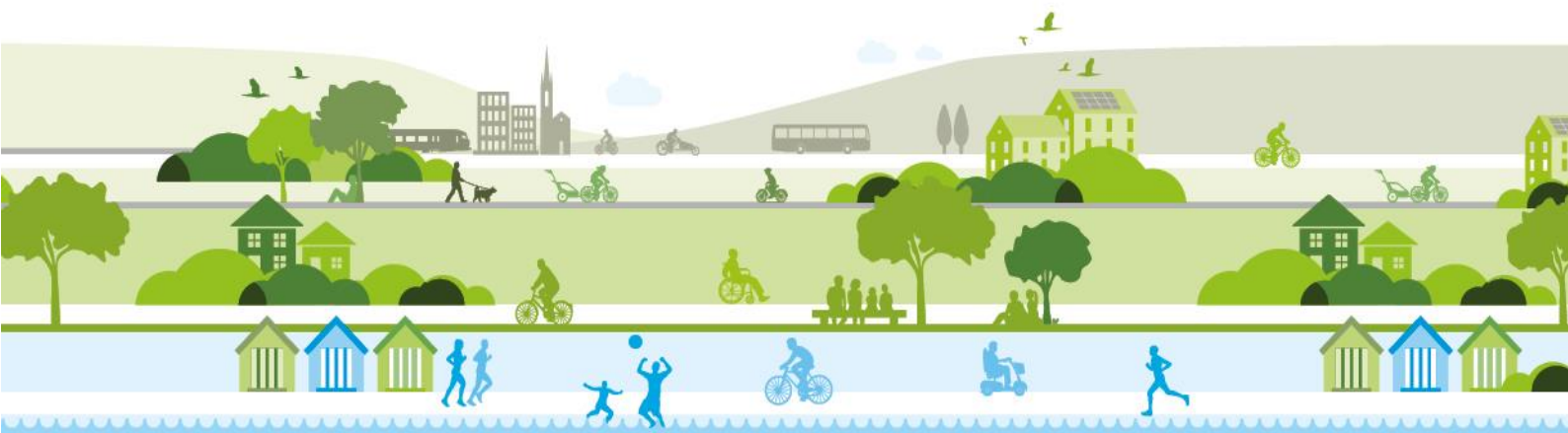


MERLEY, POOLE TO/FROM CHRISTCHURCH: REDHILL ROUNDABOUT TO BROADWAY ROUNDABOUT

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 along Castle Lane West, between Redhill Roundabout and Broadway Roundabout which forms part of 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 section between Redhill Roundabout and Broadway Roundabout from responses to the open questions within the online questionnaire, as well as received letters and emails.

Details along Castle Lane West are confirmed, and we expect construction to commence on the upgraded roundabout in spring 2023.

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	Much needed	<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"> Existing crossing over Muscliffe Lane to be upgraded to a toucan crossing allowing pedestrians to cross the road in one stage. New one-way stepped cycle track on both sides of the road. Cycle track to be separated from carriageway by a sloped kerb, maintaining vehicular access to/from properties. Upgrading of crossing points along Castle Lane West. Remodelling of Broadway Roundabout to provide separate spaces for pedestrians, cyclists and motorists. A few trees and areas of landscaping will be removed. New trees and landscaping will be planted as part of the final layout. A range of pedestrian and cycling improvements around Northbourne Roundabout.
	Safer for cyclists and pedestrians	
General disagreement	Makes cycling more accessible	<p>BCP Council and Dorset Council were jointly awarded £79m by the Department for Transport (DfT) 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. Evidence from across the UK indicates that people will only consider taking up cycling if they have a safe, protected space away from vehicles.</p>
	Waste of money	
	Not enough cyclists to justify change	
	Should improve roads first	

Theme	Nature of comments received	BCP / Dorset Council Response
	Not needed	The TCF programme is about providing safe facilities and to encourage as many people as possible to use them. 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.
Further design comment/suggestion	Should be protected cycle lanes for the whole route	The current design of the proposed cycle track would be mainly a stepped one-directional facility which segregates and provides protection for cyclists from the carriageway. A couple of locations would have a two-way track for connectivity purposes, and this would also be provided as a stepped facility.
	Cyclist and pedestrian priority over junctions	<p>Between Muscliffe Lane and Broadway Roundabout, the current design would mean that cyclists have priority over adjoining roads by the installation of continuous cycle tracks. Motorised traffic would be required to give way to cyclists based on this. In accordance with the 2022 updated Highway Code, motorised traffic would also be required to give way to pedestrians. Kerb-buildout at the junctions would be introduced to encourage lower vehicle speeds and improve pedestrian crossing facilities.</p> <p>At Redhill Roundabout a new parallel crossing would be introduced on Redhill Drive, with new toucan crossings on Redhill Avenue and Wimborne Road and a raised table over Park Lane to give priority to pedestrians and cyclists crossing. A new toucan crossing has already been introduced on Whitelegg Way.</p> <p>Multiple road safety audits (RSAs) will be completed throughout the design process and following the scheme construction to assess the safety of the scheme for all highway users.</p>
	Traffic lights need reprioritising at Muscliffe Lane	<p>As part of the current design, the Muscliffe Lane junction would be redesigned to provide more space for pedestrians and cyclists and provide more priority to buses through the junction.</p> <p>The traffic signals would be upgraded with newer technology, which, as well as providing buses more priority, would help improve journey time reliability. As part of this process, the</p>

