



# **Bournemouth, Christchurch and Poole Council**

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Local Cycling and Walking Infrastructure Plan

Technical Report



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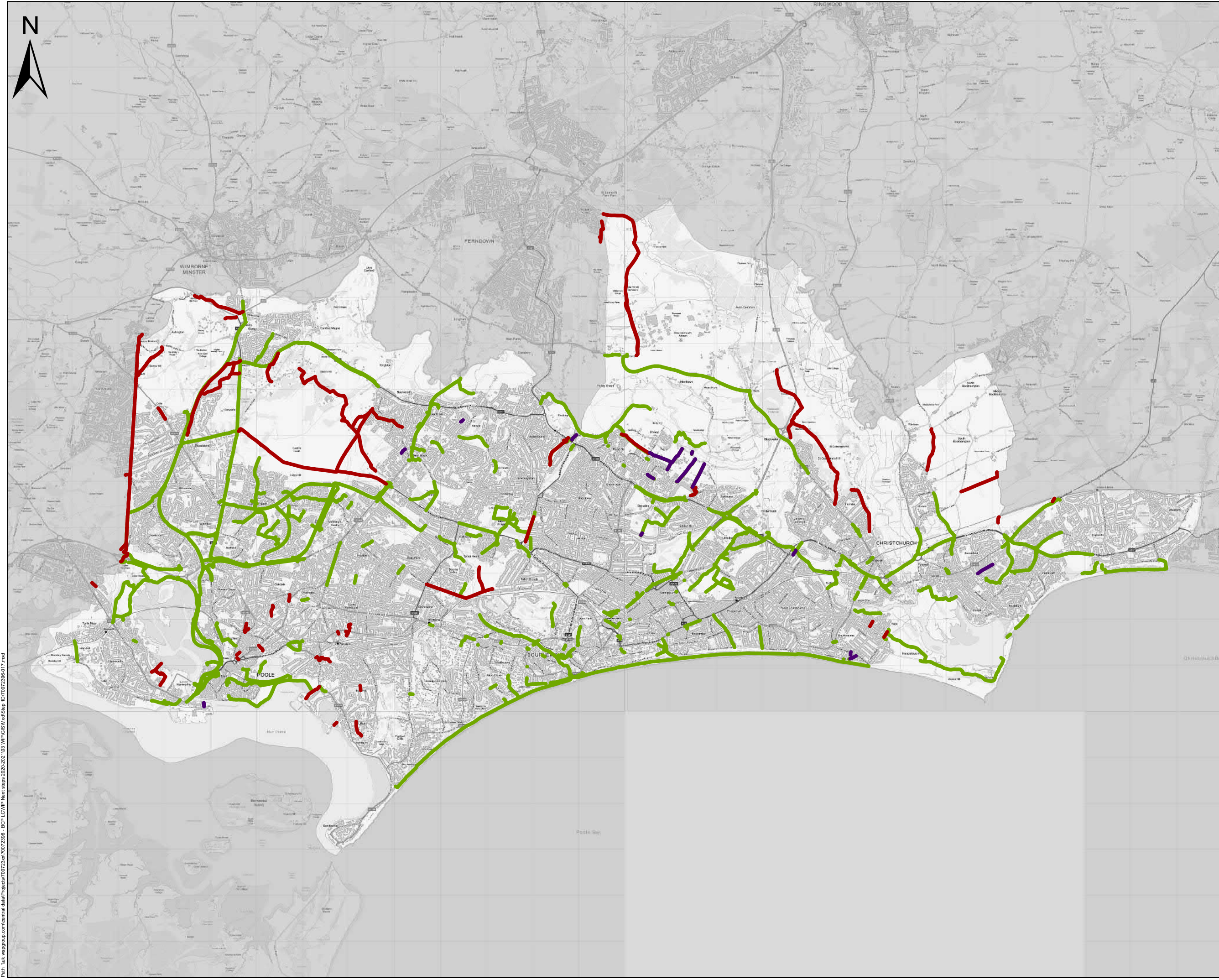
## Appendices

