



Bournemouth, Christchurch and Poole Council

Local Cycling and Walking Infrastructure Plan

Technical Report



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Appendix A

Existing Cycle Tracks and Motor Traffic
Free Cycle Routes





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- Public byway
- Public bridleway
- Traffic-free routes for people cycling as identified on the area cycle map

Many of the cycle tracks and traffic-free paths are shared between people cycling and walking and/or fall below the current design standards. As such it should not be assumed that the routes shown on the plan do not require improvements to make them more suitable for cycling.



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Existing Cycle Tracks and Motor Traffic-Free Cycle Routes Overview plan

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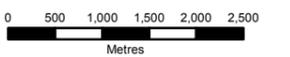
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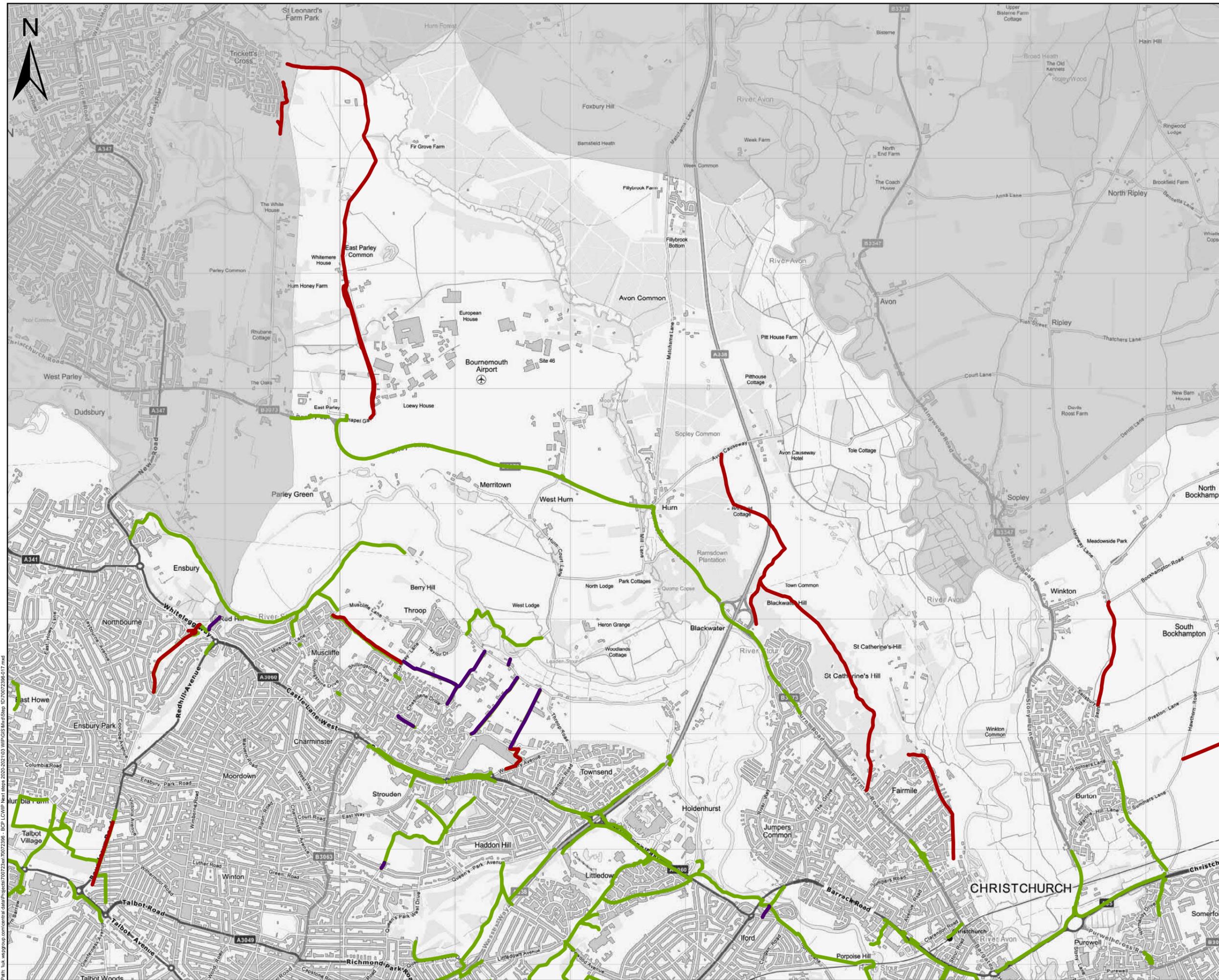
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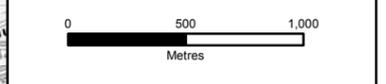
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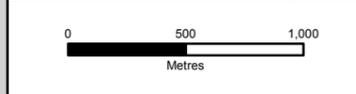
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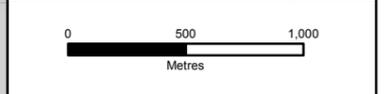
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Appendix B

Mesh Density Plans





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Traffic-free routes for people cycling as identified on the area cycle map

Total length of cycle route (in metres) within 1sqkm cell

- 0 - 999
- 1000 - 1999
- 2000 - 2999
- >3000

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**Mesh Density Analysis
Traffic-Free Cycle Routes
Overview Plan**

