly just running out! As a cyclist it is plain dangerous. Similarly, suddenly diverting cyclists from the road into joint walking / cycling areas (proms and dogs etc etc) is just dangerous. It may seem ok for casual cycling at very low speed, but not as a means of getting around!!!! These proposals cannot have had input from local actual regular users. Please do not implement them !!!!

Closing Leven Ave is a mistake, as it is a relief road of traffic which gets stuck at Rothesay Rd (my road) which is incredibly busy because of Talbot Heath School during school hours and office commuter times. My family have cycled up and down this road for over 15 years with no bother and indeed we also run down it every Saturday morning and the pavements are very wide. Why not make one path down a cycle lane and a pedestrian path up it for the other if you really think we need a cycle path? It was trialled over the summer due to Covid shutdown and it was, in my opinion, a complete waste of time and just created traffic bottle necks at the bottom of Glenferness ave traffic lights. I welcome an ability to slow the traffic down at the top of the junction with Leven Ave and Glenferness Ave, as I have been saying for many years that it is dangerous with the speed of cars coming up the hill (from the traffic lights). and expressed this to our Councillor some years ago...to no avail. In the morning I have taken to driving my car round via Alyth Rd to get onto Glenferness Ave at 8am in the morning as I simply can't get out of the end of Rothesay Rd into Glenferness (to turn right). In summary: No need to close Leven Ave Make the pavement into a cycle path Yes, install a pedestrian crossing at the top of the X roads of Leven Ave and Glenferness Ave Make it safe for our young people, but balanced against maintaining good traffic flows. Thank you I.



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Glenferness Avenue is 7 1/2 [seven and a half] miles from Ferndown and 30-45 minutes cycling time it is also 3 [three] miles and 15 minutes cycling time from the Town Centre, how then sensibly can these proposals for Glenferness Avenue and Benellen Avenue be described as a "Bournemouth town centre to/from Ferndown" route when it clearly isn't. The recent and enormously elongated disruption to all road users in Wallisdown and at the Boundary roundabout should send shockwaves to anyone in the vicinity of Glenferness Avenue, such as us in East Ave. If you stand on Glenferness for an hour you could count on one hand the number of cyclists or pedestrians passing along this road. How can the potentially enormous cost of these proposals, whether central Government contribute or not surely could never be substantiated. What studies have been conducted and what were the figures presented to give any one the idea that this is a good plan. If there is Highway funding available perhaps the appalling state of many of our roads including Glenferness, East Avenue, Benellen etc should be dealt with first instead of implementing this enormously expensive sledgehammer to crack the tiniest of walnuts. Unless of course there are other ulterior motives at play here.

Closing the junction at Leven Avenue will yet again cause huge tailbacks going into the traffic light junction for cars down on the Branksome Wood Rd, as seen during the 'trial' closing, this does not help local residents who regularly use this to travel to and from Westbourne, Beach etc. Many residents are too frail to be able to cycle so has no benefit them either

As a keen hiker, runner and cyclist, I really welcome these changes, and look forward to feeling safer when travelling on foot and bike. I work at Talbot Heath School, so having safer access to the school for children and staff, will make a significant difference.

All very sensible and absolutely essential if cyclists are to be able to ride more safely. Please note: If the proposals do not go ahead, work urgently needs to be considered on traffic calming in Leven Avenue and Benellen Avenue where speeding cars are becoming more prevalent by the day. It can only be a question of time before there is a very serious/fatal accident involving a cyclist turning right from Leven Avenue into Benellen Avenue or a dog walker crossing Leven Avenue going into or coming out of Meyrick Park.

wording is not clear here - there is direct access to all houses along the road. There is no continuous through traffic.... It'd be helpful to have an image or call them something like cul-de-sac planting... Would prefer zebra's rather than toucan if possible. Continuous pavements please.

