Bus Service Improvement Plan - Purewell

Stage 2 Consultation Proposal

Introduction

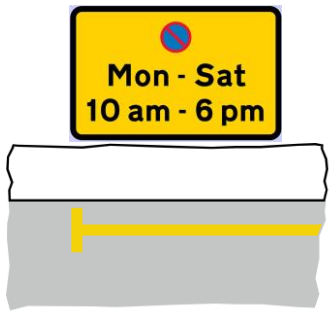
Purewell is a key part of the local bus network with five bus services operating up to nine journeys per hour, offering links for residents to areas such as Burton, Boscombe, Bournemouth, Christchurch Town Centre, Highcliffe, Royal Bournemouth Hospital and to areas outside of the conurbation such as New Milton and Lymington in Hampshire. There is also a service from Ringwood to Christchurch three days a week, a school service to Bournemouth School for Girls, and an 'open top' service operating in the summer months. This equates to over 46,000 bus journeys per year passing through this stretch of road network.

Bus operators identified Purewell as being an area where services are regularly delayed. The journey time from Purewell Cross Roundabout to Stony Lane should take 2 minutes, however studies showed some journeys taking in excess of 13 minutes. A report by Transport Focus identified reliability of bus services as a key indicator for passenger satisfaction, stating "***The biggest influence on satisfaction with bus services remains whether or not buses run on time…***". This scheme therefore looks to review and amend existing parking provision along Purewell in the daytime with the aim to provide passing places for bus services. This will improve the reliability of bus services and reduce congestion in the area.

Scheme proposals

Engagement with key stakeholders and parking surveys of the scheme area identified a number of parking sections as being suitable for implementation of parking restriction in the daytime to provide ‘passing places’ to help improve traffic flow.

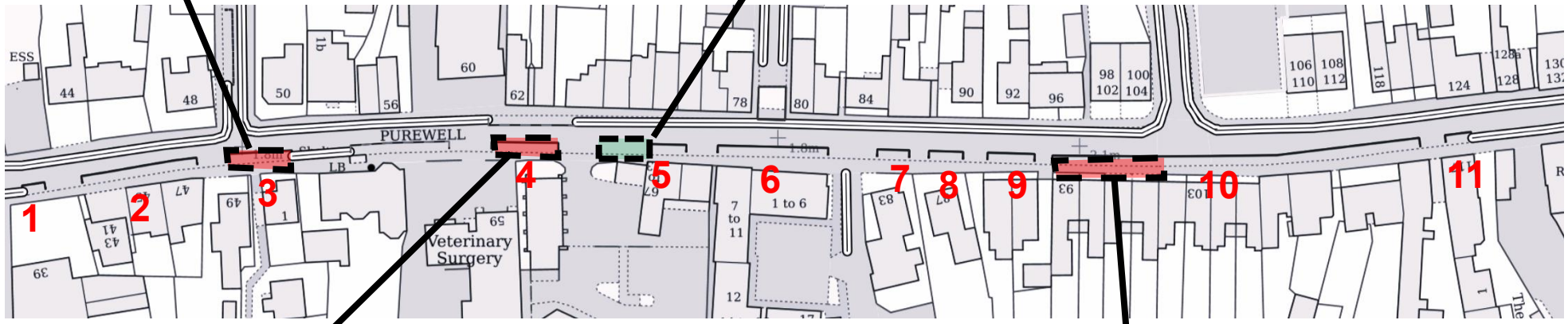
As part of the proposals, where parking sections are considered for ‘daytime’ removal, these are recommended to be replaced by ‘No Waiting, Monday - Saturday, 10am - 6pm’ vehicle restriction; this would be marked by a single yellow line and yellow plate as shown in this example. Parking in these sections outside of the advertised restriction would be permitted.



Example of waiting restriction road marking and plate.

Parking section (2 spaces) removed replaced with ‘No Waiting’ restriction.

Parking section (1 space) extended to provide space for at least one additional vehicle



Parking section (2 spaces) removed, replaced with ‘No Waiting’ restriction.

Parking section (15 spaces) reduced by 23m (5 spaces) at western end, replaced with ‘No Waiting’ restriction.