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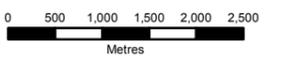
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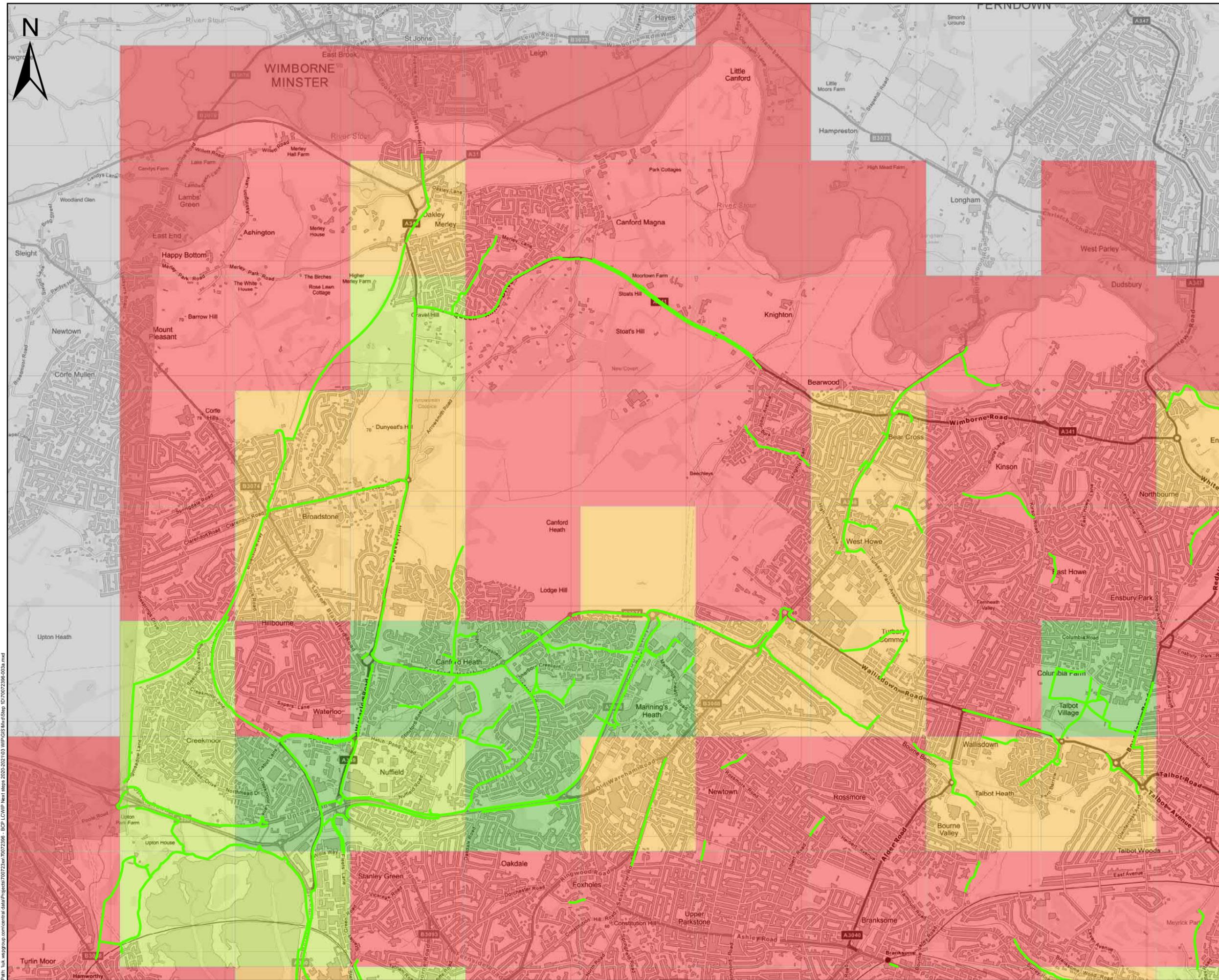
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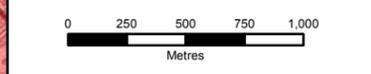
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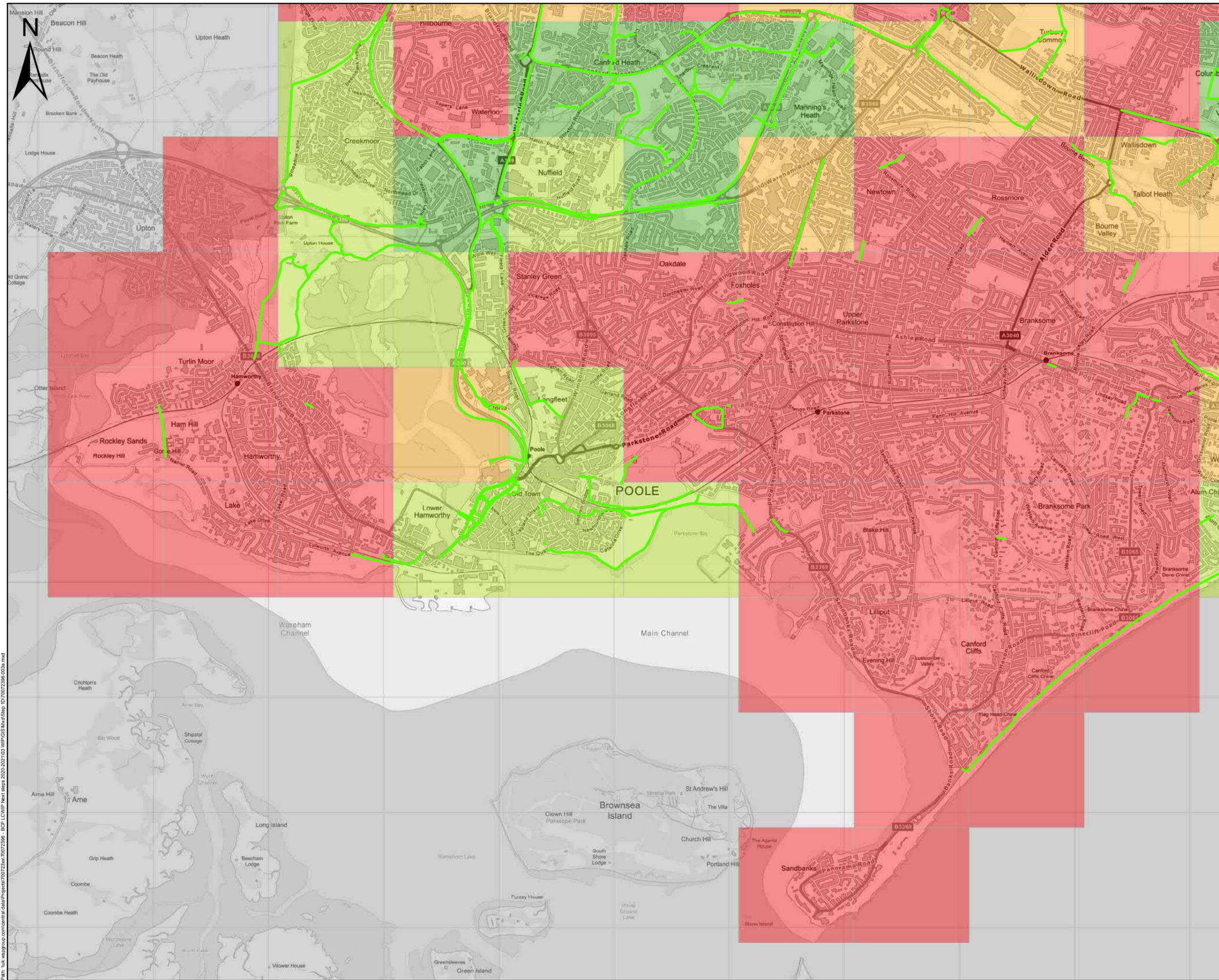
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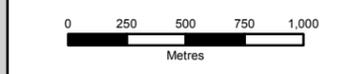
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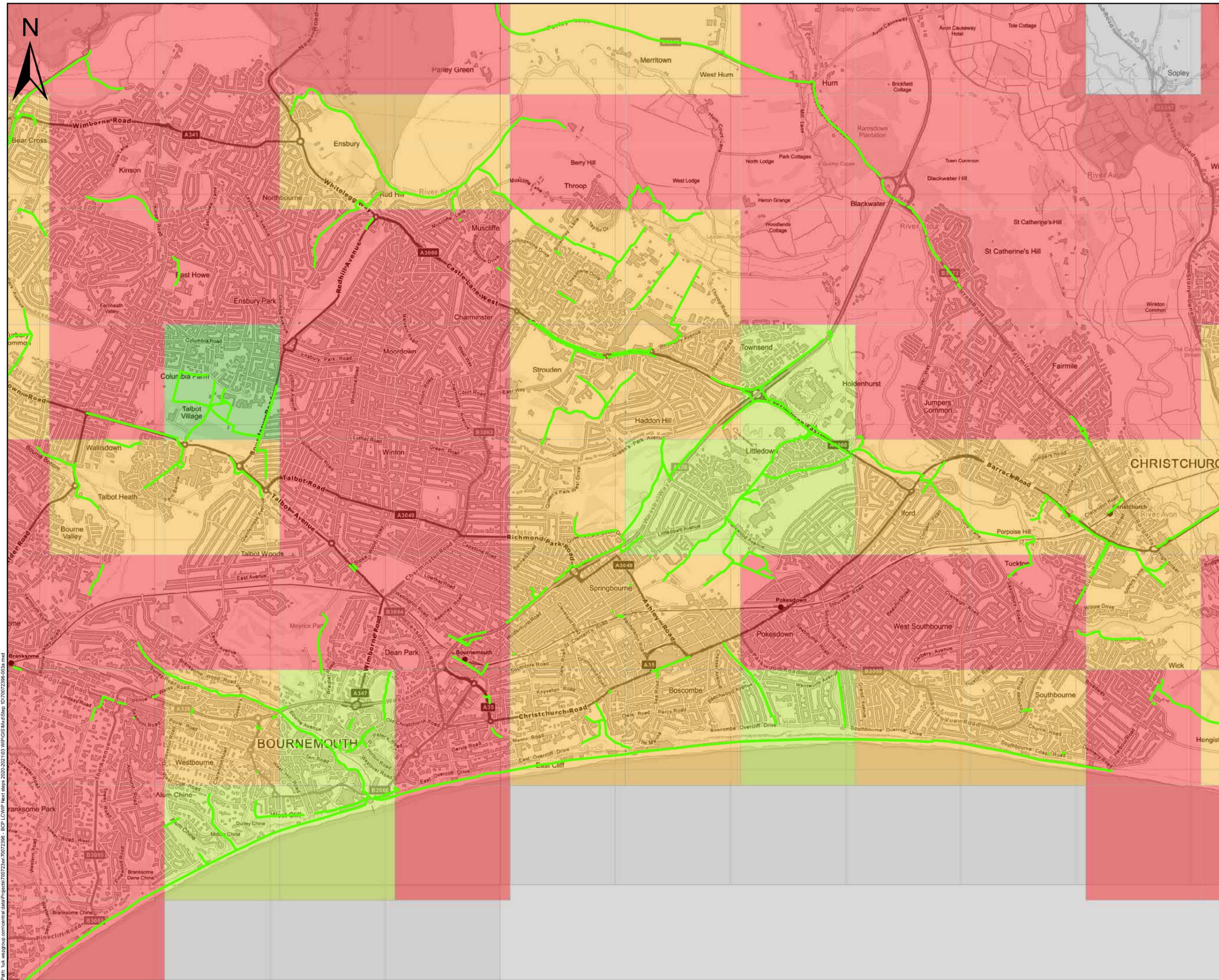
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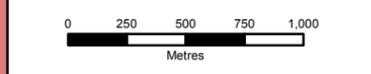
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 Traffic-Free Cycle Routes
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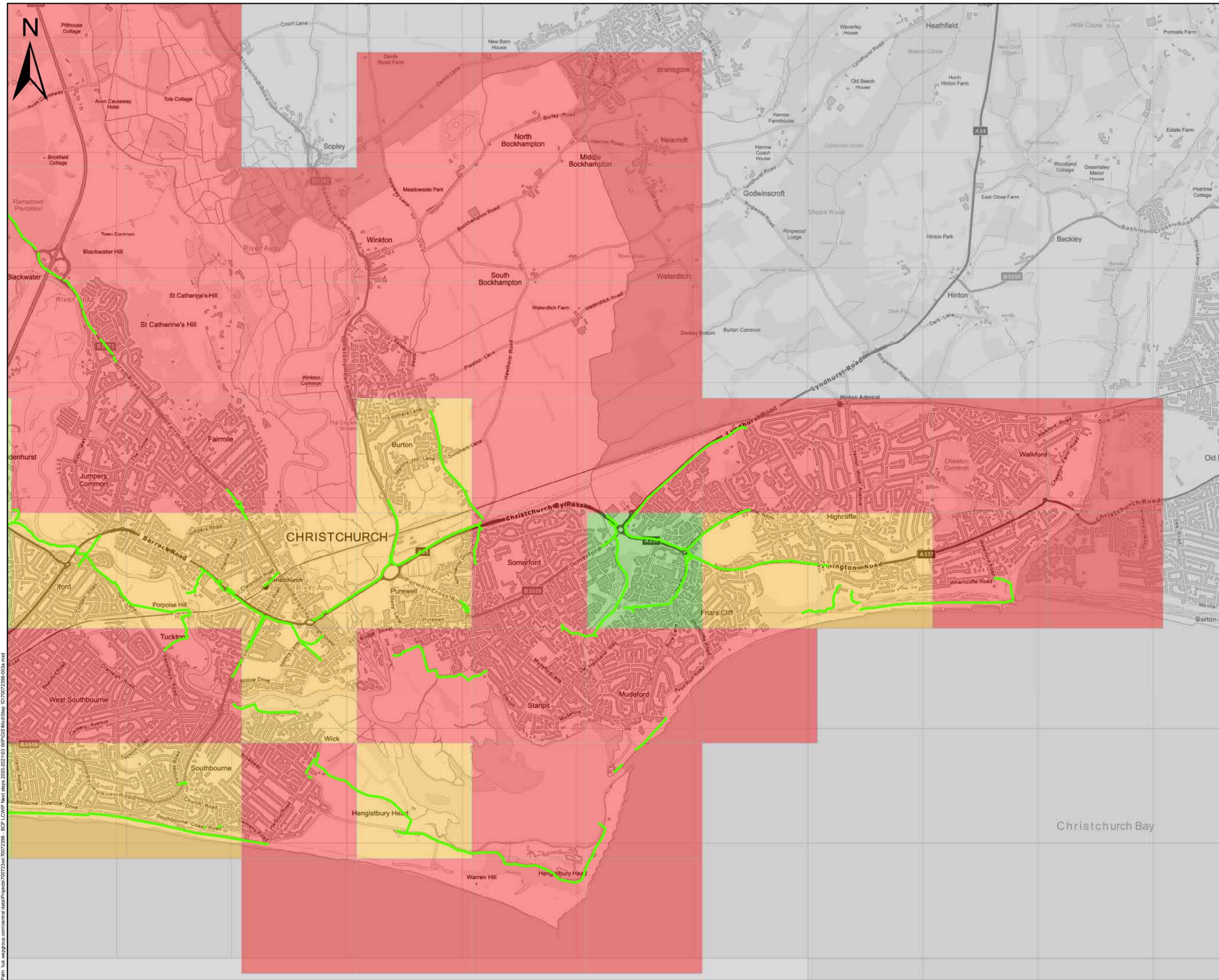
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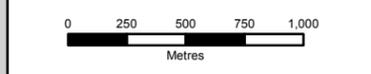
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**Mesh Density Analysis
 Traffic-Free Cycle Routes
 Sheet 5**