good improvements for cyclists

We were astonished to learn of these latest proposals which creates a protected cycle lane along Glenferness Avenue and a closure of through traffic from Glenferness Avenue to Leven Avenue, Benellen Avenue and Elgin Road. Glenferness Avenue, the road has become very busy, particularly at peak times exacerbated by the closure through Meyrick Park some years ago. The closure to through traffic at Leven Avenue will cause even further congestion at the traffic light controlled junction at Bourne Avenue, which at peak times already extends hundreds of meters in all directions, further increasing pollution. Unfortunately, this will also have a knock on effect in other surrounding roads such as Surrey Road and Prince of Wales Road, increasing pollution levels in the area. Frustrated drivers will also seek alternative routes around this manufactured blockage. A presumably unintended consequence will be the potential for increased traffic along Dorset Avenue/Branksome Hill Road, and Rothesay Road/Dulsie Road causing increased congestion and pollution outside the entrances to Talbot Heath school. There already are existing cycle routes available along Talbot Avenue and Wimborne Road together Bradley Road and the more picturesque, mainly unused route, through Meyrick Park where there is no access to through traffic for motor vehicles, which would be far safer for cyclists. Will cause the economic demise of the



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Town Centre. Waste of Money, little benefit to cyclists, increases congestion and pollution. Will inconvenience most people.

I wish to object to SUSTAINABLE TRANSPORT ROUTES PROPOSED BY BCP COUNCIL particularly Glenferness Proposals.

1) I consider that the New Cycle track is dangerous and unnecessary and will mean that properties and service vehicles will no longer be able to park along the road to service residents and make deliveries.

2) I think there is little need or need for a separate cycle lane. The existing one is little used.

3) By isolating Leven Ave, the residents will need to make a diversion via Branksome Wood Road and Turn into Glenferness to get to Winton and Wallisdown. There will be considerable and unacceptable delays at rush hours because traffic will pile up at the lights on the right turn onto Glenferness from Branksome Wood Road.

4) Visitors to properties by car will have to take a "dog leg" to get to the bottom end of Leven Ave

5) It will be fine for Cyclists going down Leven Ave but It is quite a drag cycling up the hill and most will need to push.

6) The roads are unsuitable for Cyclists owing to tree roots in the carriage way which also is a trip hazard for pedestrians

Would it not be better to limit access to Leven Ave to Resident and Visitors by Access Only of the entrances to Leven Ave

Re Sections 2 and 3 – Branksome Wood Road to Boundary Roundabout, Talbot Avenue

The proposed plan along this section, to be financed by the Transforming Cities Fund, must be based on a presumption of cycling activity that just does not exist today, and given the destination of the Town Centre via Branksome Wood Road has little prospect of increasing in, as is evident from the sheer lack of cyclists in this part of the Town Centre.

The volume of cyclists along this part of the route is tiny and Glenferness Avenue is easily wide enough to safely accommodate both cars and these few cyclists, the only exception being the narrow railway bridge, the roundabout and road junction at either end. Cars are well aware of the speed cameras and are invariably driven with good views and awareness.

The cycle lanes along Glenferness were quickly abandoned during the earlier experiment leaving the equally non-sensical closures of Leven and Benellen avenues, which again offer safe passage for the very few cyclists using these routes, without the necessity of road closure which just aggravates the flow of traffic through this area.

The junctions along Glenferness offer good visibility to both Glenferness and junction users and restricting their outlets offers no realistic gain considering the small cycling traffic involved.

You will be aware that by far the greatest volume of cycle traffic tries to make its way from the University and Boundary Road roundabout to the Lansdown. Surely this is the greatest priority for creating safe and viable cycle route towards the centre of activity in the town?



The Glenferness and adjacent schemes look like planners desperate to create an idealised cycle path where the changes are easiest but for a tiny volume of cyclists and little overall gain.

By all means improve the railway bridge crossing, but let sense prevail over the rest of the proposed scheme and direct the funds to where they are really needed.

"As a local resident I am very strongly opposed to what you are planning to do to Leven Avenue, Glenferness Avenue and Elgin Road and I suspect that many other people will be as well. In the light of the previous failed ETRO, which as the Portfolio Holder you have only recently reversed, I expect that you have consulted early and in depth with the local Ward Members and of course with the Talbot & Branksome Woods Residents Association who will probably have some very useful input which could help to prevent some of the negative consequences which I anticipate. I do hope that this is a meaningful consultation exercise and that despite the overall scheme being comprehensive and widespread it has not already been decided upon in terms of the detail. Otherwise, it will mean that there will be little opportunity for the public views which are expressed leading to any change to the current proposals. I believe that some aspects of the scheme locally have little chance of winning hearts and minds and which if enacted as proposed will be with us forever.

