

BOURNEMOUTH TOWN CENTRE TO/FROM FERNDOWN: BRANKSOME WOOD ROAD - GLENFERNESS AVENUE

Responses to issues raised - TCF Consultation 2021

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Context

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 – 31 March 2021 and asked for public feedback on the four cycle corridors:

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

This report details responses to issues raised by respondents regarding the southern end of the Bournemouth town centre to/from Ferndown route, including the proposals between Branksome Wood Road and Glenferness Avenue.

More details on the proposed improvements and the outcome of the consultation for these works can be found on the BCP website: transformingtravel/glenferness.info

Responses to issues

We have considered all comments received through the consultation process, and below we have summarised the key themes that emerged for these sections from responses to the open questions within the online questionnaire, as well as received letters and emails.

The table below sets out our responses to the most frequently recurring themes that emerged through the analysis. The full frequency showing the number of times each code description was used, as well as example comments, can be found in the insight report mentioned previously.

Comments were also raised through other channels, including social media, during the process. In the table below, we have also sought to address pertinent matters received through these channels that necessitated a response.

General comments/recommendations

Theme	Nature of comments received	BCP / Dorset Council Response
General agreement	Will improve safety and encourage walking and cycling in the area	We welcome these positive comments in support of the scheme. They have been noted as part of the process to determine the outcome taken forward.
	Will improve safety for cyclists	
	Will stop road being used as rat runs and cars travelling at high speed so will improve safety for walking and cycling	
	Improvement is very much needed. Current bridge too narrow and dangerous	
Environmental factors	Increased congestion will increase pollution and reduce air quality	<p>The purpose of the Transforming Cities Fund (TCF) programme is to broaden the travel options available across the South East Dorset area. By encouraging more walking and cycling, particularly for shorter journeys, and increasing bus usage in the area, we can help to reduce congestion on our already busy road network. As a result, we'll also help to improve air quality and create safer, more pleasant places in which to live, work and do business.</p> <p>We will be monitoring the effect of the scheme against a number of metrics, including the level of traffic congestion, number of cyclists, carbon and public health benefits.</p> <p>Traffic/cycle count data and speed data has already been collected in the area, and we will be collecting similar data at regular intervals following the delivery of the scheme to measure its impact. The monitoring and evaluation we will be doing follows best practice guidance and we are liaising with experts in the Department for Transport to ensure our methods of assessment are robust.</p>
	This is a conservation area and the plans will ruin the area	We are working closely with the BCP Conservation Team to inform the development of the Glenferness Avenue design. On-going advice will be sought about the proposed highway changes and the bridge planning application, to ensure that the proposed improvements will not adversely affect the character or appearance of the conservation area.

Theme	Nature of comments received	BCP / Dorset Council Response
		<p>Certain considerations are being implemented across the programme, including avoiding the use of unnecessary signage and road markings, and minimising street furniture where possible. However, we must balance the safety of all highway users and ensure that any changes to the highway are clearly marked and in accordance with all guidance and regulations, whilst maintaining the integrity of the conservation area.</p> <p>In this locality, we are also installing 50mm-wide primrose coloured lines instead of the standard 100mm-wide bright yellow lines, and the proposed muted red surfacing used for highlighting the cycle track will be toned, so the colours are more in keeping with the character of the conservation area.</p>
Design comment/ suggestion	Consider speed restriction or traffic calming measure on Glenferness Avenue	<p>Glenferness Avenue currently has a 30mph speed limit which is a suitable speed for the proposed design and aligns with Local Transport Note (LTN) 1/20. The proposed design will separate cyclists from vehicles by a sloped kerb. We are not proposing a further reduction to the speed limit at this time. The route will be monitored after installation, including a review of vehicle speeds. Any additional safety measures will be considered.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction which assess the safety of the scheme for all highway users.</p>
	Improvements needed to junctions along Branksome Wood Road (with Leven, Benellen and Glenferness Aves) to help traffic flow and make it safer for pedestrians and cyclists	<p>During the consultation, we proposed new parallel crossing points at the Benellen Avenue/ Branksome Wood Road and Leven Avenue/ Branksome Wood Road junctions.</p> <p>As well as providing a key connection for cyclists and pedestrians over the main road, the infrastructure will help reduce vehicle speeds which in turn help improve the safety of those crossing. These designs are being progressed as part of the Upper Gardens and Benellen Avenue/Leven Avenue schemes that will be delivered.</p>

Leven Avenue closure

Theme	Nature of comments received	BCP / Dorset Council Response
Disagreement with closure on Leven Avenue	Will increase congestion on surrounding roads especially at peak times	<p>The proposal to close Leven Avenue to vehicular traffic was based on previous data that suggested a closure would enable safer, easier journeys for pedestrians and cyclists.</p> <p>However, after undertaking recent traffic count monitoring over a week-long period, the data demonstrates that Leven Avenue can be used as a 'quiet route' for safe, convenient cycling. Taking note of this and the consultation responses, the closure is no longer proposed.</p> <p>We are currently developing options, including the introduction of a lower speed limit, to reduce vehicle speeds in the area and further complimentary design work is underway to promote the use of the Leven Avenue as a quiet route for cyclists.</p>