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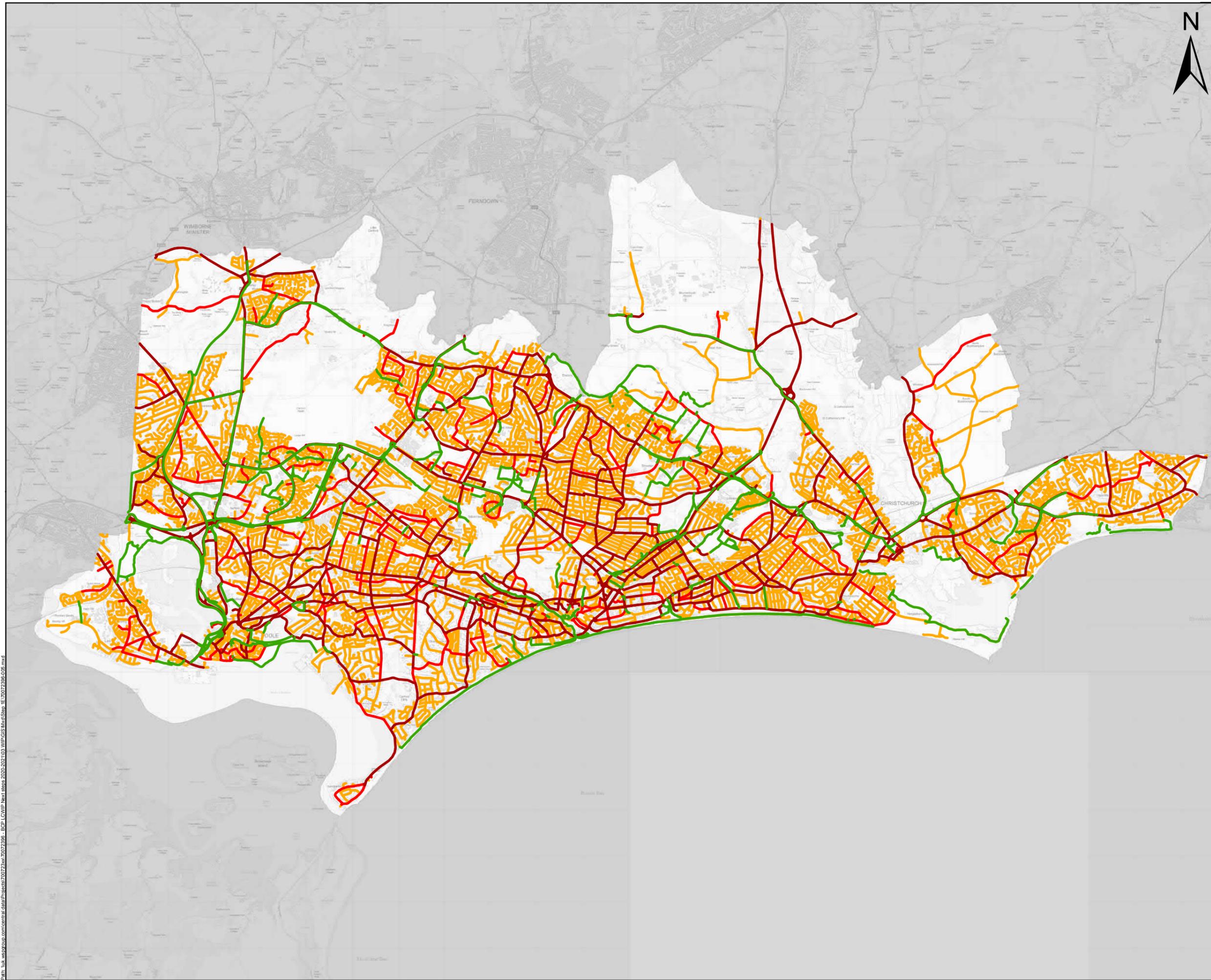
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Appendix C

Accessibility Classification Plans





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- Traffic-free routes for people cycling as identified on the area cycle map
- On-carriageway cycling suitable for most people subject to low traffic speeds and flows (20mph and around 2500 vehicles per day (vpd) in urban areas or 30mph and 1000vpd in rural areas)
- On-carriageway cycling not suitable for all people and will exclude some potential users and/or have safety concerns
- On-carriageway cycling suitable for few people and will exclude most potential users and/or have safety concerns (non A- or B- class roads)

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The accessibility classification analysis was undertaken on the basis of estimated traffic flows only at this stage. Traffic speed is also an important determinant of a road's cycling suitability. Adding traffic speed data into the analysis would lead to low-traffic 30mph residential roads and low-traffic rural roads with speed limits of 40mph or greater being categorised as red on the plans.



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Initial Accessibility Classification Plan Overview Plan