# 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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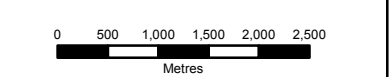
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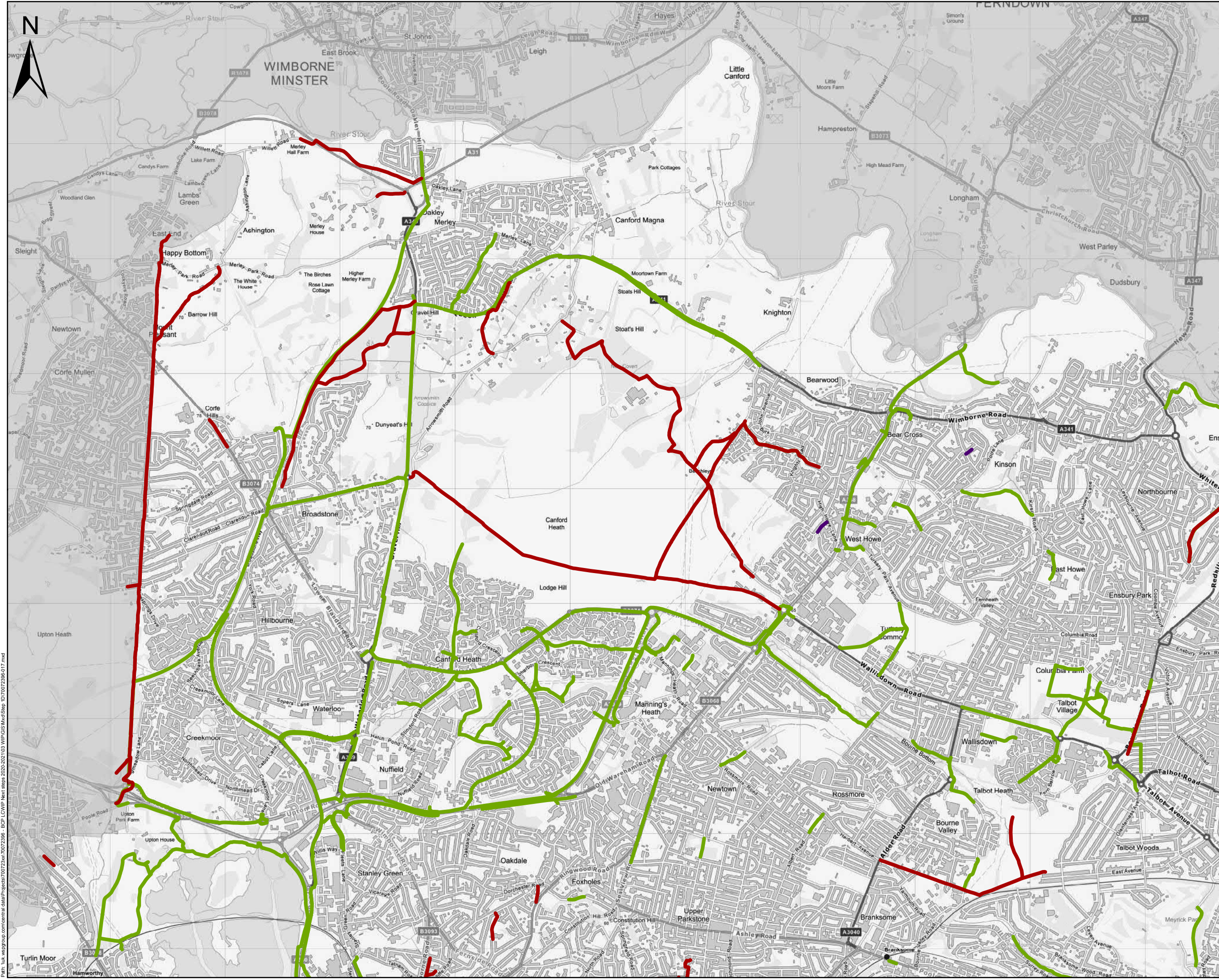
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Public byway

