

# **BOURNEMOUTH TOWN CENTRE TO/FROM FERNDOWN: REDHILL AVENUE**

## **Responses to issues raised - TCF Consultation 2021**

**Version:** V1.0  
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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.

This report details responses to issues raised by respondents regarding the proposed scheme along Redhill Avenue. This section forms part of the Bournemouth town centre to/from Ferndown route.

More details on the proposed improvements and the insight report summarising the outcome of the consultation for this sub-section 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 this section from responses to the open questions within the online questionnaire, as well as received letters and emails.

The designs at Redhill Roundabout have been confirmed and construction will commence 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	Welcome the proposals	<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"> <li>• Shared footway and cycleway installed, providing a link for cyclists and pedestrians around Redhill Roundabout.</li> <li>• New crossings installed at each arm of Redhill Roundabout.</li> </ul>
	Will make it easier and safer to cycle	
	Re-balances the priorities towards people rather than cars	
Change to speed limit	Agreement with the speed change	<p>According to Local Transport Note 1/20 (LTN1/20), the government guidance on cycle design, the current speed limit is not safe for the types of cycling and walking infrastructure being implemented. The design is still undergoing further development and is subject to changes, and more information will be available in due course. If the proposal does include a speed limit change, this would be subject to a separate legal process.</p>
	Speed limit needs to be enforced	
	Disagreement to speed reduction	
General disagreement	Cycle lanes won't get used	<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</p>

	Waste of money	are liaising with experts in the Department for Transport to ensure our methods of assessment are robust.
	The current provision is good	<p>In accordance with government guidance on cycle design (Local Transport Note 1/20), the current advisory cycling provision along Redhill Avenue provides only a low-level provision for cyclists. Protecting cyclists from vehicular traffic will encourage more people of all ages and abilities to use it. Evidence from across the UK indicates that people will only consider cycling more often 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, particularly for shorter journeys, the more we contribute to reducing congestion and pollution and therefore improving air quality across the South East Dorset region.</p>
Design comment/ suggestion	Cycle tracks should be on both sides of the road	There is insufficient space to install facilities along each side of Redhill Avenue for the whole length without needing to remove a significant number of trees. The proposals along Redhill Avenue are still undergoing further design work and subject to changes, with more information available in due course.
	There is a need for the maintenance of paths and roads	Where local issues have been identified, such as flooding on the paths, we will seek to rectify these as part of the scheme delivery. Once complete, the routes would be managed within BCP Council's ongoing maintenance programme.
	Need to add wayfinding signs	We will be providing new wayfinding signage to local destinations and signposting routes via residential areas where appropriate.

	Better provision for cyclists at Redhill Roundabout	<p>New crossing points would be installed on all arms of Redhill Roundabout including, toucan crossings on Redhill Avenue and Wimborne Road and a parallel crossing on Redhill Drive. The toucan crossing on Whitelegg Way has already been constructed.</p> <p>The existing paths would be widened and resurfaced to provide shared use links around the roundabout. Signage would be installed to support cyclist and pedestrian flow, highlighting how the new provision would connect to the completed works on Whitelegg Way, through the Wimborne Road service road, and to the proposed cycling infrastructure on Wimborne Road / Castle Lane West.</p> <p>The designs at Redhill Roundabout have been confirmed and construction is currently expected to begin in spring 2023. The design along Redhill Avenue is still to be finalised in collaboration with local ward members, which includes level of segregation of the cycle track. When agreed, the final scheme design will be in line with the latest national guidance regarding cycling infrastructure design (LTN 1/20) with the highest possible provision of facilities available.</p>
	Need to protect and prioritise cyclists at this location, including the need for better cycle links and to prioritise their safety.	<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. We are also working closely with local accessibility organisations as the design progresses to ensure the routes are inclusive for all.</p>
Environmental impact	Disagree with the removal of trees	<p>The design for the Redhill Avenue scheme is still undergoing further design work and the impact on the local environment is not yet confirmed. Whilst we are developing the final scheme, we are working closely with arboriculturists and BCP Council's tree and ecological officers. 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.</p> <p>A tree mitigation plan will be devised which would include our approach to further planting; replacing two trees for every one removed and proposed alternative locations.</p>
	Tree removal will cause disruption to wildlife and nature reserve	
	The cycle lane will damage the environment/nature reserve and create conflict with dog walkers	

Crossing provision	Disagreement with the amount of crossings/traffic lights proposed and that this amount isn't needed	<p>The TCF programme is about providing safe and easy to use facilities that will encourage as many people as possible to use them. Installing crossing points at the correct locations provides important links between neighbourhoods, as well as improving the safety of more vulnerable users, including school children, the elderly and those with disabilities.</p> <p>The locations identified are appropriate for the monitored movement of people across the road and around Redhill Roundabout.</p> <p>The final design of the Redhill Avenue scheme is yet to be confirmed, and information on the exact numbers and locations of crossing points will be shared in due course. The designs at Redhill Roundabout have been confirmed and construction is currently expected to begin in spring 2023.</p>
	The crossings will negatively impact car users	
	The current provision is good	