

Right to Ride Report – December 2018

Bournemouth & Poole Officers' Reports

Town Centre Schemes. The Town Centre scheme is now largely complete with just a small amount of resurfacing to carry out. Design work continues on Beale Place, with implementation likely in the new year. Cycle access is planned in all directions at all times. Cycle access past the loading bay by Beales will be made easier, with the gate replaced by bollards.

The Tuckton Roundabout scheme is largely complete. Some additional cycle parking has been installed nearby and the cycle symbols on the centre of the lanes over Tuckton Bridge should be installed shortly. Plans to improve facilities on Magna Road between the Poole boundary have been postponed until next year to coordinate with work in Poole.

Contraflows have recently been completed on: Cardigan Road, Gladstone Rd, Gladstone Rd East, and by the toucan near the junction of Ringwood Rd and High Howe Lane. An exemption to the turning ban from Percy Rd into Michelgrove Rd has made it easier to access the East Overcliff. We are looking into the improving links between Springbourne and the Curzon Road railway bridge.

Reviewing the cycle monitoring systems and looking to replace our life expired counters with improved models that will detect non-steel framed cycles. Cycling team are working with the Highway Maintenance team to try and incorporate cycling improvements into maintenance schemes including opportunities to make the traffic signals at the junction of Holdenhurst Road and Ashley Road more cycle friendly.

New Cycle Parking.

There be new cycle parking at: Boscombe near the entrance to Woodland Walk & at the junction with Gloucester Road. Holdenhurst Rd by Lowther Gardens and Victoria Place outside Tesco Express. Westbourne near Tesco Express at the junction of Poole Rd & Milburn Rd. Old Christchurch Road near the new Zebra crossing.

Signage.

Bournemouth working with Poole on signing Bournemouth-Poole routes. We are still planning to design and cost up the Lansdowne to Wessex Fields quiet'ish route. We have been working with our Parks Team to look at other potential links.

Poole - Borough of Poole Report Capital Programme

Magna Road: Enhanced scheme currently being delivered this financial year. Ringwood Road: Section between Old Wareham Road Roundabout and Sea View Road. Site visits have been undertaken with colleagues and designs are now being drafted following earlier consultation with Poole Cycling Liaison Advisory Group. Alder Hills: Improvements to quieter alternative route. Currently in discussion with colleagues in Open Spaces who are working on improvements to the Branksome Recreation Ground. Bourne Valley Greenway: Surface improvement to path between school and Dalling Rd. We are awaiting confirmation of funding before we can progress this scheme. Foxholes Road: Direction signing in Oakdale - Poole to Bournemouth Cycle Route – NCN25: A joint signing project with Bournemouth. Designs are currently being prepared. They will include direction markings on the road surface as well as traditional upright signs that are sometimes difficult to see. New scheme

added. Lower Blandford Road - the existing cycle lanes are narrow and the speed limit is 40mph so they are both being reviewed.

Cycle Parking Provision. We would welcome requests for new cycle stands across Poole Borough.

Following the resurfacing work earlier this year on Wimborne Road (Fleetsbridge to Daisy Close and New Inn to the town centre), preparations to complete the missing section between Daisy Close and New Inn have now started. In addition to the funding for the resurfacing, there is money available to reconfigure one or more junctions, to improve the environment for walking and cycling.

Like the other Challenge Fund projects, we have a lot of flexibility to reinstate the road markings on the new surface in a different layout, for the benefit of cycling. This is an opportunity to highlight existing issues and put forward suggestions for improvements. I have attached a drawing of ***the existing layout*** with dimensions to assist you in understanding what space is available (without having to risk your life in traffic).

Although some preliminary design work has been undertaken, it's only been to test the feasibility of some ideas. No preferred option exists, so you can genuinely influence the outcome. To help you in your deliberations, I've put together some notes that I hope you'll find helpful.

The budget is likely to be enough to fully reconfigure one junction or partly reconfigure both. Amending kerblines is possible (and desirable) but significant lengths will be expensive. Some options may require the relocation of underground services (sewers, cables etc) so please bear this in mind. Closure of the Darby's Lane arm at New Inn (except for cycles) is feasible but the consequence is that traffic will increase at the Library junction (turning left from Dorchester Road).

Reducing the width of the link between the library and New Inn from four to three lanes is feasible, releasing space for wider footways and/or new cycle tracks/lanes. The left turn from Fernside Road has a very low flow, so it's feasible to ban this movement. It may be feasible to ban other movements but that's not yet been investigated. Wherever practicable, there is a presumption in favour of single stage crossings for pedestrians (and cyclists) rather than having to wait on refuges in the middle of the road. Moving bus stops is feasible but has to be balanced against increased walking distances for passengers.

If you have any questions, please feel free to contact, Peter Wickett, Poole Cycling Officer.

LCWIP – Local Cycling and Walking Infrastructure Plan

This joint Poole / Bournemouth project has been successful in securing technical support from the DfT. It is now proposed to include Christchurch within the scope in line with Local Government Reorganisation from 1st April 2019.

The first step is initial data collection and analysis, with subsequent engagement with stakeholders. This will help shape the plan to define the cycling and walking networks that

need investment. A draft infrastructure plan should be published over the summer and then, if agreed, adopted by the new local authority. We will be asking for assistance from the Forum with the project and thank you in advance for this.

Cycle Parking Audit and Cycle Parking Opportunities.

Bournemouth have recently carried out an audit, with help from Poole, of the all the council controlled public cycle parking in Bournemouth. We currently have space for approximately 1,500 cycles on our stands, but the work has shown gaps in provision. In the next stage we will map the public cycle parking associated with private businesses, e.g. supermarkets.

A338/Wessex Fields Proposals – Update & Cycling Provision

The Planning Application for this has not yet gone to the Planning Board. Forum members expressed concern that the revised plans still did not meet the needs of cyclists & pedestrians and will increase congestion in the area.

Key Cycle Routes //LCWIP – forum contributions

Members to forward details of preferred routes. Members will also be consulted over proposed routes.

Cycle Lane Line Painting by contracted crews

Poole have established that Street Scene are the contracted line painters, since last round s of re- painting have been done N.Phillips has assured that next paint jobs will be discussed with the Poole cycling officer, Peter Wickett.

Cycling and Walking Investment Strategy

As some of you may be aware already, the Government has just [published the outcome](#) of its safety review on walking and cycling.

It contains a host of new measures and ideas, covering such areas as infrastructure design, law and guidance, enforcement, education, risk reduction and planning policy. Some of the key interventions include:

- Reviewing guidance in The Highway Code to improve safety for cyclists and pedestrians;
- Encouraging local councils to invest around 15 per cent of their local transport infrastructure funding over time on safe and efficient cycling and walking infrastructure;
- Investing £100,000 to support the police to improve enforcement by developing a national back office function to handle footage provided through dash-cam evidence;
- Enforcement against parking in mandatory cycle lanes;
- Appointing a cycling and walking champion to raise the profile of active travel; and,
- Engaging with key cycling and walking organisations to develop a behaviour change campaign fully aligned with the action plan.

The full text is in a 67 page document that you can [download from the gov.uk website](#) but, in my opinion, is a worthwhile read.

Paul M Turner – CTC Wessex – Right to Ride Representative