Public bridleway

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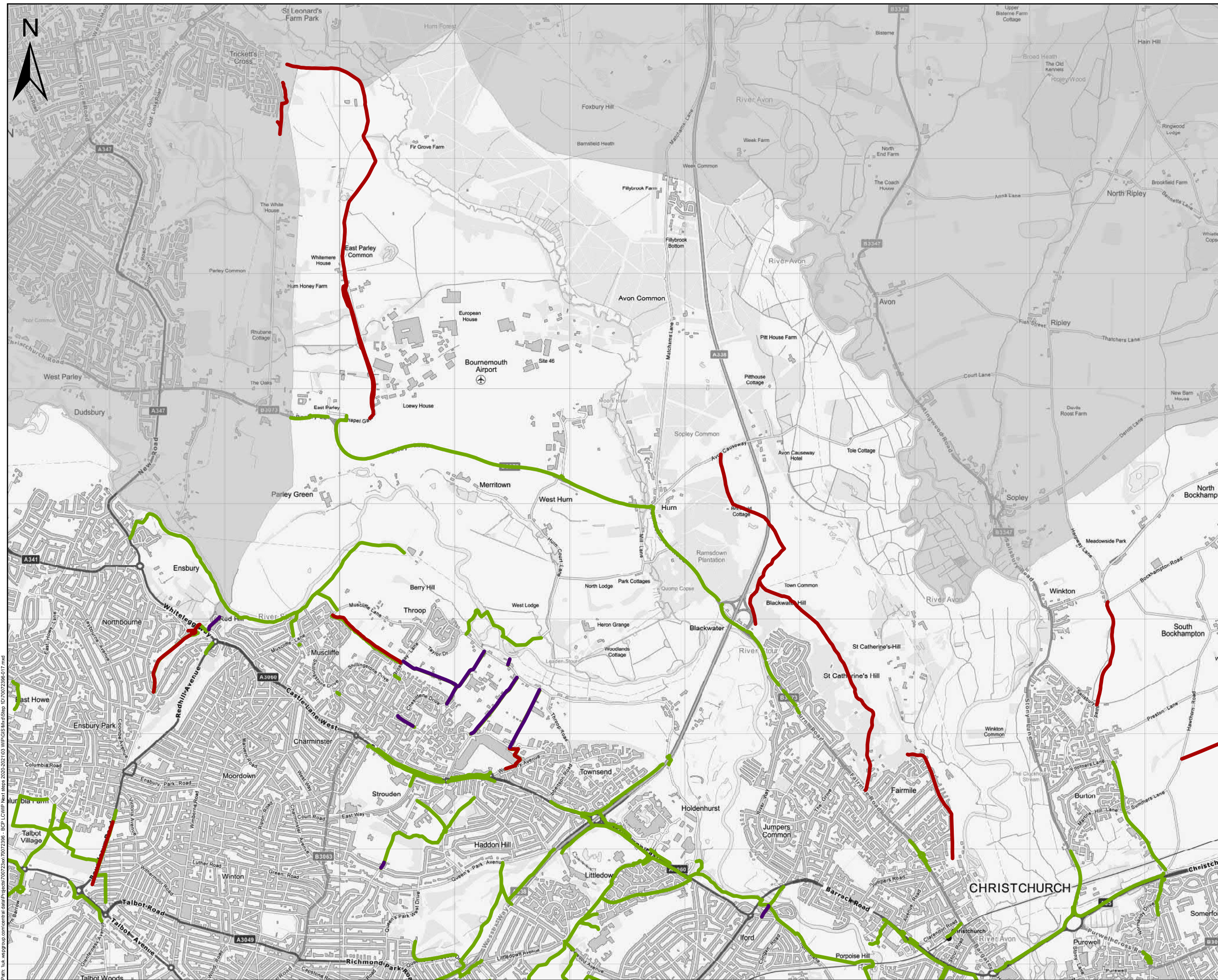
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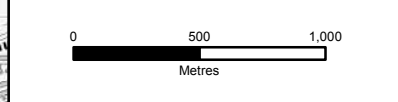
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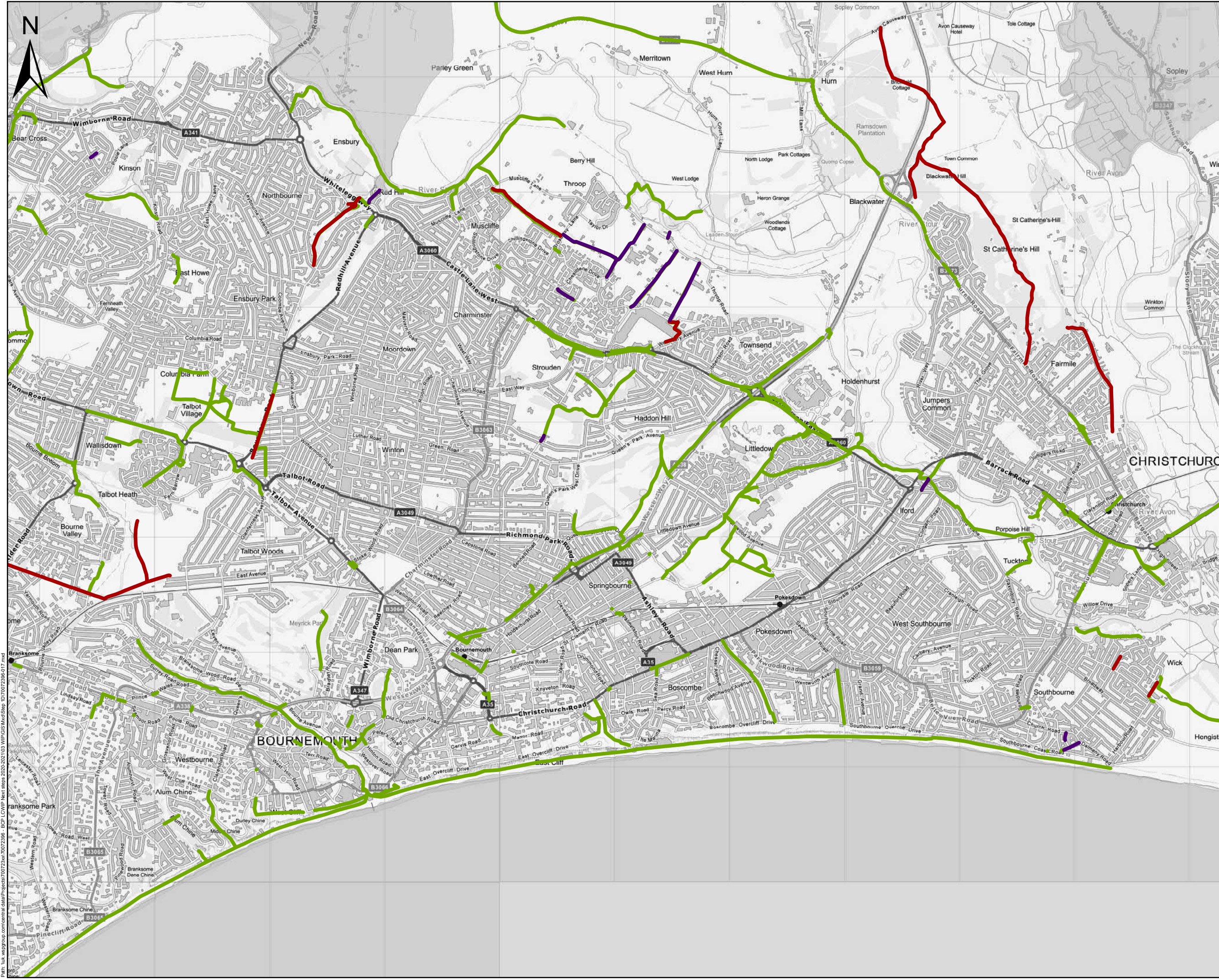
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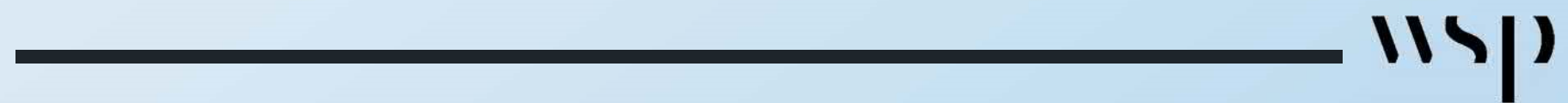