Stage 1 Consultation Results
Parking Section 3

Stage 1 Proposal:

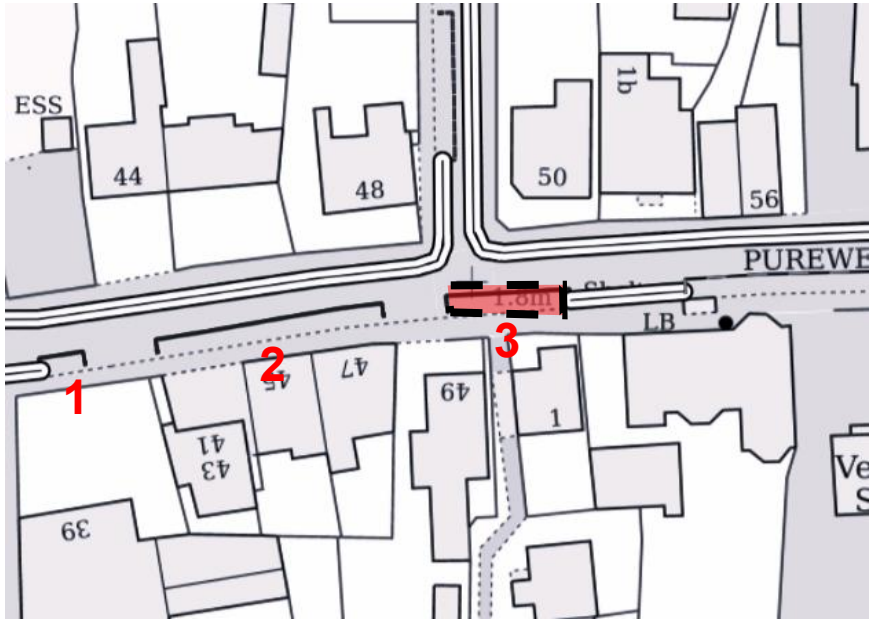
- Parking section 3 (up to 2 vehicles) removed replaced with single yellow line denoting ‘No Waiting’ restriction, enforced Monday – Saturday, 10am – 6pm.

Stage 1 response:

- 49% of respondents showed support for the proposal
- 40% of respondents showed objection for the proposal
- 10% of respondents showed no opinion on the proposals

Stage 2 recommendation:

- Proceed proposal to Stage 2 consultation (TRO) with no amendments.



Stage 1 Consultation Results Parking Sections 4 & 5

Stage 1 Proposal:

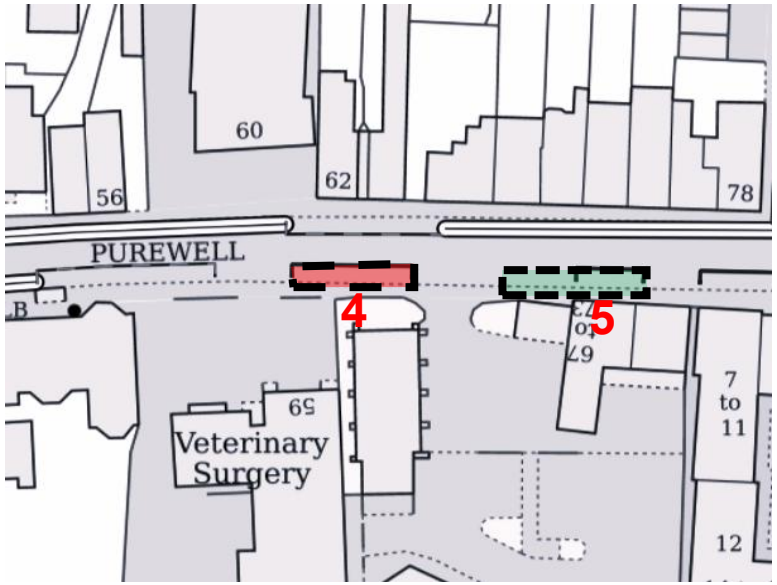
- Parking section 4 (up to 2 vehicles) removed replaced with single yellow line denoting ‘No Waiting’ restriction, enforced Monday – Saturday, 10am – 6pm.
- Parking section 5 (up to 1 vehicle), increased in length to provide additional parking provision, replacing existing Access Protection Marking

Stage 1 response:

- 52% of respondents showed support for the proposal
- 29% of respondents showed objection for the proposal
- 19% of respondents showed no opinion on the proposals

Stage 2 recommendation:

- Proceed proposal to Stage 2 consultation (TRO) with no amendments.



Stage 1 Consultation Results
Parking Section 10

Stage 1 Proposal:

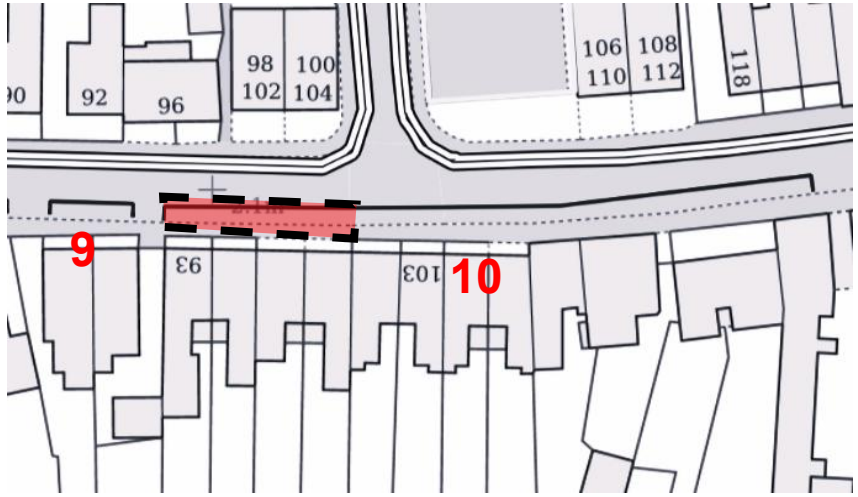
- Parking section 10 (up to 15 vehicles) reduced by 23m (up to 5 vehicles) at the western end, replaced with single yellow line denoting ‘No Waiting’ restriction, enforced Monday – Saturday, 10am – 6pm.