Glenferness Avenue cycle tracks, including Elgin Road closure

Theme	Nature of comments received	BCP / Dorset Council Response
Disagreement with Elgin Road closure	Will increase congestion on surrounding roads especially at peak times	<p>The closure on Elgin Road was proposed in order to reduce the number of vehicles using the road as a through route while providing space for the new parallel crossing which was to be installed between Elgin Road and Roslin Road South.</p> <p>Taking note of the consultation responses, the design has been amended, and the crossing relocated which means the closure on Elgin Road is no longer proposed.</p>
	Closure not needed	
Design comment/suggestion	Consider an island rather than toucan crossing on Glenferness Avenue	<p>We are proposing the introduction of two parallel crossings and two toucan crossings along Glenferness Avenue, between Leven Avenue and Talbot Roundabout.</p> <p>Parallel or toucan crossings are preferred as they provide a safe, controlled crossing point where both lanes can be crossed at once without the need to wait in the centre of the road. Vehicles are required to stop and give way to pedestrians and cyclists using the crossings, which is not the case for central refuge (island) crossings.</p>

		<p>These types of crossings, especially signal-controlled toucan crossings, are the preferred option for blind and partially sighted users as they offer a clear location and adequate time to cross the carriageway.</p> <p>The crossings would be an important link in the proposed cycling and walking network and connect the neighbourhoods on either side of Glenferness Avenue, particularly at East Avenue junction.</p>
	Cycle tracks will need to be kept clear of debris from trees	The proposed routes would be managed within BCP Councils' ongoing maintenance programme.
Disagreement with protected cycle track	Unnecessary as Glenferness Avenue is already wide enough and safe enough for cycling	<p>In accordance with government guidance on cycle design (LTN 1/20), the current cycling provision along Glenferness Avenue is not suitable for all cyclists. Segregating cyclists from vehicular traffic will encourage more people of all ages and abilities to use it.</p> <p>Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles. The TCF programme is about providing safe facilities and to encourage as many people as possible to use them.</p> <p>The more people we encourage to do this for a small number of trips the more we contribute to reducing congestion and pollution and therefore improving air quality across the South East Dorset region.</p>

Glenferness Avenue bridge proposals

Theme	Nature of comments received	BCP / Dorset Council Response
Design comment/suggestion	Would prefer paths on bridge to segregated not shared	Two new bridges over the railway lines are being proposed and will be the subject of a planning application. Each of the bridges will be 37m in length and 4m wide and are to be installed on both sides of the existing road bridge. The provision over each bridge will be formally segregated by lining, with dedicated space for both pedestrians and cyclists.
Disagreement with railways bridges changes and new bridge	Unnecessary and a waste of money	The current provision over the existing bridge is not deemed adequate to support people walking and cycling along Glenferness Avenue, with dedicated space only available on the eastern side of the road.

		<p>If the new bridges were not provided, cyclists would have to re-join the carriageway over the bridge, which is a narrow pinch-point, causing safety concerns for both vehicles and cyclists.</p> <p>Providing new bridges over the railway line will ensure a continuous provision is in place for those walking and cycling in both directions. This will provide people with the choice of cycling/walking safely if they wish to do so.</p>
	There will be a lot of disruption whilst the works take place	<p>We will be working hard to keep any disruption to a minimum while the improvements are implemented. Local residents will be notified by letter of the planned roadworks and information will be published on the BCP Council website.</p> <p>The works will be phased to ensure they are completed as quickly as possible. Phase 1 will be completed first, between Talbot Roundabout and the railway bridges, then Phase 2 will cover the works on the bridges and to Leven Avenue, once the outcome from the planning application has been determined.</p>
	Concerns about removal of mature trees	<p>We are working closely with arboriculturists and BCP Council's tree and ecological officers to inform the development of the Glenferness Avenue design. These specialists have been engaged to assess the quality and condition of the trees and the contribution they make to the character of the area. The arboriculturist has identified suitable tree protection measures which are required during construction to protect the trees.</p> <p>As of October 2021, to provide the space for the proposed new bridges a total of 19 trees would need to be removed, and a further 4 would need to be removed for the segregated cycle track.</p> <p>A tree mitigation plan has been devised in consultation with the arboriculturists and BCP Council's tree and ecological officers. This includes our approach to further planting; replacing two trees for every one removed and proposed alternative locations along Glenferness Avenue and/or East Avenue. This will be considered as part of the planning application for the new bridges.</p>