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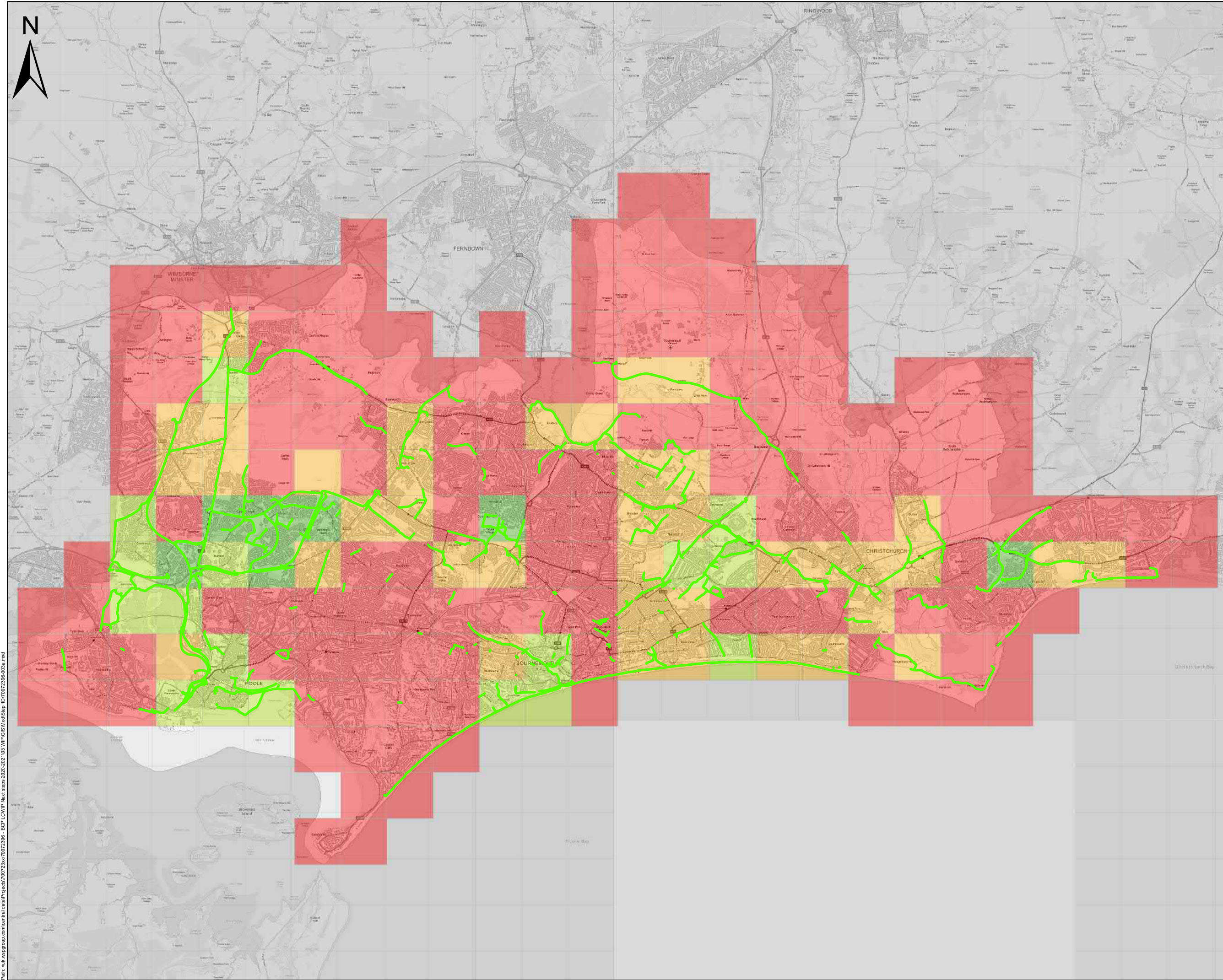


# Appendix B

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

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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Overview Plan**

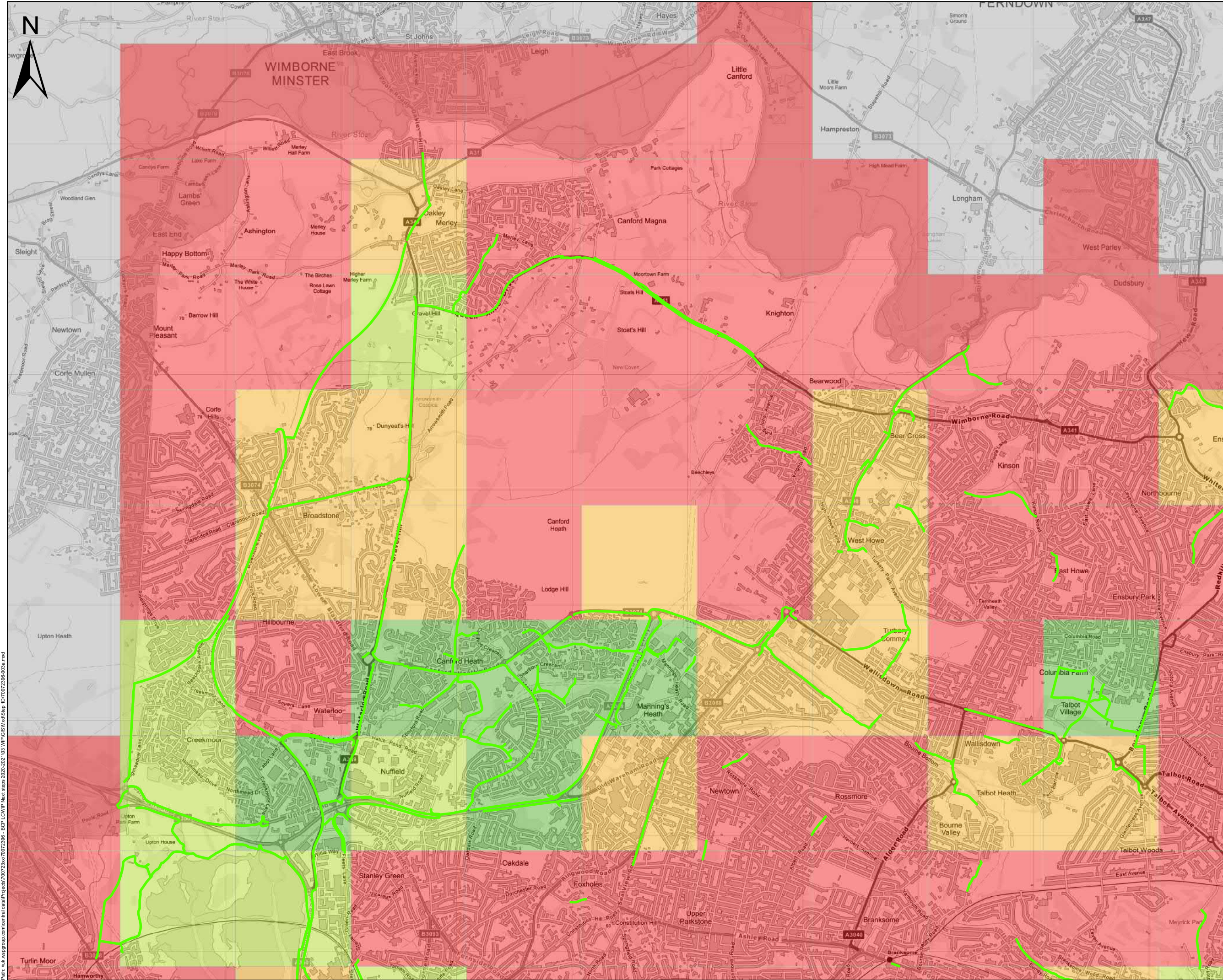
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Traffic-free routes for people cycling as identified on the area cycle map