Stage 1 response:

- 49% of respondents showed support for the proposal
- 42% of respondents showed objection for the proposal
- 9% of respondents showed no opinion on the proposals

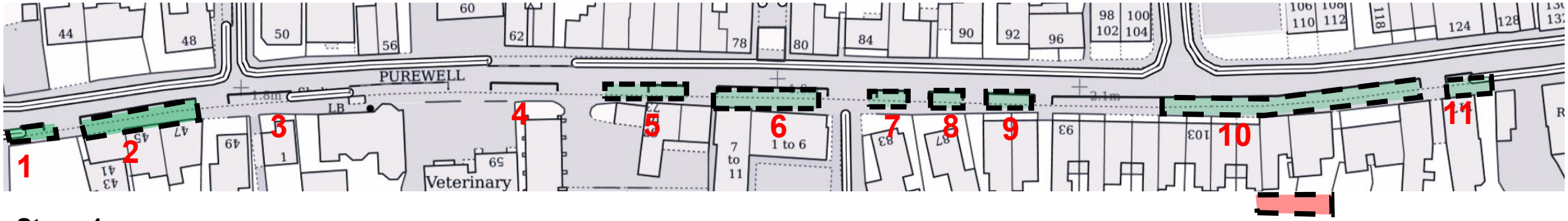
Stage 2 recommendation:

- Proceed proposal to Stage 2 consultation (TRO) with no amendments.



Stage 1 Consultation Results
Parking Duration

For parking sections which are being retained, the current duration of permitted parking is ’30 mins, no return within 30 mins’, enforced Monday – Saturday, 10am – 6pm. Residents were asked for their views on the current permissions.



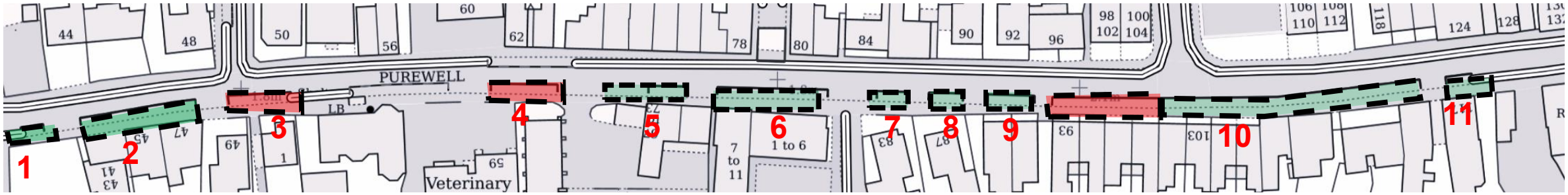
Stage 1 response:

- 27% of respondents showed support for increasing the length of permitted stay
- 12% of respondents showed support for decreasing the length of permitted stay
- 51% of respondents showed support for maintaining the current length of stay

Stage 2 recommendation:

- Proceed proposal to Stage 2 consultation (TRO) with amendments to time restricted parking as follows:
  - Permitted stay 30 mins (unchanged), no return within time to be 1 hour (increased by 30 mins)
  - Period of time restricted parking Monday – Saturday (unchanged), 10am – 6pm (unchanged)

Proposed Stage 2 Consultation Summary



- Parking section **3** (up to 2 vehicles) removed, replaced with single yellow line denoting ‘No Waiting’ restriction, enforced Monday – Saturday, 10am – 6pm.
- Parking section **4** (up to 2 vehicles) removed, replaced with single yellow line denoting ‘No Waiting’ restriction, enforced Monday – Saturday, 10am – 6pm.
- Parking section **5** (up to 1 vehicle), increased in length to provide additional parking provision, replacing existing Access Protection Marking.
- Parking section **10** (up to 15 vehicles) reduced by 23m (up to 5 vehicles) at the western end, replaced with single yellow line denoting ‘No Waiting’ restriction, enforced Monday – Saturday, 10am – 6pm.
- All other parking sections retained. Current time restricted parking for these sections permitted as follows
  - Maximum stay 30 mins, no return within 1 hour.
  - Time restricted parking permitted Monday – Saturday, 10am – 6pm. Parking unrestricted outside of these times.