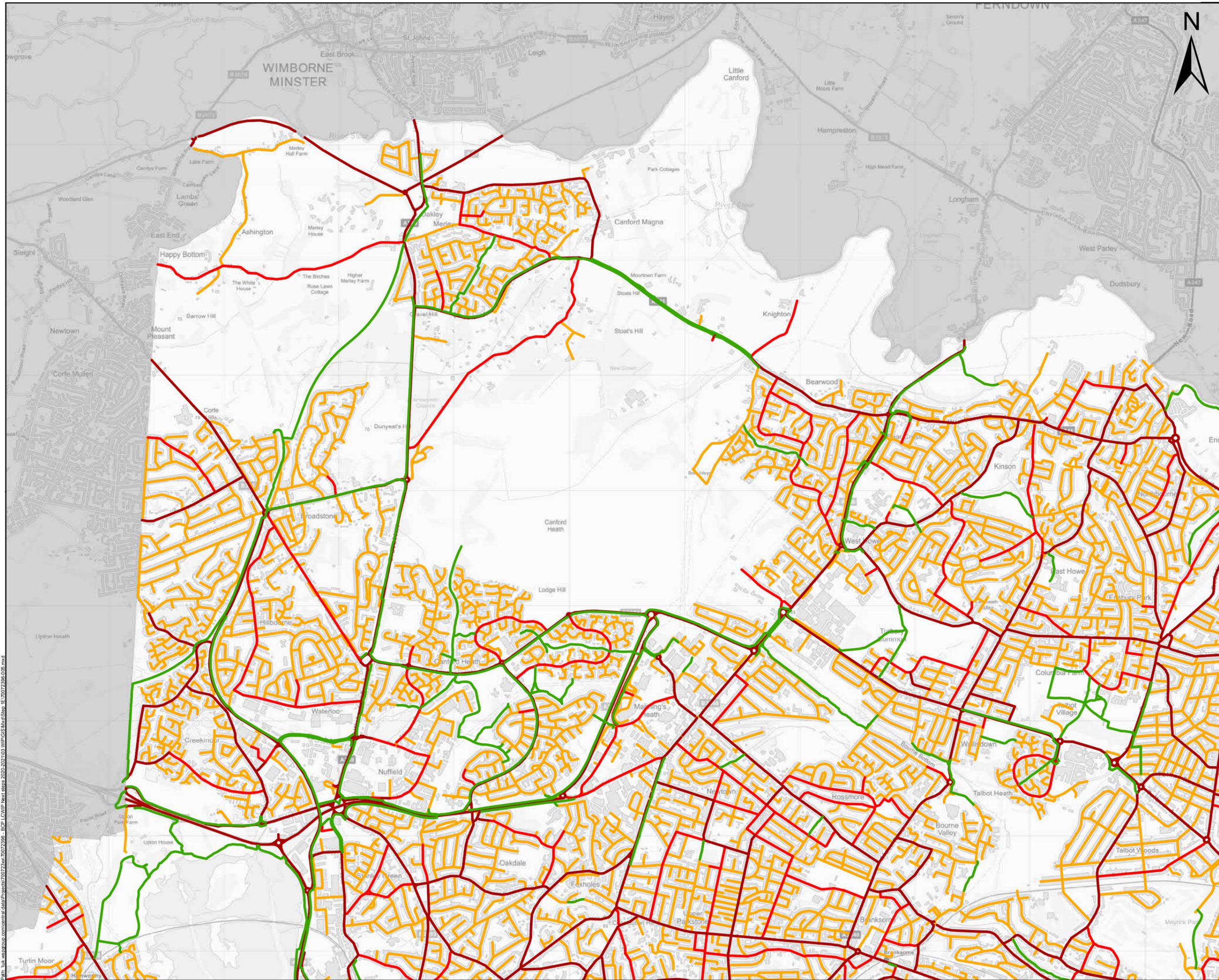
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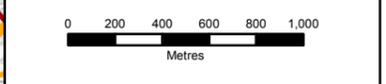
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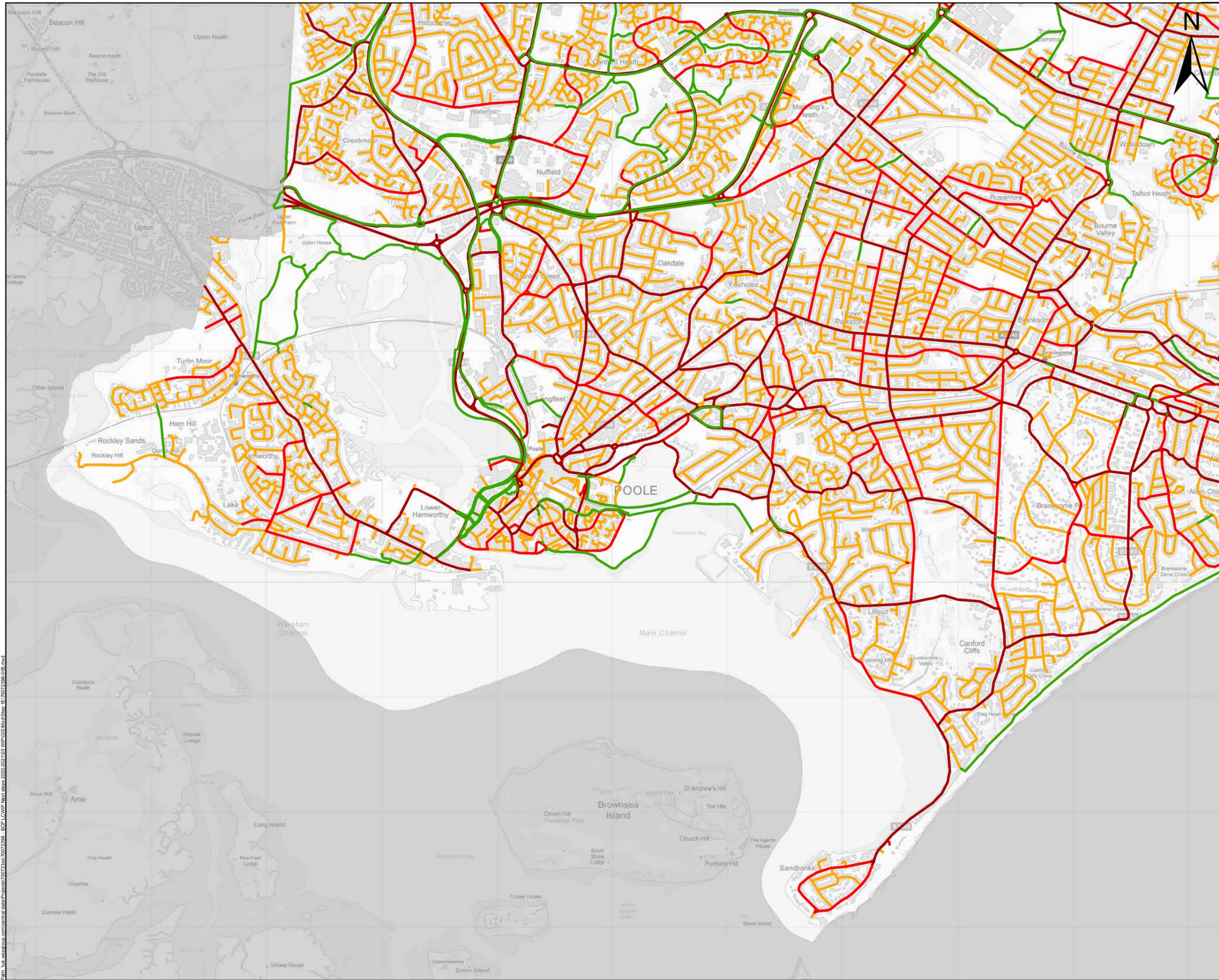
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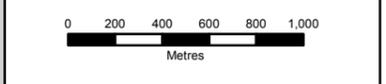
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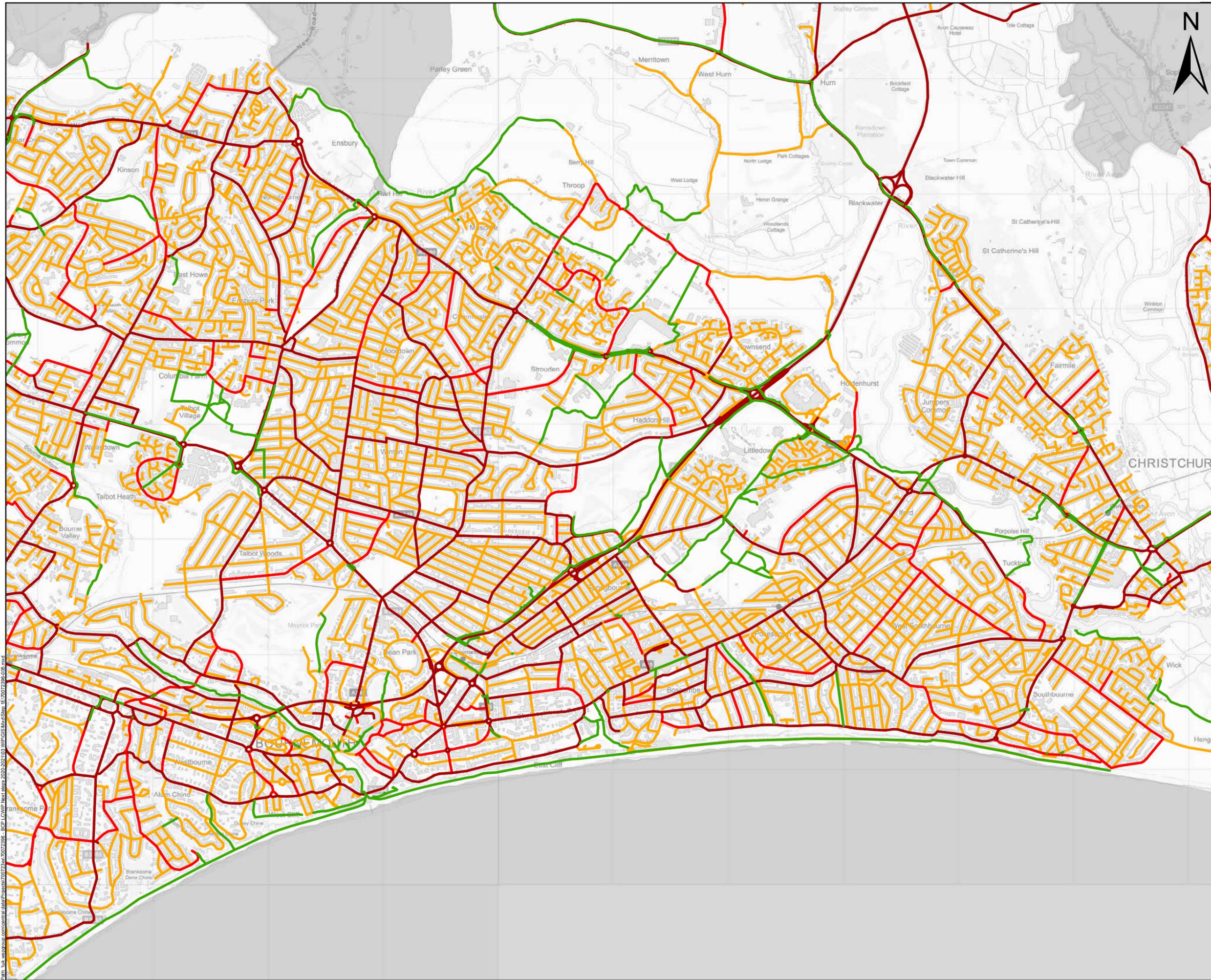
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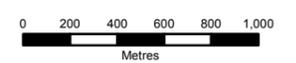
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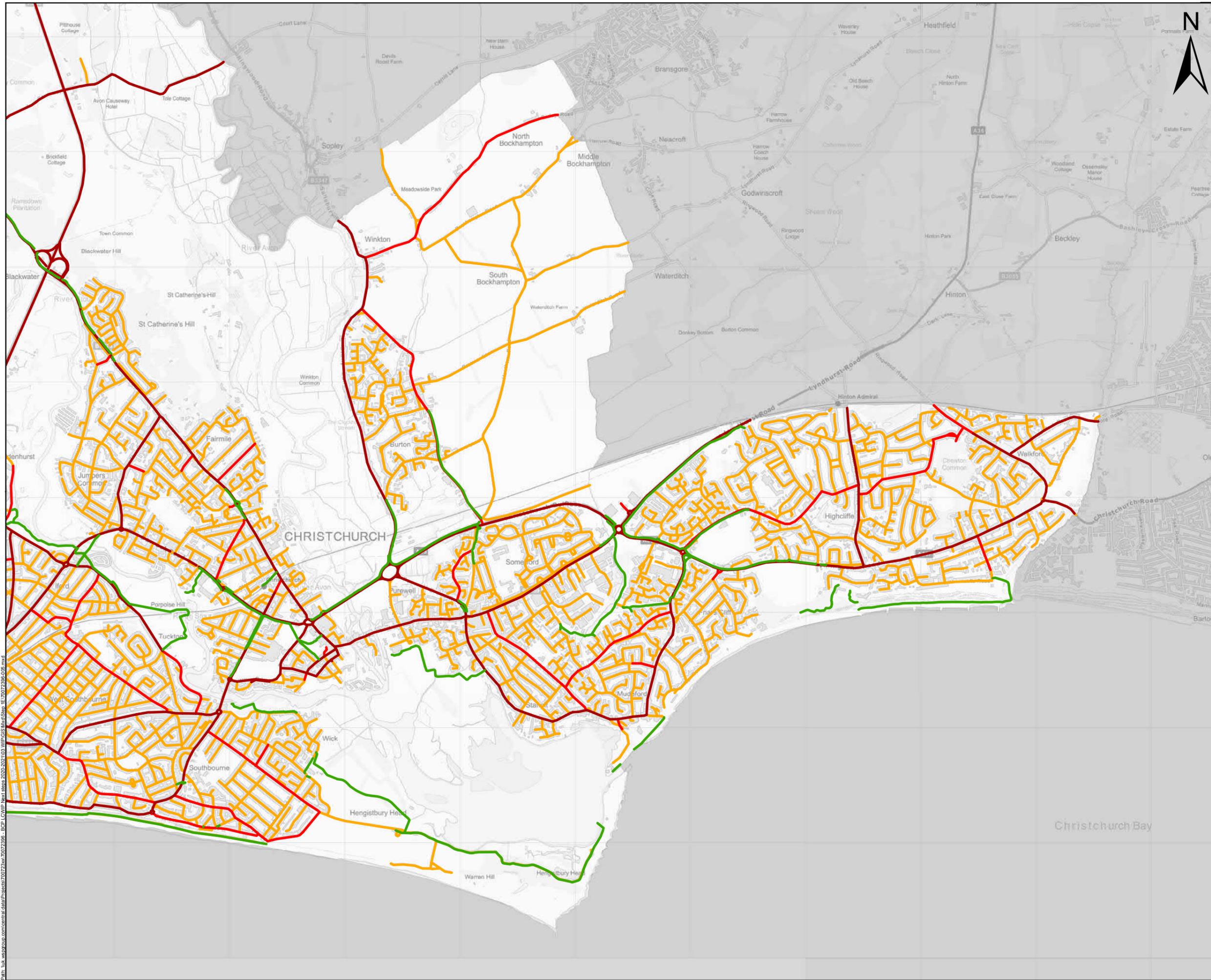
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- Outside BCP boundary
- Traffic-free routes for people cycling as identified on the area cycle map
- On-carriageway cycling suitable for most people subject to low traffic speeds and flows (20mph and around 2500 vehicles per day (vpd) in urban areas or 30mph and 1000vpd in rural areas)
- On-carriageway cycling not suitable for all people and will exclude some potential users and/or have safety concerns
- On-carriageway cycling suitable for few people and will exclude most potential users and/or have safety concerns (non A- or B- class roads)

Many of the cycle tracks and traffic-free paths are shared between people cycling and walking and/or fall below the current design standards. As such it should not be assumed that the routes shown on the plan do not require improvements to make them more suitable for cycling.

