

[REDACTED]
Chief Executive
BCP Civic Centre
Bourne Avenue
Bournemouth
BH2 6DY



HM Coroner Mrs Rachael Griffin
Coroner's Office
Civic Centre
Bournemouth
BH2 6DY

Date: 29 January 2025
Our Ref: [REDACTED]
Contact: [REDACTED]
Email: [REDACTED]

Dear Coroner,

William Albert Nairn Lardner deceased

I write in response to your Regulation 28 Report to prevent future deaths, received on the 5 December 2024 following your investigation into the tragic death of William Albert Nairn Lardner.

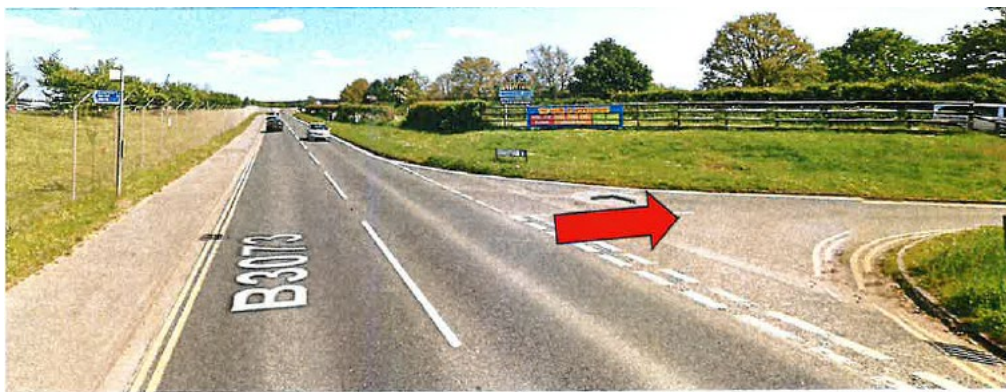
You have asked for a response to several matters of concern in your report and I set out my responses, including what action is to be taken and a timetable for that action, below. I have not responded to the first two matters of concern as I do not believe the Council is required to respond to these points.

- 3) **Matter of concern:** There is limited access to the airport by public transport. There is no access by train and there is one bus service from central Bournemouth to the airport. This bus service only operates Monday to Friday with a total of 5 journeys a day: 2 inbound journeys which are from Westover Road, Bournemouth to the Airport, one between 05.50 and 06.31 hours and then the other between 06.35 to 07.22 hours and 3 outbound journeys from Bournemouth Airport to Westover Road, Bournemouth between 13.53 to 14.25 hours, 16.20 and 17.20 hours and 18.00 to 18.49 hours. This service focuses on providing a service for staff working at the neighbouring Aviation Business Park, however, does also serve the main passenger terminal. Previously, the airport was served by an hourly bus service, however this was stopped.

BCP Council response, action and timescale: The current bus service is operated by Morebus and provides a service including 5 journeys per day Monday to Friday as outlined in your report. The previous hourly bus service was funded by the Airport.

The Council shall work with the airport to investigate if/how the previous service could be reinstated, or the frequency of bus services to the airport increased. This may need to be facilitated by the securing of funding from new development(s) at/in the vicinity of the airport.

- 4) **Matter of concern:** Many people access the airport on foot, either being dropped off and/or picked up on Parley Lane where there is no layby or drop zone or by using nearby car parks and walking on foot to the airport. One such car park is at the Adventure Wonderland site and is known as Parley Lane Parking ([Parley Lane Parking | Bournemouth Airport Parking](#)). This is 0.9 miles from the airport, on the opposite side of Parley Lane which offers cheaper rates than Bournemouth Airport to park. There is no pathway on the side of the road at Parley Lane Parking and no crossing facility, so people will either walk along the road or have to cross the road to access the footpath. Please see attached photograph at JGL/5.



JGL/5 - Photograph showing entrance to alternative airport parking at Adventure Wonderland.

BCP Council response, action and timescale: A retrospective application for a change of use to a commercial car park at Adventure Wonderland was refused on the 10 January 2025.

The council has undertaken pedestrian counts at the location to assess if there is sufficient demand to warrant investment in a pedestrian crossing facility. The assessment involved two hour long pedestrian count surveys. One survey took place when an outbound flight was scheduled outside of the operational hours of the shuttle service, and this found that no pedestrians crossed at this location. The second survey was undertaken during the operating hours of the shuttle service, two pedestrians crossed Parley Lane to the Parley Lane parking site.

If/when the application for use of the site as a commercial car park, or a new application is submitted then the council shall re-assess the need to secure the installation of a pedestrian crossing and pathway at this location.

