

BCP Council Transforming Travel Programme

Feedback on Q/A session at Forum meeting:

- **Castle Lane East:** Resident concerned about existing bus stop arrangement on Castle Lane westbound just west of the Riverside Tesco Junction. Apparently there is a conflict between bus users and cyclists given the close proximity of the bus stop to the cycle lanes.
BCP Response: I raised this with the Transforming Cities Fund Manager and he indicated that there are changes to be made within the corridor and that he would review this existing concern as part of our future design work.
- **Throop Route :** TCF route across the River Stour – Throop Mill Bridge width constraint limiting space for both cyclists and walkers to safely travel across the River Stour.
BCP Response: This matter was raised with the TCF team who are already aware of the constraints across the River Stour – officers thanked the forum for your views and agree that special care would be needed at this point of the network to ensure safe passage for all. This will be considered and included for in the emerging designs. The suggestion of additional safety signage shall be considered too. For the route itself we are progressing with further design work to include for views received and aim to include for a sensitive design with **minimal** lighting in the rural context while ensuring that any hazards are well marked for both day and night users of the route itself. This has yet to be defined and I am aware of Cllr Fisher’s separate email which has been provided to the team for consideration.
- **New TCF route – future maintenance:** Some views at your meeting were received on the worry that whatever is put in may not be maintained into the future due to future funding pressures on the Council.
BCP Response: This is a general funding point that I am seeking to clarify with Department of Transport for all of the schemes that we are currently implementing under the TCF banner. We are asking DfT whether the existing Local transport Plan funding formula will include for the new asset in allowing DfT to increase our allocation in future years e.g. maintaining the new 78km length of cycle lanes.
- **TCF Consultation/ Engagement** on both river crossing schemes.
BCP Response: At the meeting itself I sought to reassure those present that our engagement had been well received by many and that there was further information scheme by scheme posted on the Council’s bespoke website. The link for any further information related to the TCF programme is as follows:
<https://www.bpcouncil.gov.uk/News/News-Features/Transforming-Travel/Transforming-Cities-Fund/transforming-cities-fund.aspx>
- You can follow the pages to delve into individual scheme information and see overall community responses received for each of the corridors. Local views have thus far been all important in firming up scheme design and we have fully involved Ward Councillors in briefings too. The team are however happy to hear from anyone with good ideas or response and especially if you have any further need to clarify any of the detail if not already done so through the formal consultation itself. We do however have a fixed timeline to complete this work on behalf of DfT.

- **Castle Lane Strategic TCF route Whitelegg Way new kerbing** (Poole to/from Christchurch route). Concern over emergency vehicle access given new kerb height. **BCP Response:** The kerbing along Whitelegg Way is not our normal kerbing as seen in place along the remainder of the route. This kerbing is specially designed to cater for expected surface water and associated flooding so that the previous poor drainage along this stretch is now improved for the future. You may be aware of recent press coverage on this matter and the team have confirmed with the emergency services that that they have no concern over the design now open to traffic. The emergency vehicles can pass traffic at all times with no need for any vehicle to mount the kerbing in response to blue light emergencies. The design itself is to Department of transport standards.

Other Non TCF Traffic related questions/ Comments made at the meeting:

- **Perceived rat running traffic using Throop roads** with motorists seeking to avoid traffic delay along Castle Lane at busy times. **BCP Response:** At the meeting I had said that I had thought that we were investigating the traffic rat- run to help define the extent of this through traffic between Townsend, Broadway and Muscliffe areas. I have since asked the traffic team for a position statement. I understand that we were all set to do this traffic survey work during a neutral month in Spring 2020 but then the COVID Pandemic hit and everything went into lockdown. We are awaiting traffic flows to settle down again which they were doing until the latest OMICRON variant emerged. We now aim to undertake the survey in Spring 2022 (subject to when traffic settles again) using Minor Transport Schemes budget. Our aim is to quantify the traffic position to see if there is any further intervention that could help reduce this movement – this depends on what the surveys show though. Watch this space!
- **Lack of Bus Services for residents** of the local Throop villages **BCP Response:** At the meeting I briefly explained the bus subsidy position for BCP council. I have since asked the Sustainable Transport Manager for his view on this matter. He has responded to say that the Yellow Buses 41 Throop Village to Boscombe Pier (hourly) ended in August 2016 following a Bournemouth Borough Council consultation to withdraw the then subsidised route. The nearest alternative is the half-hourly Yellow Buses 4 route which stops on Broadway Lane at Harbeck Road (approximately 10-12 minutes walk). We are not aware of Holdenhurst Village ever having a bus service and conventional buses would almost certainly struggle to navigate the roads. In our view, there are greater priorities for additional bus services in the future, should funding become available. Throop and Muscliffe as a ward has one of the highest car ownership levels in the former Bournemouth BC area which would make it more difficult to sustain a conventional bus service. Social isolation because of difficulties in accessing the public transport network is a qualifying criteria for membership of Sedcat, a local charity supported by the council, who offer a variety of community transport options including a community car scheme offering bespoke door to door transport. For those residents unable to access the Yellow Buses 4 service, the BAT bus provides a real and helpful community transport alternative – the following link provides information that we hope is of use for those in need. <https://sedcat.org.uk/the-bat-accessible-transport-bus>.
- **Cemetery gates shutting at 2:30pm each school day** due to parents parking on site to collect children from school. **BCP Response:** We are assuming this relates to Muscliffe school. Our officers have been asked to investigate and liaise with the school and cemetery.

- **Poor Bradpole Road City Fibre reinstatement.**
BCP Response: I asked the network manager and Head of Transportation to find out the latest position and ensure that reinstatement was being actioned. City Fibre were notified in November that their work was substandard and that it needed rectifying. The works in the area apparently progressed on 16th and 17th December. If any resident feels that there are outstanding issues then please let me know by email and we will follow up again. Pictures would help with a clear description of the location/ road name. Hopefully now rectified though.
- **Footpath request in Throop** to better connect with Townsend Estate.
BCP Response: I asked our Senior Rights of Way officer for any background and he kindly indicated that Cllr Borthwick originally raised the need in 2020 although our own budgeting did not allow us to progress at that time. Cllr Borthwick on behalf of residents had been further progressing with a request for CIL funding towards a footpath in this area (summer 2021). We do not think that the case has been heard as yet but it is likely to be in the pipeline with planners and the CIL member panel likely to consider the matter in the future if the case was submitted. Cllr Borthwick may have more knowledge of the current position.

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