The accessibility classification analysis was undertaken on the basis of estimated traffic flows only at this stage. Traffic speed is also an important determinant of a road's cycling suitability. Adding traffic speed data into the analysis would lead to low-traffic 30mph residential roads and low-traffic rural roads with speed limits of 40mph or greater being categorised as red on the plans.



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Local Authority (BCP) Boundary taken from mapit.mysociety.org
Road network taken from WSP Corporate Data

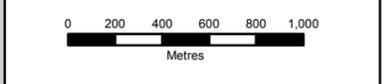
Drawing Status
DRAFT

Job Title
Bournemouth, Christchurch and Poole Local Cycling and Walking Infrastructure Plan

Drawing Title
Initial Accessibility Classification Plan Sheet 5

Scale at A3
1:30,000

Drawn	WS	Page 5 of 5	
Stage 1 check	DL	Originated	Date
		JP	27/10/2021



Drawing Number
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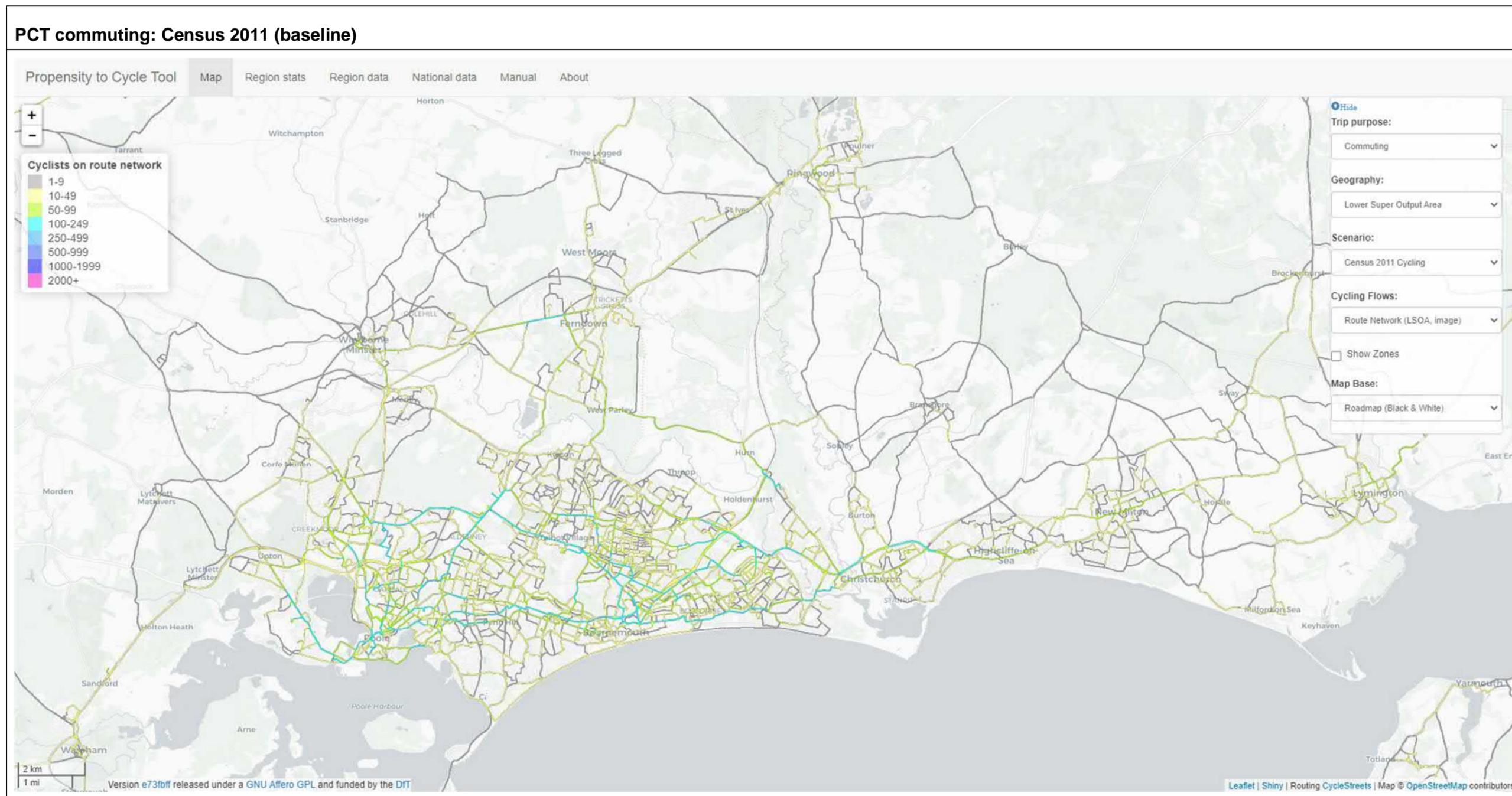
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Appendix D