- 5) **Matter of concern:** Parley Lane is a busy single carriageway semi-rural road with a national speed limit and BCP Council has responsibility for the road as the local highway authority. Hurn Court Lane is owned by the airport who therefore have responsibility for it. There is no public footpath along Hurn Court Lane after turning off Parley Lane to access the airport. Please see attached photograph JGL/4. This results in pedestrians walking in the road or on the grass section next to the road on Hurn Court Lane to get to the airport terminal. This is dangerous as it is not a stable, safe public pathway and could lead to people falling into the road or being struck by vehicles, especially as people pull suitcases along. The airport has erected signs stating there is no pedestrian access, however, these are widely ignored.



JGL/4 – Photograph of footpaths opposite Airport entrance.

BCP Council response, action and timescale: Note: the site description in point 3 refers to Hurn Court Lane north of the junction, however, the photo shows Hurn Court Lane south of the junction. This response is regarding Hurn Court north. The council responsibility for the highway ends approximately 15 metres north (from the signalised junction) along Hurn Court Lane towards the Airport where the speed limit signs are located. Up to this point there is a pavement (footway).

Although the council is not responsible for the provision of a pavement (footway) beyond the speed limit signs it does recognise that the provision of a pavement (footway) up to and into

the airport would be beneficial and shall support the airport to progress the construction of one.

- 6) **Matter of concern:** A site visit and assessment in July 2023 by Dorset Police Road Casualty Reduction officer and the Senior BCP Council Safety Officer following Billy's death highlighted some fundamental safety issues. At this time no action has been taken around these safety issues, although matters have been discussed. Accordingly, the safety issues remain the same 17 months on from the site assessment, with a likely increasing number of passengers using the airport going forward.

BCP Council response, action and timescale: Following the site visit between Dorset Police and BCP Council, four actions points were agreed. Two of these were street lighting related and completed by Dorset Council which forwarded requested information to Dorset Police.

The other two actions were to review the speed limit on Parley Lane including assessing the location for a vehicle activated sign and to check the operation of the pedestrian facilities on the crossing facilities at the junction of Hurn Court Lane and Parley Lane.

The speed limit review has been completed and the reduction of the speed limit from 60 to 40mph is currently being consulted upon. The intent is to have implemented the 40mph speed limit by July 2025. An assessment for a vehicle activated sign shall follow when the speed limit has been reduced to 40mph.

The operation of the pedestrian facilities at the junction was checked by BCP signals contractor and confirmed as working on 9/1/24. The operation of the pedestrian crossing facilities has been re-checked in January 2025 and confirmed as working correctly.

Further to these points, the Police raised some areas of concern as follows:

- a) *The pedestrian crossing facility on Parley Lane near to the junction of the airport allows pedestrians to cross the road towards the opposite junction, but the footpath in the opposite junction comes to an end in all directions and serves no purpose. Can I ask what the intended purpose of this footpath is? I believe it encourages members of the public to be dropped off in the opposite junction. I have highlighted where the footpath leads to and comes to an end (Fig. 1 and 2).*



Fig. 1



Fig.2

BCP Council response: This junction was reconfigured between 2009 and 2011 by Dorset County Council (who were responsible for the highway at that time). Dorset County Council designed and constructed the signalised junction with pedestrian and cycling crossing facilities to future proof it to accommodate future walking and cycle movements in the area, for example pedestrians and cyclists from the north Bournemouth area crossing the Stour and using Hurn Court Lane (South) to get to and across Parley Lane as a part of their journey.

- b) *Once members of the public have negotiated crossing the road from the opposite junction there is no footpath into the airport and pedestrians are using the road or grass to walk into the airport, pedestrians with suitcases tend to use the road rather than the grass. There is signage present but is being ignored (Fig.3).*



Fig.3

BCP Council response: As per reply to item 5 above. The land to the north of the signalised junction beyond the 20mph speed limit signs is the responsibility of private landowners who are responsible for the provision of any walking and cycling facilities on their land. The following plan (Fig.4.) and street view (Fig.5) show the council highway extent.

