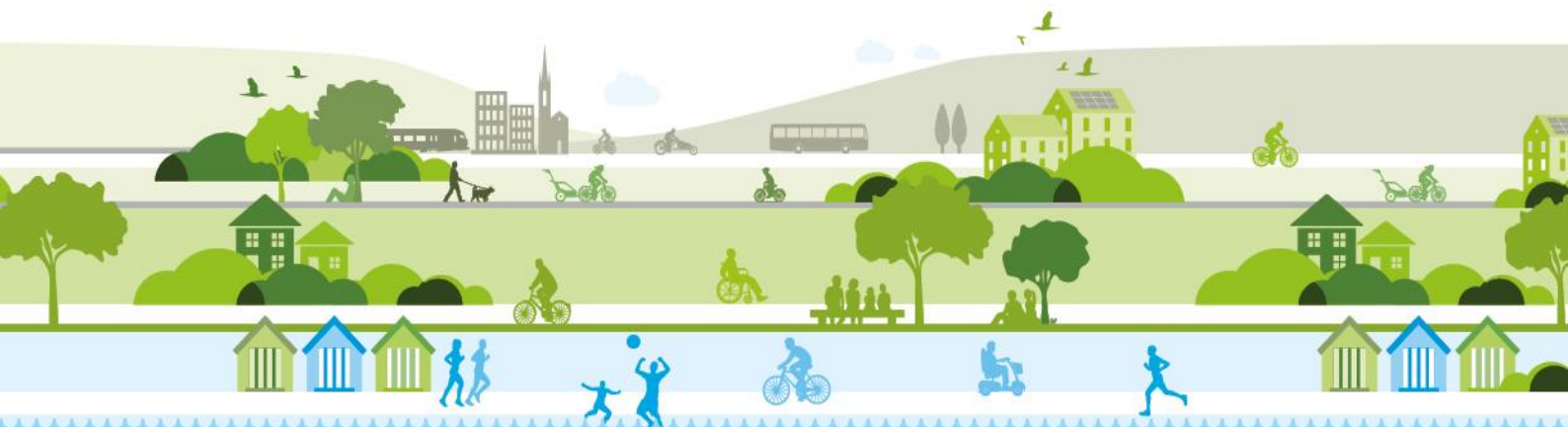


MERLEY, POOLE TO/FROM CHRISTCHURCH: KINSON ROUNDABOUT – NORTHBOURNE ROUNDABOUT

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 10 May – 14 June 2021.

This report details responses to issues raised by respondents regarding the proposals on the Kinson Roundabout – Northbourne Roundabout along the Merley, Poole to/from Christchurch route.

More details on the proposed improvements and the outcome of the consultation for these works can be found on the BCP website.

Responses to issues

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

Details at Northbourne Roundabout are confirmed, and we expect construction to commence on the upgraded roundabout in spring 2023. Design work is still ongoing for the remainder of this section and the next steps will be shared in due course.

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.

Theme	Nature of comments received	BCP / Dorset Council Response
General agreement	Agreement with proposals/positive comments.	<p>We welcome these comments in support of the scheme. They have been noted as part of the process to determine the outcome taken forward.</p> <p>From spring 2023 works are planned to be underway on the following improvements:</p> <ul style="list-style-type: none"> • Introducing new two-way protected space for cyclists at the eastern end of Wimborne Road near Northbourne Roundabout. • Carriageway resurfacing between Ferncroft Road and Northbourne Roundabout. • Dedicated space for pedestrians and cyclists around Northbourne Roundabout and new crossings installed.
General disagreement	The money is better off spent elsewhere.	<p>BCP Council and Dorset Council were jointly awarded £79m by the Department for Transport through its Transforming Cities Fund (TCF) scheme. This grant, plus further local contributions, means the Councils have more than £100m to specifically invest in public and sustainable transport infrastructure.</p> <p>The purpose of the TCF programme is to broaden the travel options available across the South East Dorset area by investing in improvements to walking, cycling and public transport infrastructure.</p> <p>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 and 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>
	Schemes won't work	
	No consideration to motorists	