Propensity to Cycle Tool Forecast
Commuting Flow Maps

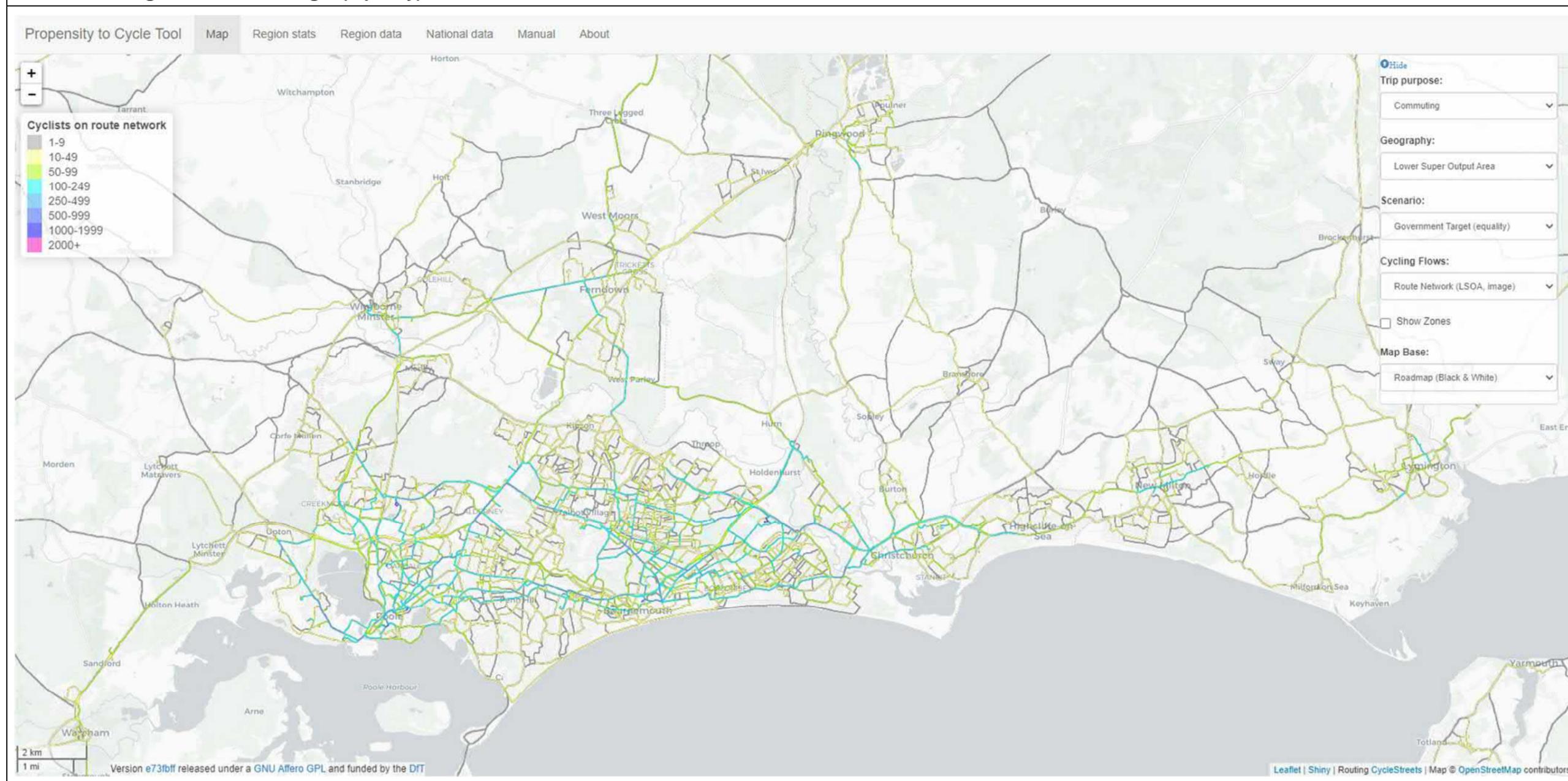


Appendix D – Propensity to Cycle Tool Forecast Commuting Flow Maps



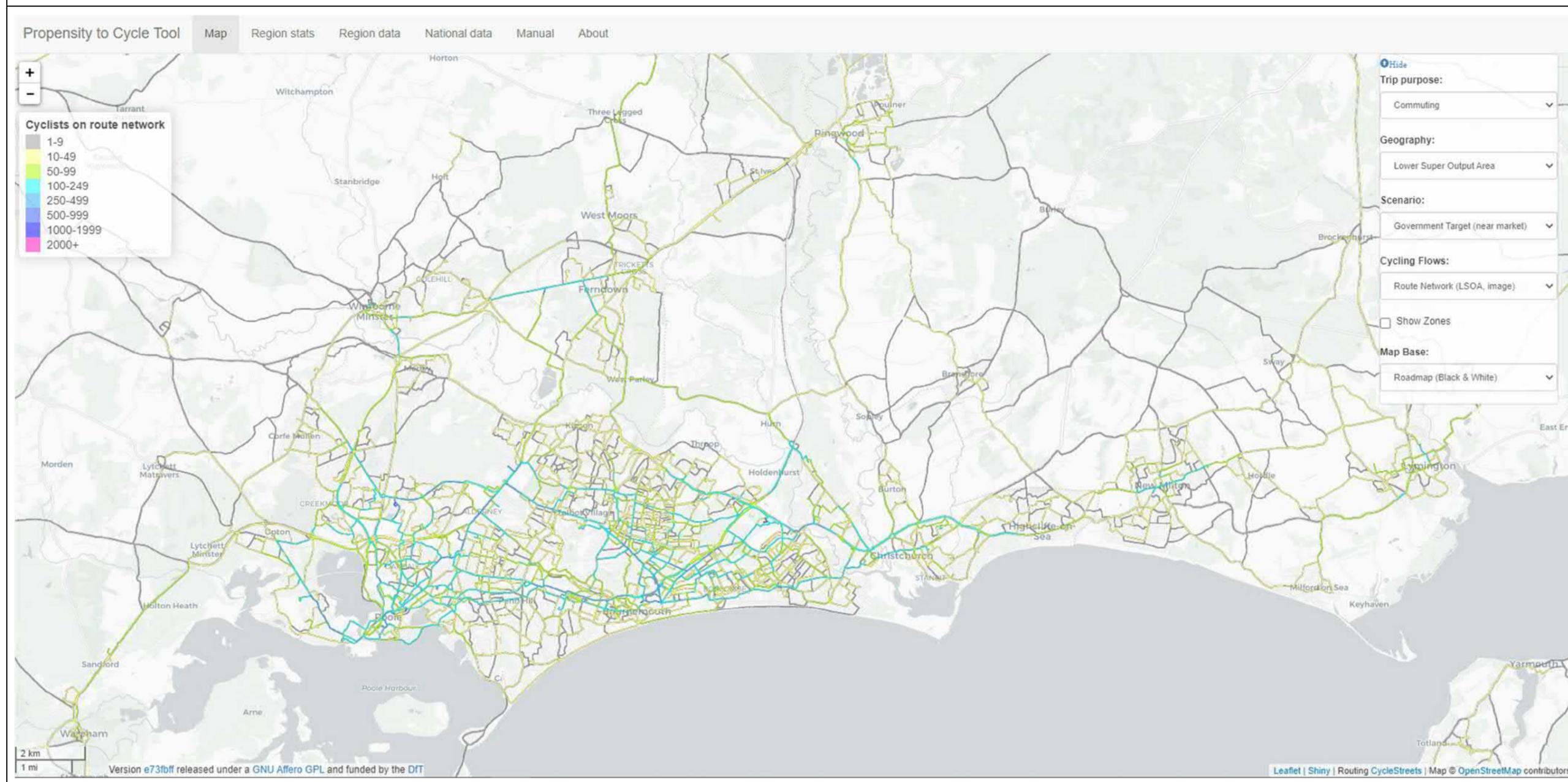
<https://www.pct.bike/m/?r=dorset>. Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination node (representing the end of all travel to work journeys to a neighbourhood). Some journeys between origin and destination points will take other routes not identified on the maps.

PCT commuting: Government Target (equality) scenario



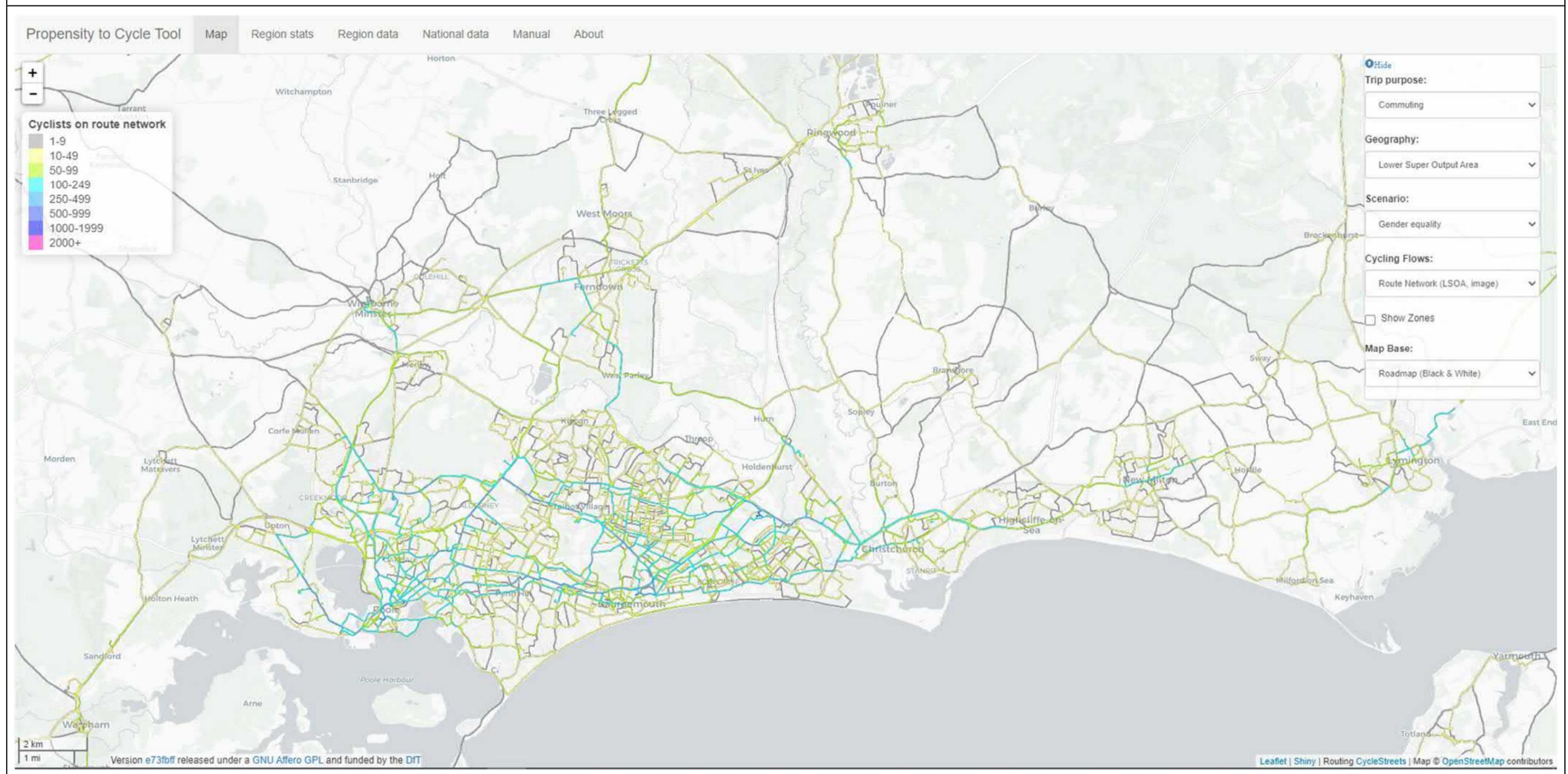
<https://www.pct.bike/m/?r=dorset>. Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination node (representing the end of all travel to work journeys to a neighbourhood). Some journeys between origin and destination points will take other routes not identified on the maps.

PCT commuting: Government Target (near market) scenario



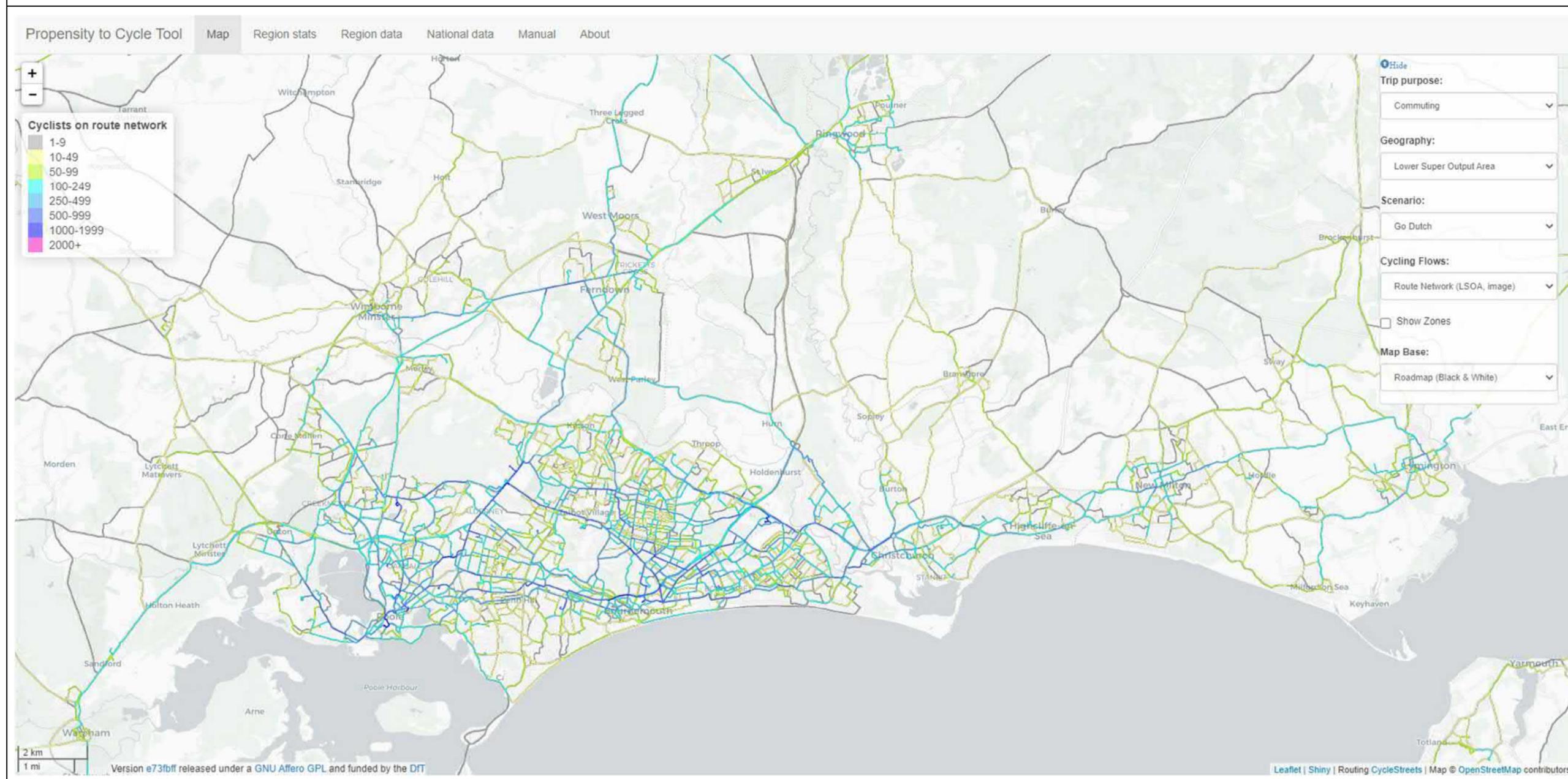
<https://www.pct.bike/m/?r=dorset>. Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination node (representing the end of all travel to work journeys to a neighbourhood). Some journeys between origin and destination points will take other routes not identified on the maps.