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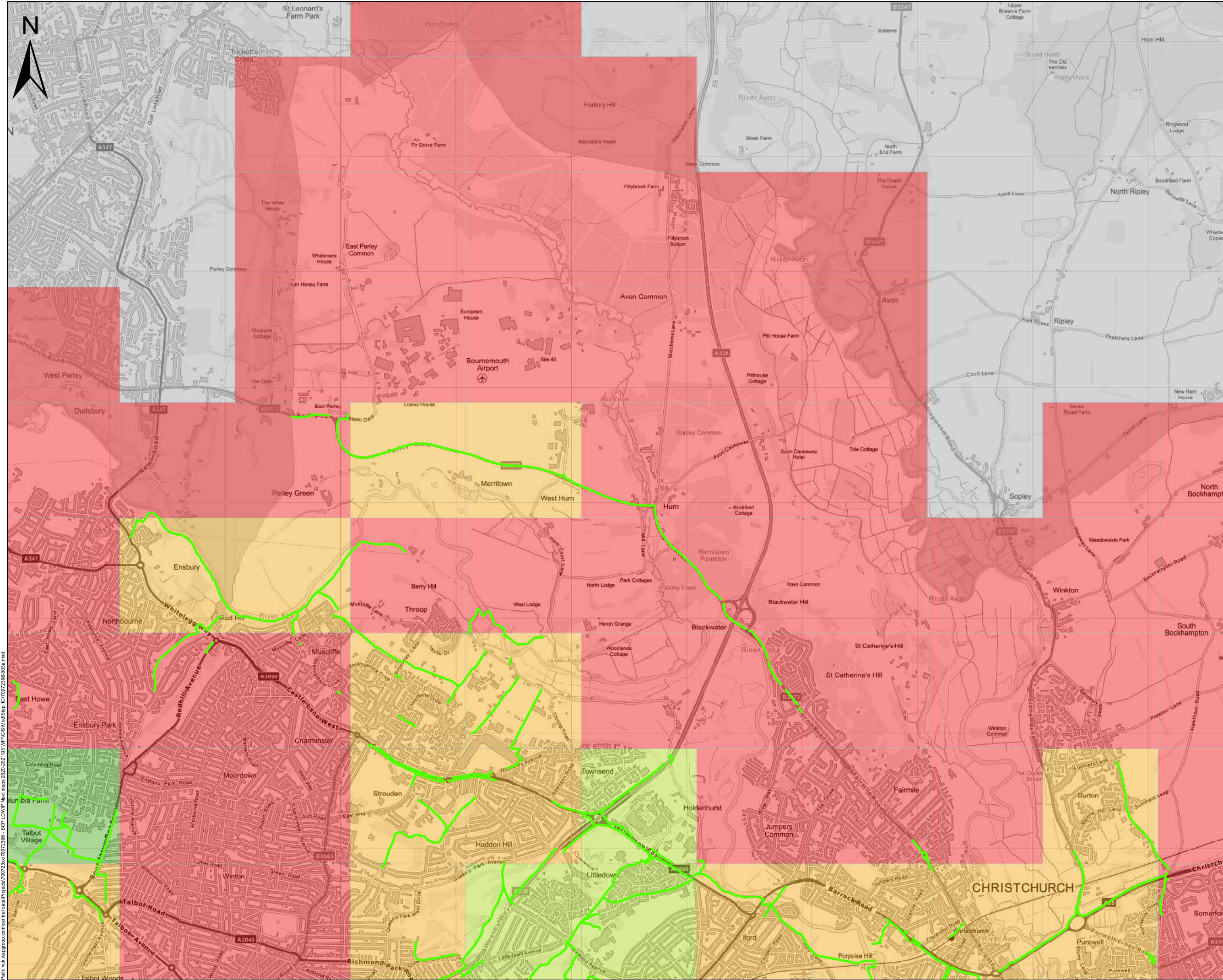
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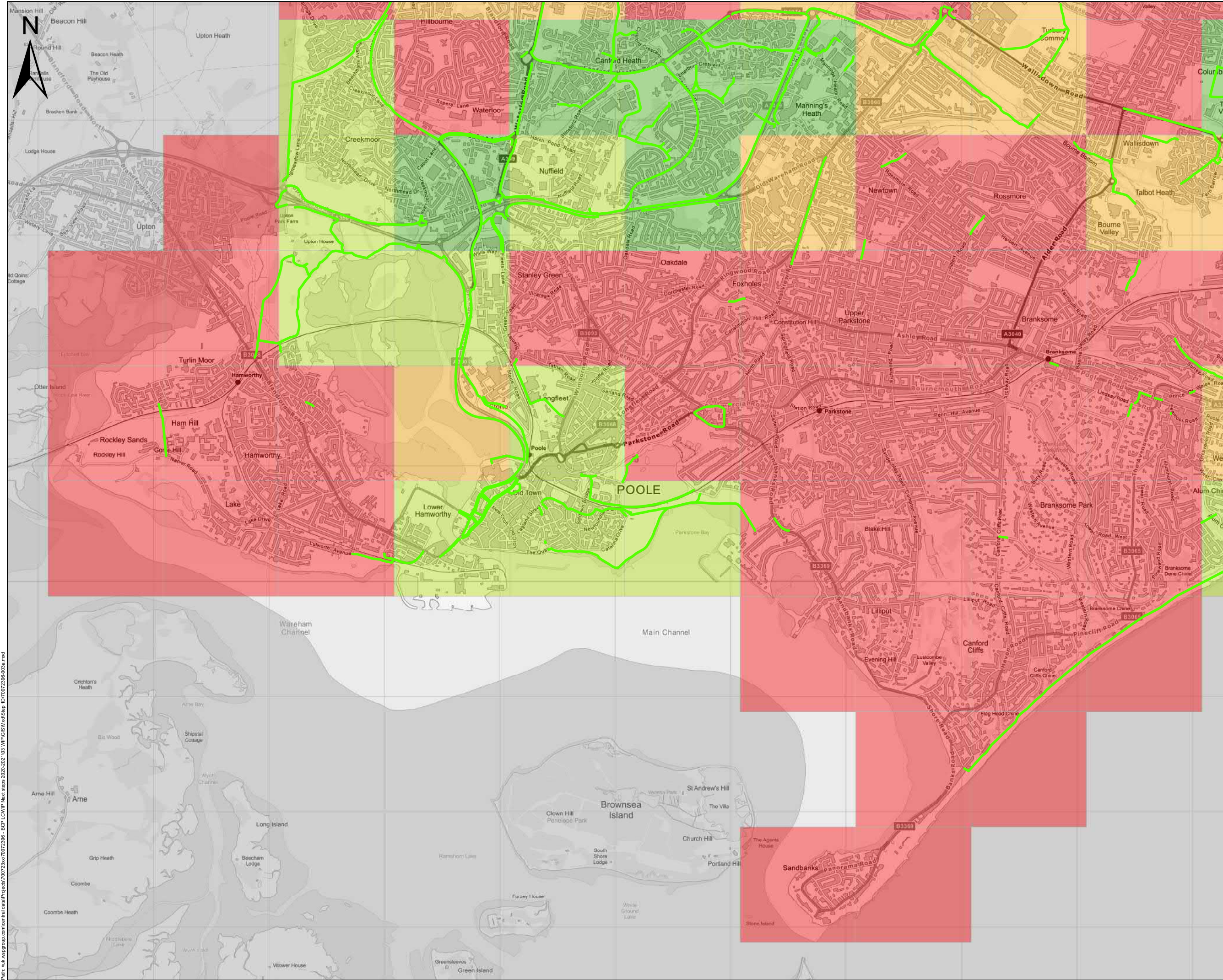