Theme	Nature of comments received	BCP / Dorset Council Response
Negative impact on traffic/road users	The area is already very congested.	<p>The purpose of the 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>
	The proposals would cause more congestion.	<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. 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.</p> <p>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>
Parking impacts between Horsham Avenue and East Howe Lane	Disagree with removal of parking	<p>In order to provide the space for the proposed one-way cycle tracks along Wimborne Road, between Horsham Avenue and East Howe Lane, loading and waiting restrictions would need to be introduced that would result in the prevention of parking in the area. Further design work is ongoing on this section to understand what provision is available and what that would mean for parking provision.</p> <p>A separate legal process, called a Transport Regulation Order (TRO), must be followed in order to implement such restrictions, with the local community consulted on the changes. Further information on this will be available as the scheme progresses.</p>
	Will there be any alternative parking	
	Negative impact on surrounding roads	

Theme	Nature of comments received	BCP / Dorset Council Response
Design comment/ suggestion	The cycle paths could be extended further.	<p>This section of the route is part of a wider network that links key areas, including employment sites and densely populated residential areas. In this instance, the route was chosen as it helps connect Christchurch town centre, a number of schools as well as key retail and residential areas. It also connects into the route between Bournemouth train station and Jumpers Common.</p> <p>We also use propensity to cycle data, which is a nationally recognised tool that looks at the potential levels of cycling expected under different future scenarios.</p> <p>These suggestions have been noted and passed onto the relevant team in the council to help inform future developments. We recognise that the improvements to cycling, walking and bus infrastructure are needed across the region. TCF provides investment that is available to make those changes now, and we can look at longer term changes through other funding mechanisms such as the Local Cycling and Walking Infrastructure Plan (LCWIP), which was recently consulted on.</p>
	Disagree with shared provision between East Howe Lane and Northbourne Avenue	<p>Design work is still ongoing for the section between East Howe Road and New Road, and recognising the comments received during the consultation, a decision has not been made on what level of provision would be provided through Kinson. We are working with local members and other stakeholders to identify the best solution.</p> <p>Where space allows, we want to provide the highest quality facilities, however, on Wimborne Road there is not enough space for one-way cycle tracks on either side of the road. In accordance with the Local Transport Note (LTN 1/20), the government standard on shared paths for both pedestrians and cyclists state they are deemed an acceptable solution where they are required to continue a route.</p> <p>The final provision for the section will be shared in due course and delivered as part of a separate phase of works from the Northbourne Roundabout improvements. Further engagement is needed with the local community to identify the best long-term solutions for the area. As such, it would not be possible to deliver the improvements within the initial delivery phase.</p>

Theme	Nature of comments received	BCP / Dorset Council Response
	Roads need resurfacing	We will be resurfacing the carriageway between Ferncroft Road and Northbourne Roundabout. Where local issues have been identified, such as flooding on the paths, we would seek to rectify these as part of the scheme delivery. Once complete, the routes would be managed within BCP Council's ongoing maintenance programme.
	How do cyclists' access Northbourne Roundabout if approaching from east	Two-way cycle tracks would be installed on Wimborne Road travelling east between New Road and Northbourne Roundabout, to allow cyclists travelling in all directions to safely navigate the roundabout. New crossings are being installed on the New Road and Wimborne Road arms of the roundabout, as well as an upgrade to the existing crossing to the west of Wimborne Road to a toucan crossing. A new crossing on the Whitelegg Way arm has already been constructed. There would also be a shared path for both pedestrians and cyclists on the eastern side connecting into the completed provision on Whitelegg Way. We expect construction to commence on the upgraded roundabout in spring 2023.
Access changes	Concerns over impact of changes to the service road	To provide the space required for the two-way cycle tracks around Northbourne Roundabout, that are separated from the carriageway, the current access arrangement to Wimborne Road slip road would be changed for vehicles. The current entrance via Wimborne Road (A341) would be closed and the current exit point would be realigned to provide two-way movements. Access would not change for pedestrians and cyclists. This change has to go through a separate legal process and is subject to the outcome of a TRO. The TRO is likely to be published in autumn 2022. The current parking arrangement on the slip road would not be affected by these changes.