

Growth & Infrastructure
BCP Council
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Consultation on Whitecliff and Baiter Park

We want to praise BCP Council for recognising that more space is needed on this route. The additional space will support not only the increased levels of walking & cycling experienced during the Covid 19 pandemic, but will also help to future proof the route as we work towards the Government's target of Net Zero by 2050 and the anticipated Decarbonising Transport plan.

We know that people cycle for a number of reasons, and that an off-road path through a park is a more pleasant route not only for leisure cyclists, but for those who want to travel through a scenic space in order to get to shops, school, or work. As a key LCWIP route, this has been identified as a route for residents to get to key destination in the area, so it needs to serve a variety of functions for different people.

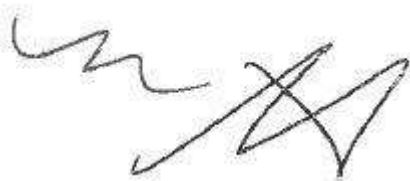
However, it should be noted that lack of lighting and lack of overlooking properties here means that for many, this route won't feel as safe in the dark, so high-quality on-road alternatives are still needed in the area as well. These improvements aren't mutually exclusive—they are all part of creating a quality joined-up network for area residents. We look forward to seeing further improvements connecting this up to the wider network as they are developed.

In terms of the detailed design for the route, we would refer you to the Department for Transport's LTN 1/20 which gives guidance on widths, surface quality, and safety concerns. LTN 1/20 also covers managing potential user conflict, stating (8.2.3) that "the most effective way to minimise conflict and increase comfort is to provide separate routes for walking and cycling". This could be achieved through a separate path running behind the benches if gradients allow, or through the addition of a grass verge between the two parts of the path. A new cycle path should still follow the desire line running alongside the waterfront, otherwise it's likely that it will not be as well used.

If gradients or other physical constraints don't allow separate paths for the duration of the route, we would recommend separate paths for as much of the route as possible. Where there are physical constraints, they paths should come together with both a level difference (as stated in LTN 1/20 8.2.4) as well as a grass verge to help emphasise the different spaces. The separated areas should follow recommended widths as set out in Chapter 5 of LTN 1/20.

We are looking forward to improvements to NCN 25 that support everyone who wants to enjoy this space, whether they are walking, cycling, or wheeling. This is part of our vision to see a UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside, loved by the communities they serve.

Kind regards,

A handwritten signature in black ink, appearing to read 'Megan Streb', with a stylized flourish at the end.

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