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Mesh Density Analysis  
Traffic-Free Cycle Routes  
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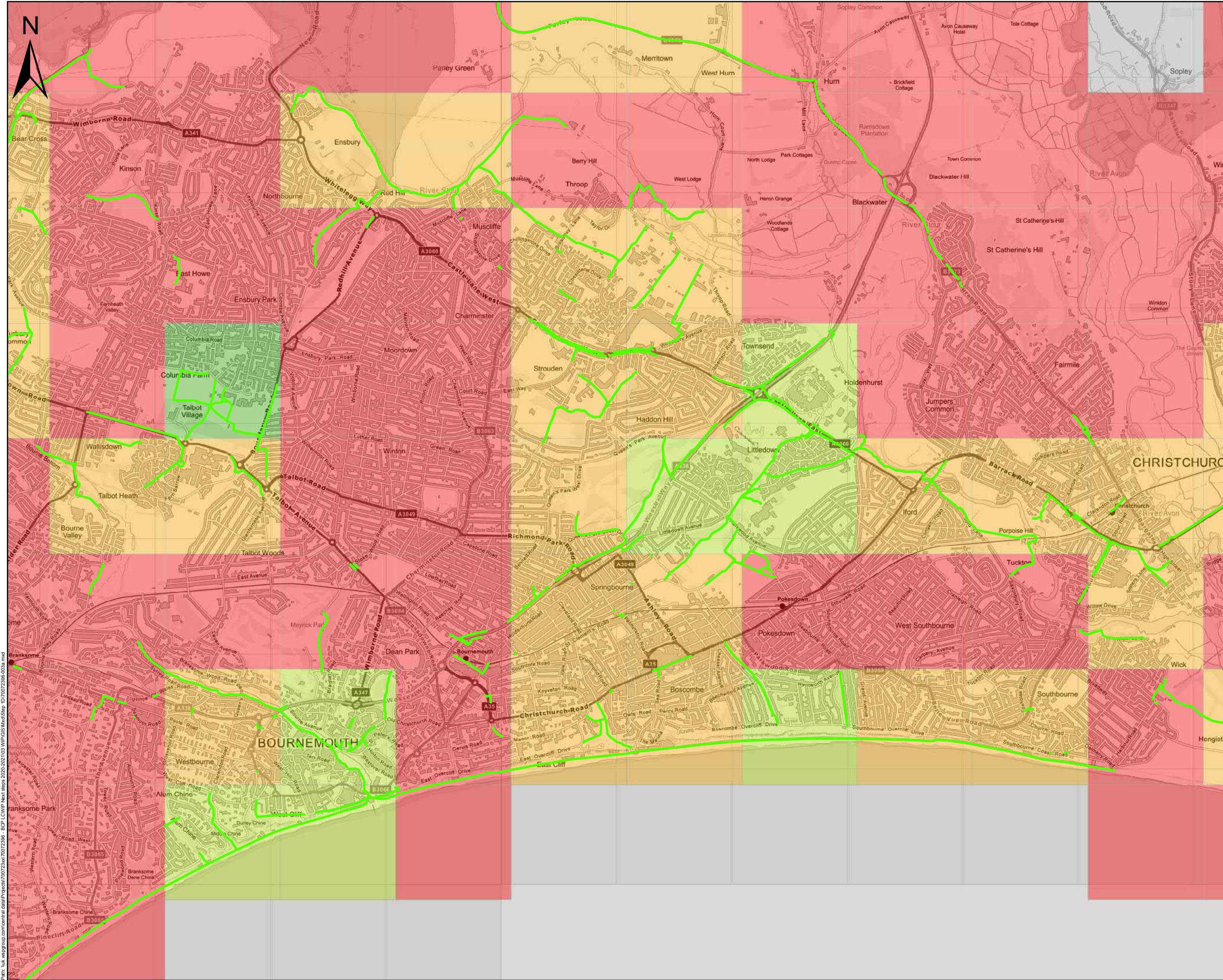
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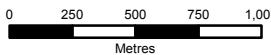
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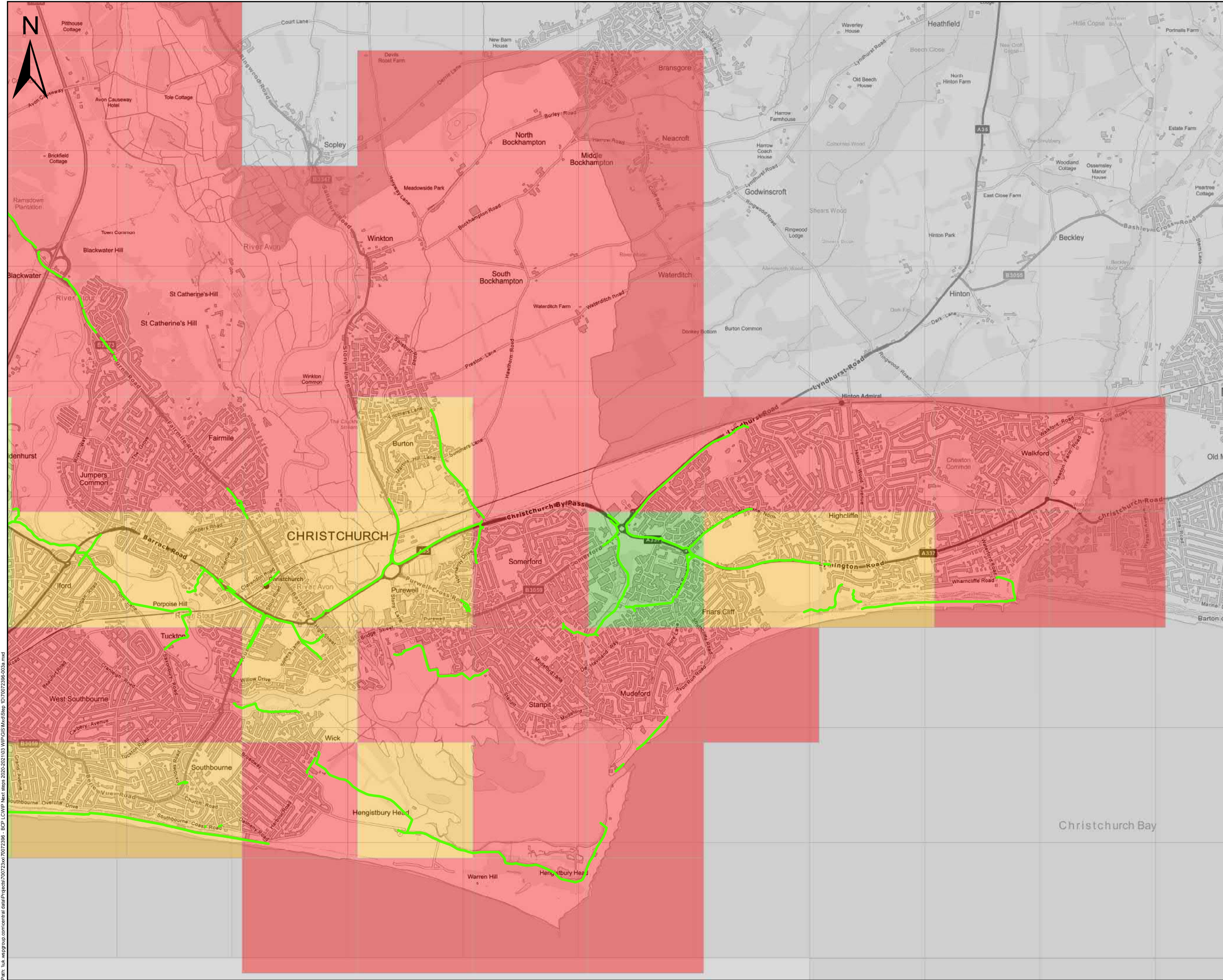