Theme	Nature of comments received	BCP / Dorset Council Response
	Muscliffe Lane needs redesigning	<p>timings of the signals would be reviewed to ensure they are cohesive with traffic flow and other signals in the area.</p> <p>The existing staggered crossing over Muscliffe Lane would be upgraded to a single-phase toucan crossing for cyclists and pedestrians.</p> <p>The current footway would be widened and converted to shared use, allowing safer and easier movements for cyclist and pedestrians in front of the shops on the north side of the road, and on the south side connecting through to Lawford Road and Valette Road.</p> <p>To provide the space for the new crossing and shared path on the north side of the road, approximately three parking spaces would be removed from the shop service lane.</p>
	Will there be a footway on the northern / eastern side of the road	Within the current designs, the footway on the north-eastern side of Castle Lane West would remain and where space allows, separated from the carriageway and cycle lane.
	Why can't it be two-way on northern side	It would not be feasible for the design to include a two-way cycle track on the northern side. To achieve the required increase in width to provide this, it would not be possible to maintain a facility of the southern side without affecting mature trees and areas of space in several areas along this section.
	Don't want verges to be destroyed	Within the current designs, the width of the cycle track and its alignment have been designed to limit the reduction in verge area, however it would be necessary to convert parts of the verge in some areas to accommodate the cycle track. Where practical, new areas of verge would be created: as an example, green spaces would be introduced where junctions/side roads are reduced in width.
Impact on congestion	Disagree with narrowing the road as will cause congestion	To provide space for the cycle lanes on both sides of the road, the current design would remove the central hatching and dedicated right-turn lane at the junction with Charnwood Avenue and Redbreast Road North. Vehicles would still be able to turn right from Castle Lane West onto both of these roads. The right turn area would remain at West Way.

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	Large vehicles use this road and changes will restrict access for them	The carriageway would become 6.4 to 6.6m-wide (with the exception of dual sections), which is wider than the minimum requirement as per government guidance. This would provide adequate space for larger vehicles along the route as the vehicular lane width would be a minimum of 3.2m.
	The right-turn lane removal would increase traffic.	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.
	Would create more traffic in an already congested area	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. 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.
Parking	Disagree with parking removal	Taking into consideration the consultation responses, the existing on street parking between Redbreast Road North and West Way would remain, however, to accommodate the scheme design in this area, the parking would be reduced by approximately one car length near the junction of Redbreast Road North.

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		<p>We are also proposing the introduction of double yellow lines between Redbreast Road North and Lawford Avenue to provide the space for the two-way cycle provision on the south side of Castle Lane West. This would prevent any on-street parking in this location.</p> <p>The existing on street parking between Redbreast Road North and West Way would be reduced by approximately one car length near the junction of Redbreast Road North.</p> <p>Introducing double yellow lines near the parade of shops by the junction of Castle Lane West and Muscliffe Lane. Three parking spaces would be removed as a result, with the other parking spaces outside the shops unaffected.</p> <p>Reduction in parking and the introduction of restricted waiting time outside the shop and restaurant on Castle Lane West near Broadway Roundabout.</p> <p>The changes to parking provision along Castle Lane West would be subject to further localised consultation and a separate legal process with the publication of a Traffic Regulation Order (TRO). These TROs are likely to be published in autumn 2022.</p>
Disagree with service road changes	There would be an impact on residents if the existing access was closed	<p>Taking into consideration the consultation responses, there are no changes planned in terms of access to and from the service road between no's 167 to 217.</p> <p>Within the current designs, the junction layouts would be revised where side roads join Castle Lane West, providing more space for pedestrians and cyclists, improving visibility and safety for those negotiating the junction.</p>
	Middle entrance/exit is most frequently used due to better visibility	<p>The current uncontrolled crossing near Claremont Avenue would be upgraded to a toucan crossing and moved to the west of the junction, and a new shared use path installed to provide better connectivity over Castle Lane West and into the service road.</p>

Theme	Nature of comments received	BCP / Dorset Council Response
Impact of Broadway Roundabout changes	Are the changes necessary	<p>According to Local Transport Note 1/20 (LTN1/20), the most recent government guidance on cycle design, the current provision around Broadway Roundabout is not safe for all people walking and cycling around the junction.</p> <p>The roundabout would be completely remodelled, with separate space provided for pedestrians, cyclists, and motorists. Parallel crossings would be installed on all arms and vehicles would give way when joining and leaving the roundabout. Each approach to the roundabout would be formalised into single lanes only to make it safer and easier for those trying to cross and navigate around the roundabout.</p>
	Will they impact access	<p>To provide the space on the eastern arm, and to allow the new provision around the roundabout to connect into the existing provision to the east on Castle Lane West, approximately 5m of parking would be removed from the service lane in front of the convenience store. The space would be reconfigured to provide a waiting and loading bay.</p> <p>These changes to parking provision would be subject to further localised consultation and a separate legal process with the publication of a TRO, which is likely to be published in autumn 2022.</p>