

## Priority areas for improving cycling safety and cycle paths in Christchurch, HighCliffe and Walkford

1. Firstly, any planned sustainable travel routes being considered by BCP, i.e. Bournemouth railway station to/from Jumpers Common Christchurch and Merley, Poole to/from Christchurch must link to good quality, safe cycle routes.

A few cycle routes were implemented many years ago in Christchurch but they have not been maintained or improved. All existing cycle lanes should be inspected and renewed/repaired.

- a. Example – the T junction of St Margaret’s Avenue and Soper Lane has a green cycle section on the edge of Sopers Lane. The white, on road cycle signs have recently been renewed. However the green tarmac is full of potholes – so cyclists are encouraged by the on road sign to cycle into an unsafe section of the road.
  - b. The section between Hurn Village Stores to the Blackwater junction has a good quality cycle path at both ends but the middle section has not been upgraded to match and is mucky, narrow, and difficult in places. The consequence is that cyclists avoid the path and use the road.
2. Tuckton Bridge has far more cyclists of all ages using the road since the on road bicycle signs were painted when the roundabout was changed to include parallel crossings. However, the additional measure of a ‘no cycling’ sign on the pavement at all four ends of the bridge pavements were not added. They should be added now to encourage the more timid/lazy cyclists to use the road. Perhaps a 20 mph speed limit on the bridge would also help.
  3. Stour Road to Sopers Lane – this recently renewed stretch is wide enough to have a cycle lane both ways down to St Margaret’s Avenue and Twynham School.
  4. Sopers Lane/Barrack Road/Bargates approaches to Waitrose are so dangerous. Not only is the Stony Lane roundabout a slingshot, in conjunction with a non enforced 30mph speed limit, the Fountain roundabout is at most times, akin to a racetrack with the acceleration into Barrack Road or swinging into Sopers Lane. It is extremely difficult to negotiate as a pedestrian, cyclist or car driver. Barrack Road is suggested as a sustainable travel route so this needs to be taken into account now. A proper 2 way cycle lane down Barrack lane from Bailey Bridge and round the Fountain roundabout to join the Waitrose to Stony Lane roundabout existing shared path could be done really quickly.
  5. Waitrose to Stony Lane roundabout shared path –
    - a. joining this path is tricky. Many cyclists come in from Bargates via the back of Waitrose, through a barrier between the service and public car park, then usually go against incoming shoppers towards the path.
    - b. It is extremely narrow at the corner with no line of sight for oncoming pedestrians, mobility scooters or cyclists.
    - c. The shared path is in an appalling state of repair. A utility company has recently cut back the overgrown path and it is now a little wider, but the surface is uneven

and rutted. The layby, which is used for the most part by workers avoiding car parking charges, could be used to widen this particular pinch point

- d. The path is invariably covered by broken glass somewhere along the stretch
  - e. The crossing to the bypass across 3 lanes is difficult. The light controlled crossing could be moved nearer to the roundabout
  - f. Crossing the roundabout to Stony Lane South is dangerous to say the least and should have a proper crossing
6. The shared cycle path along the A35 to Ambury Lane should have some segregation from the road. Alternatively, look at putting a new cycleway along the railway line to Ambury Way.
  7. Ambury Way should be properly maintained, fit for two wheels, and the section across the ford and along the path to Sainsbury's be cleared of overgrowth, mud etc to ensure that cyclists and pedestrians can use it without having to wear wellington boots. It is already a tarmacked path underneath but has been let go back to nature.
  8. A35 Sainsbury's towards Walkford/ Cat & Fiddle – there is supposedly a shared cycle path but this peters out before the Cat and Fiddle. This could be upgraded to enable cyclists to get up to Walkford safely and could be part of a longer term aim of having a proper cycle direct route to Lyndhurst and the existing cycle paths from Lyndhurst to Southampton and Romsey. (This is not a long way for commuter cyclists and the ever increasing number of e-cyclists)
  9. Shared cycle paths along the A337 through Highcliffe are not fit for purpose, crossing endless side roads and of very poor quality. If a proper cycle path from Mudeford to Barton could be developed it would avoid the A337 through Highcliffe and the difficult stretch in the dip through Chewton Bunny. This is a very narrow bridge in a dip with steep inclines both ways – so cyclists do currently hold up the traffic both ways and it can be very threatening when cars and lorries are revving behind waiting to pass!
  10. Castle Street across the two bridges down to Stony Lane South should have a restricted speed limit of 20 mph maximum
  11. Upgrade the shared cycle path from Hurn Village to the airport – currently narrow and avoided in preference of the safer road surface to Chapel Gate
  12. Previously highlighted improvements to allow cyclists to turn right at the Fountain roundabout into Christchurch High Street, and the A337 into Bure Lane would help cyclists