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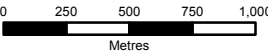
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Traffic-Free Cycle Routes  
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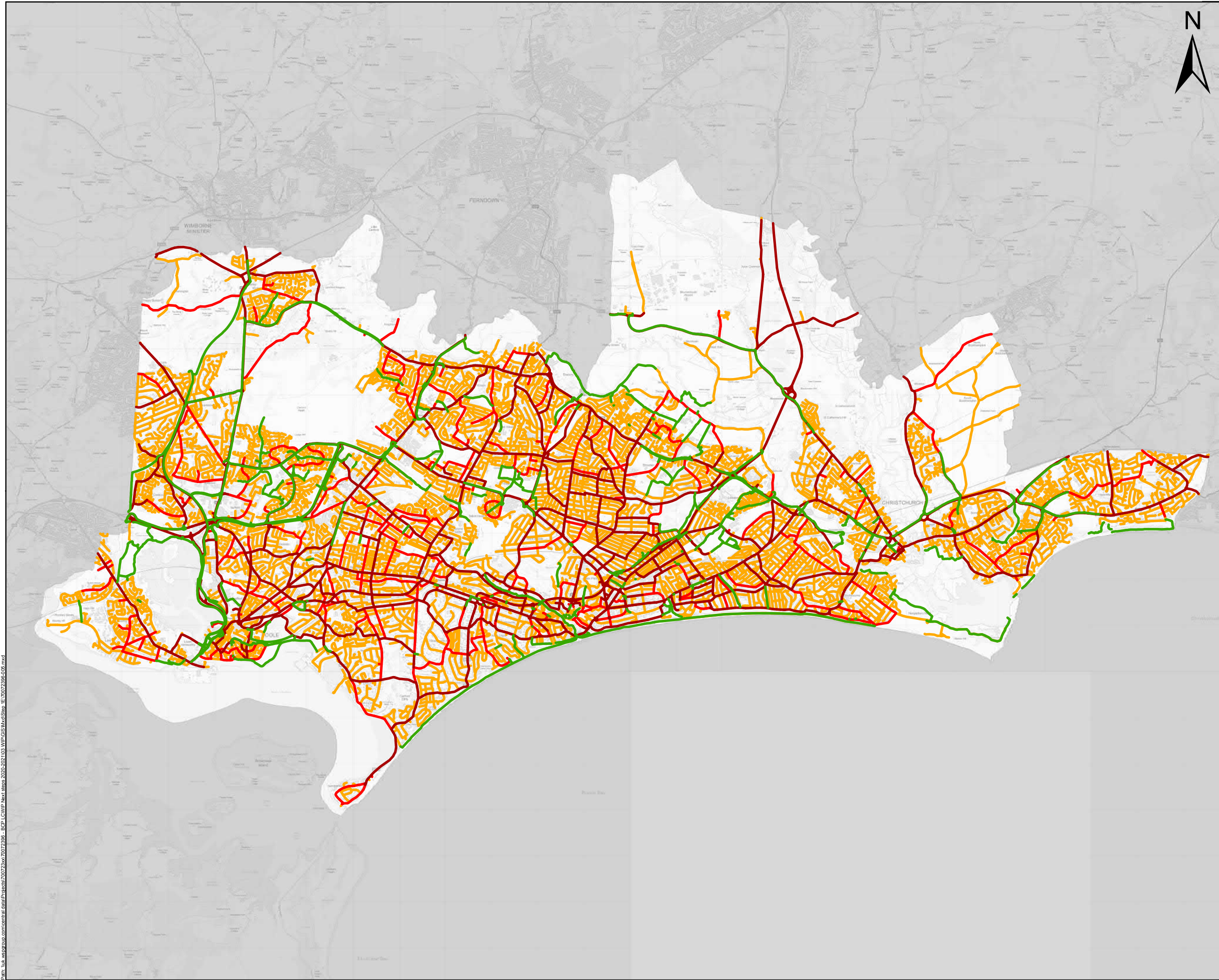
# Appendix C