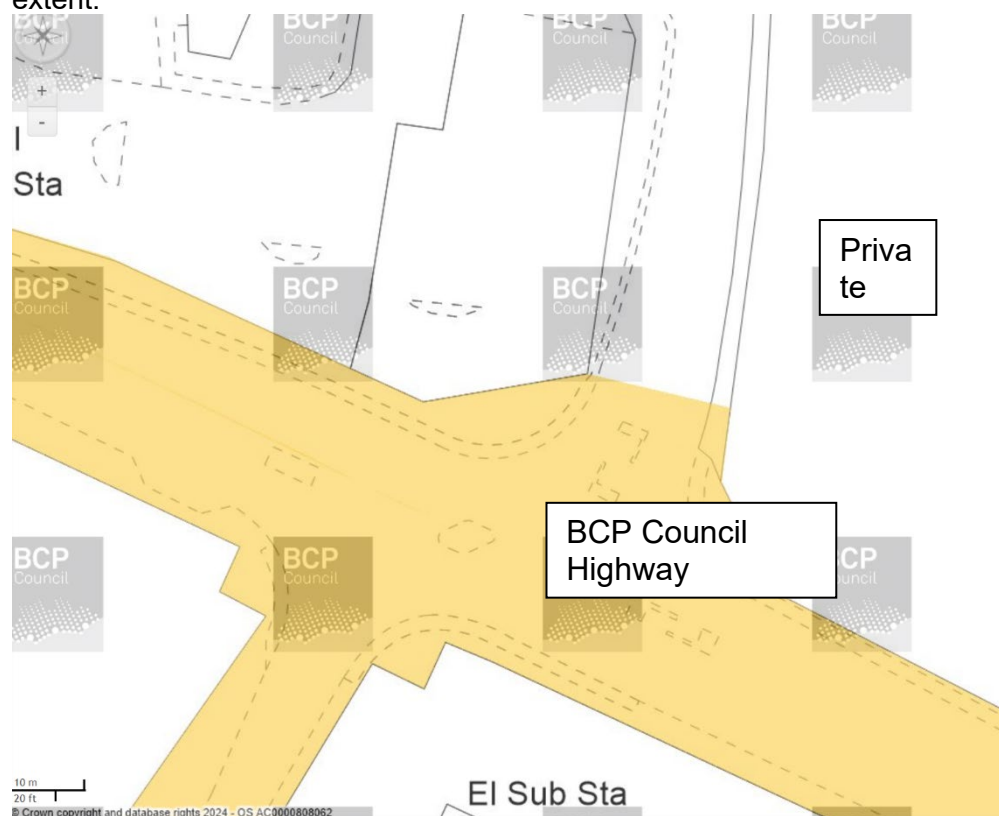


Fig.4

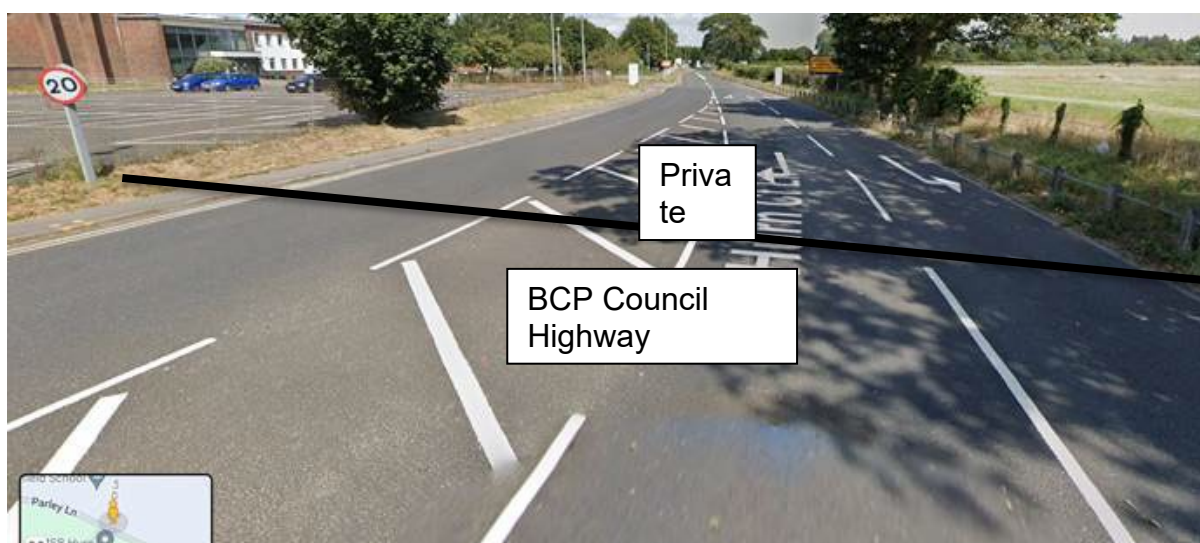


Fig.5

- c) Adventure Wonderland is now offering a slightly cheaper alternative airport parking/transfer option ([Parley Lane Parking](#) | [Bournemouth Airport Parking](#)), this raises another pedestrian safety issue as there is no crossing facility to safely get from Adventure wonderland to the opposite footpath with no other option but to cross the road. The risk is also heightened as this is a national speed limit road (Fig.6 and Fig.7).



Fig.6

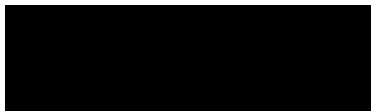


Fig.7

BCP Council response: Please see responses to items 4 and 6 above.

I trust that these responses assure you that the council has considered and acted upon your Regulation 28 Report. I shall continue to ensure that actions that are currently in progress are completed as soon as possible.

Yours sincerely,



Chief Executive