PCT commuting: Government Target (gender equality) scenario



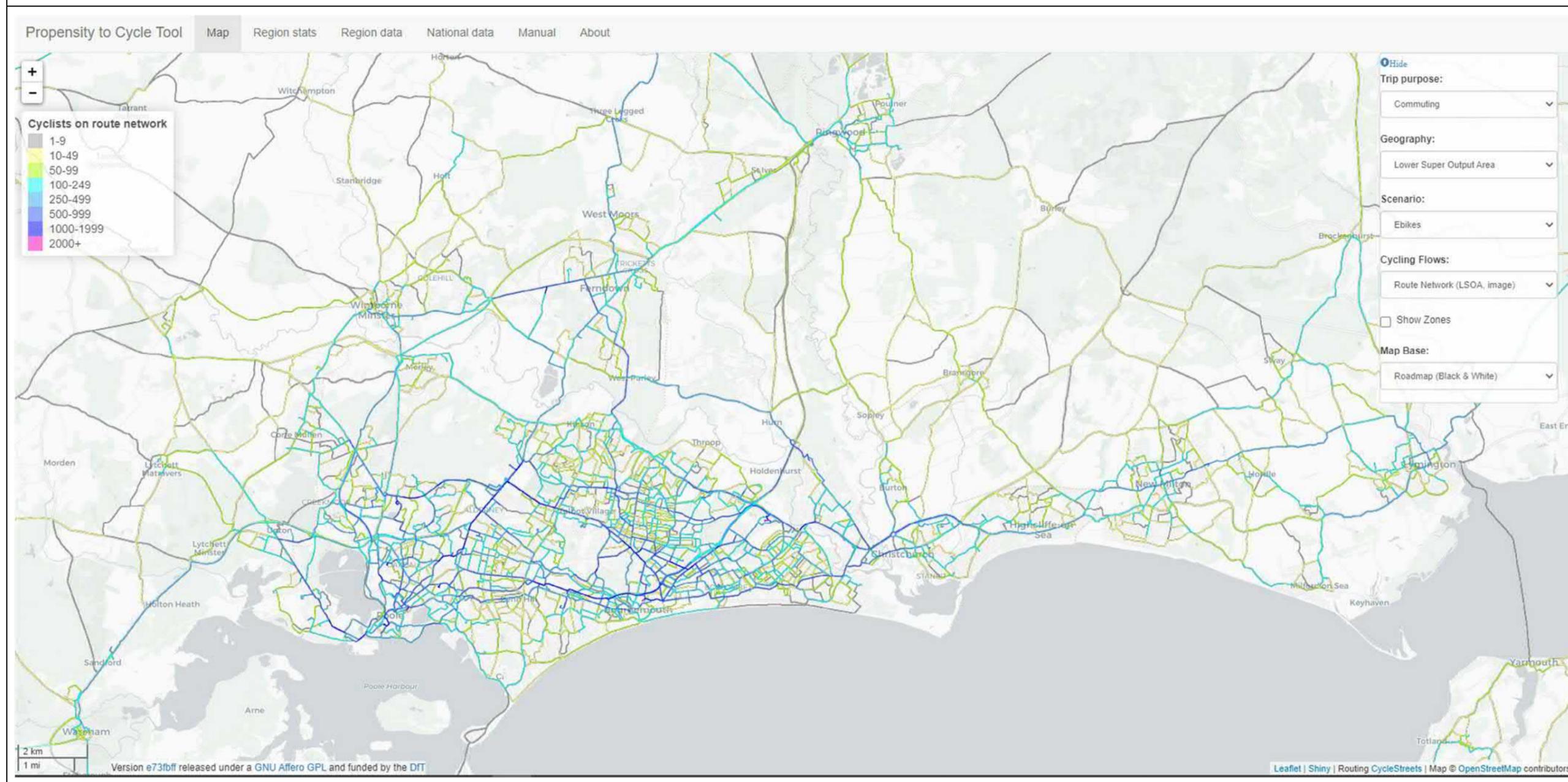
<https://www.pct.bike/m/?r=dorset>. Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination node (representing the end of all travel to work journeys to a neighbourhood). Some journeys between origin and destination points will take other routes not identified on the maps.

PCT commuting: Go Dutch scenario



<https://www.pct.bike/m/?r=dorset>. Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination node (representing the end of all travel to work journeys to a neighbourhood). Some journeys between origin and destination points will take other routes not identified on the maps.

PCT commuting: E-bikes scenario



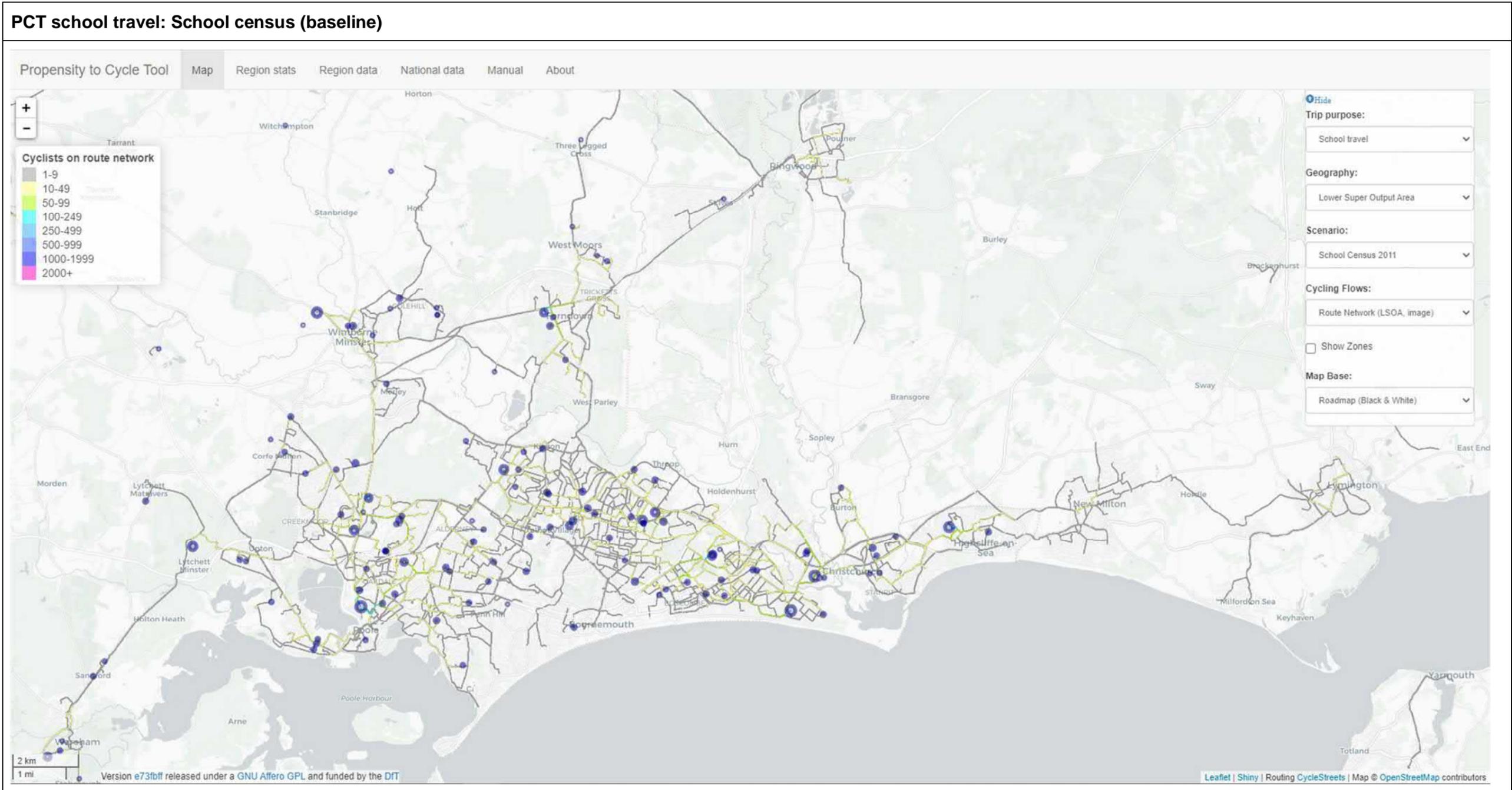
<https://www.pct.bike/m/?r=dorset>. Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination node (representing the end of all travel to work journeys to a neighbourhood). Some journeys between origin and destination points will take other routes not identified on the maps.