Among the negative outcomes from stopping up Leven Avenue, I predict will be the introduction of a rat run by those travelling west along Branksome Wood Road, by going up Benellen Avenue, through Benellen Road and onto Glenferness Avenue. There is likely to be another one used by those travelling east along Branksome Wood Road and wanting to turn left up Glenferness Avenue. This would be caused even if the phasing of the traffic lights is altered to help relieve the congestion caused by the scheme from those travelling in the opposite direction. As a result, I would anticipate that many local motorists will turn left up Dorset Road and then onto Branksome Hill Road in order to join Glenferness Avenue more quickly and avoid the junction. Similar to Benellen Road, this route would be opened up, whilst the roads themselves are only designed for light, local traffic. The impact for residents in these roads will also be significantly greater at peak times than at present and again I cannot imagine this has been properly considered in the proposals.

In your position as the Portfolio Holder, you will know as well as anybody that the junction of Glenferness Avenue with Branksome Wood Road was already at capacity at peak hours prior to the pandemic and will not be able to cope with additional traffic once life returns to normal, unless long queues are acceptable as an outcome. It seems to me that this scheme has been progressed as a desktop exercise from a map and not by anybody who knows what happens on the ground. Without doubt there will be excessive congestion in all three directions at the junction, but worst of all will be the right-hand turn into Glenferness Avenue for traffic travelling west along Branksome Wood Road. Tinkering with the phasing of the traffic lights will not resolve this as it will just delay the other phases which are already under pressure at peak times. I assume you are relying on advice, but the Officers really cannot have thought about this when recommending the changes to you and how the junction simply won't work without significant consequences. In terms of the cycle lanes in Glenferness Avenue, I assume that there will be contingency in the budget for resurfacing in order to eliminate the menace of tree roots for cyclists. As for residents in Glenferness Avenue, I doubt many of them will welcome the proposed changes either and I can foresee many unplanned consequences from some of these ill thought through proposals.

All this inconvenience for local residents and motorists to solve a problem that doesn't actually exist, as witnessed when we visited Leven Avenue at peak time on 18 August. All we saw was an absence of cyclists and motorists, and those we did see were clearly



able to travel safely in both directions. As for pollution, noise and congestion on Leven Avenue, those are simply not issues. However, they are issues at the junction of Glenferness Avenue and Branksome Wood Road which I suspect will be back to the levels which previously existed, once the main impacts of the pandemic are removed.

The other part of the proposals to which I am objecting most strongly is the stopping up of the junction of Elgin Road and Glenferness Avenue to vehicular traffic. I can see no merit or benefit to anybody from this proposal, least of all the residents who live there, particularly since it is not a significant route used as a short cut by other motorists. Similarly, there is no danger that will be reduced for pedestrians or cyclists by this significant change and as a regular pedestrian user of this junction I have never witnessed any harm that will be mitigated by stopping local traffic from using it.

There are many improvements being proposed within this scheme in the Talbot Woods section which I welcome, but those are completely overshadowed by the proposals for interference to the highway network in Glenferness Avenue, Leven Avenue and Elgin Road.

Like many other local residents, I am very worried about what you want to do and the predictable consequences which will follow once the changes to which I am specifically objecting have been imposed. In terms of current highway danger for pedestrians and cyclists, there is an issue of speeding traffic in parts of Glenferness Avenue and Branksome Wood Road, and I accept that some of the other proposals will help to mitigate this, provided adequate signage for the proposed crossings is installed. Elsewhere, I am not sure how well the proposed stopping up of one of the branches of the junction at Branksome Wood Road and Queens Road will work in practice, and I anticipate that you will need to consider a modification to this as I think it will increase highway danger to those heading west and turning from Branksome Wood Road into Queens Road. I registered this concern online, but since there appears to be no facility for a receipt email, I did not want to risk my objections as set out above not being registered and taken into account"