Appendix E

Propensity to Cycle Tool Forecast Travel to
School Flow Maps

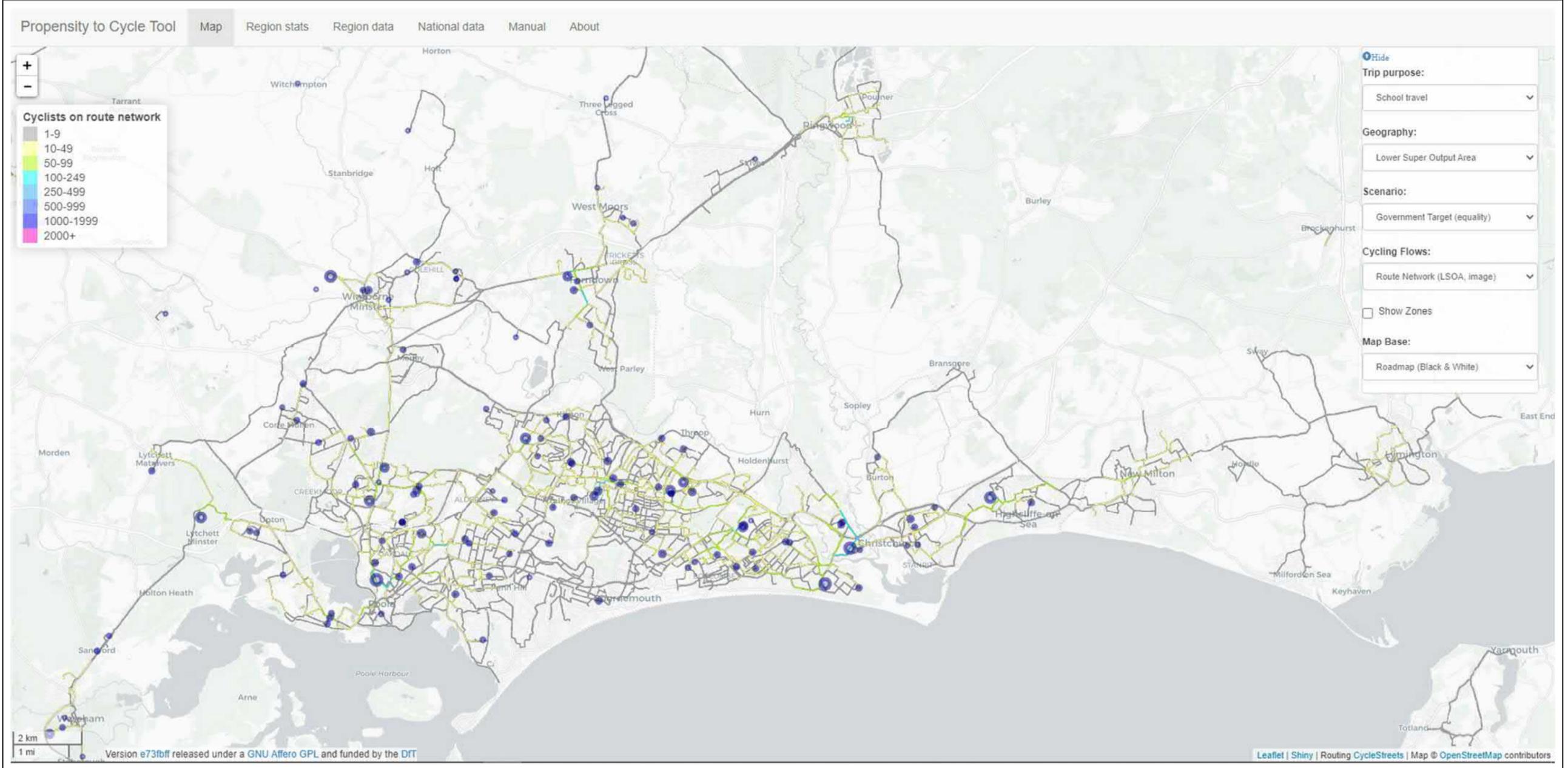


Appendix E – Propensity to Cycle Tool forecast Travel to School Flow Maps



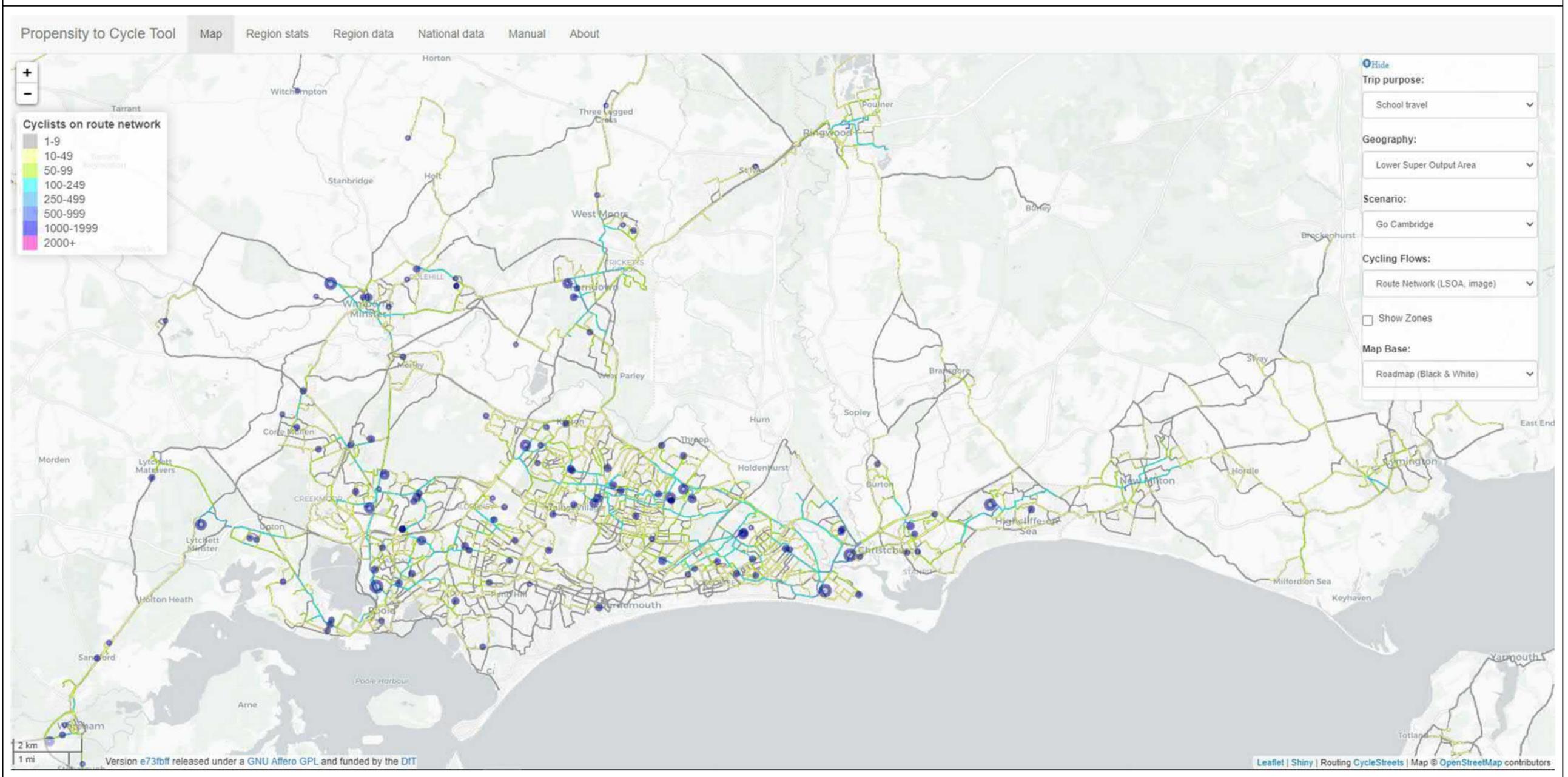
<https://www.pct.bike/m/?r=dorset>. Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination school. Some journeys will take other routes not identified on the maps.

PCT school travel: Government target (equality)



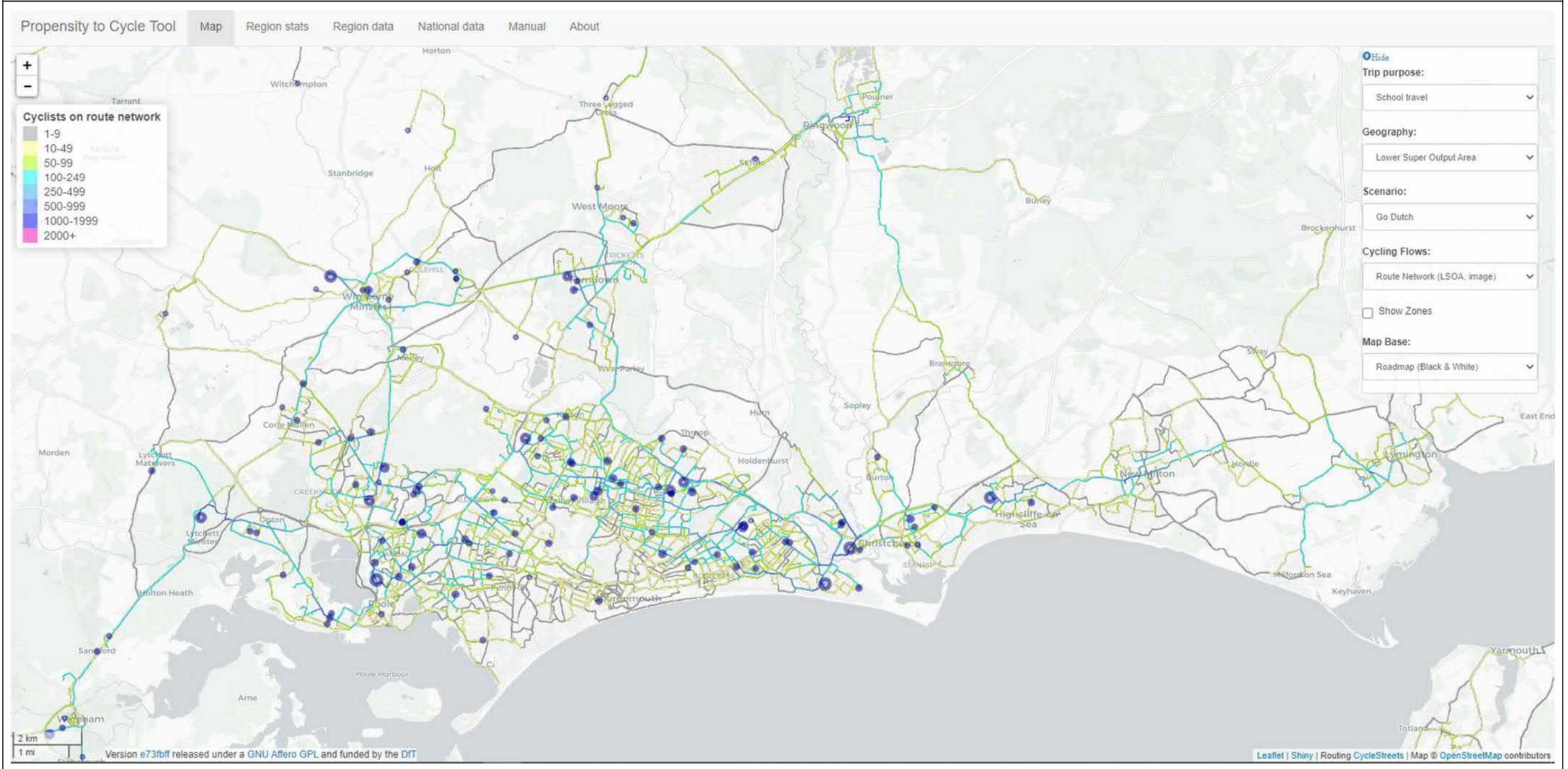
<https://www.pct.bike/m/?r=dorset> Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination school. Some journeys will take other routes not identified on the maps.

PCT school travel: Go Cambridge scenario



<https://www.pct.bike/m/?r=dorset> Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination school. Some journeys will take other routes not identified on the maps.

PCT school travel: Go Dutch scenario



<https://www.pct.bike/m/?r=dorset> Note that the PCT forecasts are based on taking the most direct available road or route between the origin node (representing all journeys from a neighbourhood) to the destination school. Some journeys will take other routes not identified on the maps.



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