1. Regarding the proposed closure of Leven Avenue to through traffic it is clear that the junction of Glenferness avenue and Branksome Wood Road was at full capacity at peak times before the pandemic and will not be. able to cope with the increased levels of traffic generated by this. closure when life returns to normal. Together with the proposals for changes to Branksome Wood Road, Queens Road and Prince of Wales Road, there is the potential for causing gridlock not only in the immediate area, but also backing up towards Westbourne and along Surrey Road towards Branksome.

2. Closure of Leven Avenue and the resultant congestion at the junction of Glenferness Avenue and Branksome Wood Road is likely to cause rat runs along surrounding quiet residential roads which are only designed. for light traffic. In particular motorists using Dorset Road and Branksome Hill Road to avoid queues will cause considerable pollution. and danger to schoolchildren outside the gates of Talbot Heath School at drop off and pick up times. The same is likely to be true for Rothesay. Road should southbound queues develop along Glenferness Avenue in the mornings.

3. These proposals will cause a huge amount of inconvenience to local. residents and motorists to solve a problem that doesn't exist. Not many cyclists are likely to use this route as there are already preferable.



alternatives along Wimborne Road from Richmond Hill or past the Town Hall along Braidley Road and through Meyrick Park which was closed to through traffic some years ago. Both these routes avoid steep gradients and are more suitable for cyclists of general levels of fitness. The proposed alterations to the paths shared with pedestrians and dog walkers through the upper gardens, and up to and across Branksome Wood Road are unlikely to change this to any significant degree.

Overall I think this is a misdirection of public funds at a time when there are much greater needs in our country and our communities. There are some benefits coming from the proposal, namely safer main road crossings and reduced access to side roads. But these are incidental to the main objective. However overall I am unconvinced of the benefits that will ensue from the spend that is proposed.

However, recognising that this will probably come to pass as BCP are able to access central funds for this initiative, I have a request for you to consider.

Elgin Road has become (pre Covid admittedly) a rat run from Glenferness to East Avenue, allowing rush hour traffic to avoid congestion down Talbot Avenue. If the junction between Elgin Rd and Glenferness Ave is closed to cars, the rat run will simply divert along Cawdor Rd. As the plan envisages improving pedestrian and cyclist safety and priority along Glenferness Ave, it would make sense to close off the Glenferness Ave junction with Cawdor Road. This option has been discussed amongst all the residents of Cawdor Rd and, whilst the location of the road closure may not be unanimous, there is a common view that closing the road is desirable and would avoid the rat run shifting one road along.

There is little risk of rush hour traffic then diverting along Dunkeld or Alyth as those are longer roads, giving slower access to East Ave, and with more junctions. Traffic will more readily cut back along East Avenue, as is the BCP's presumed intention in this regard.

The request is therefore to block the junction of Glenferness Ave and Cawdor Rd to cars, vans and trucks, improving pedestrian and cycle safety and preventing the Elgin Rd rat run taking a small diversion along Cawdor Rd. In the overall scheme that BCP are considering, this would be a minimal incremental cost.

Also I would like my view noted that I really don't think the Glenferness Avenue proposals are either necessary or that they will be used or enhance a pedestrian or cyclists's experience. Glenferness Avenue is a very wide road with current cycle lanes either side that are under used and that's not due too cyclists feeling unsafe it's because of the sheer gradient of the road. Have you ever tried to cycle up Glenferness or Leven Avenue? They're exceptionally steep and you would have to be an extremely fit and proficient cyclist to even attempt it's climb! As a mother I have been known to push a pram up Glenferness or Leven as an extreme form of exercise. I'm in my 30s and have a BMI of 20 and would consider myself fit and very healthy and yet it's a challenge and then some! So sadly I come to the conclusion that this will be grossly underused. I'm also fearful of the impact of works on the bridge as surely this will force all traffic down Elgin Road to bypass it. Once this route becomes a habit sadly this will have a greater impact to the currently quiet surrounding roads.