Accessibility Classification Plans





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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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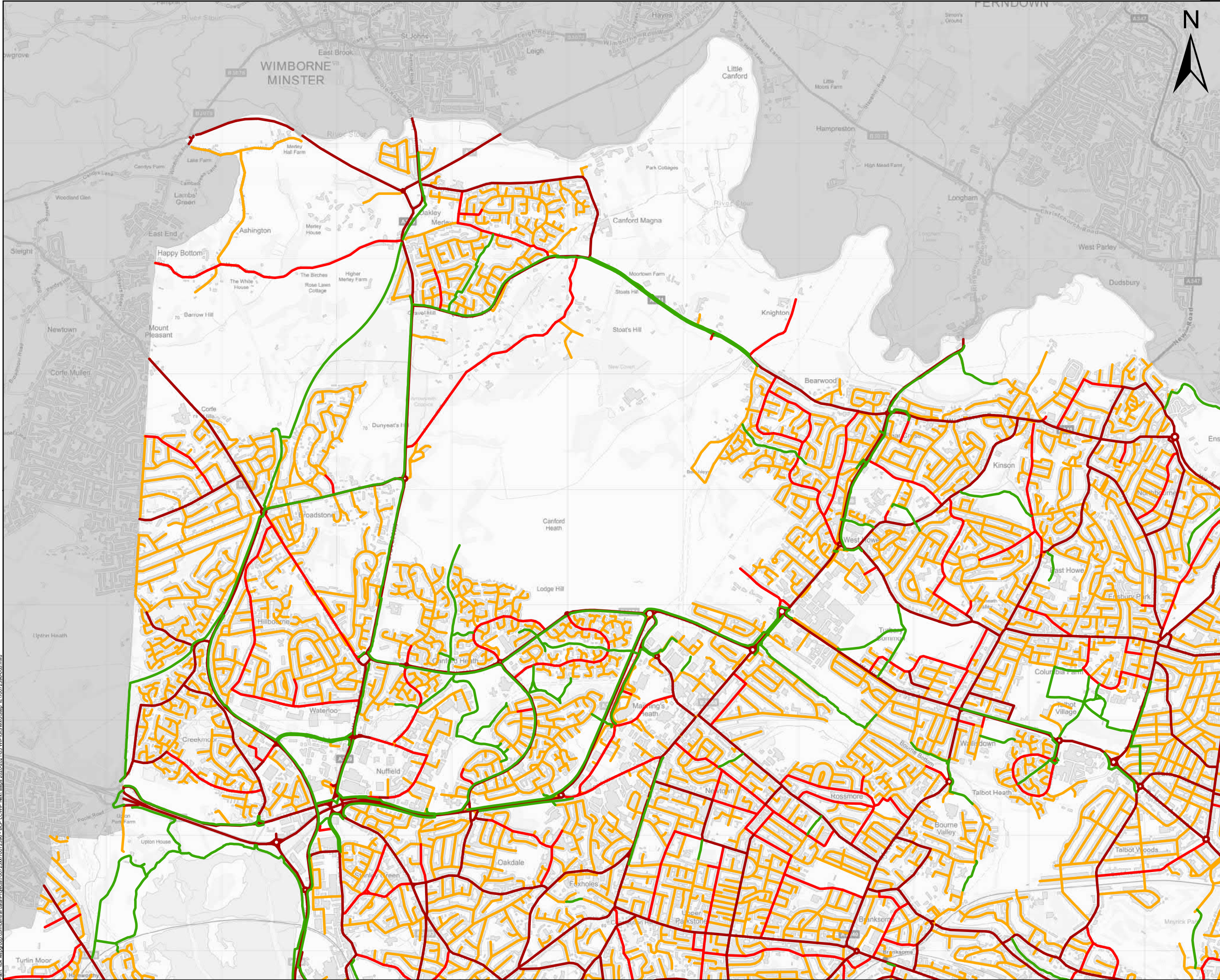
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Outside BCP boundary

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

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Road network taken from WSP Corporate Data

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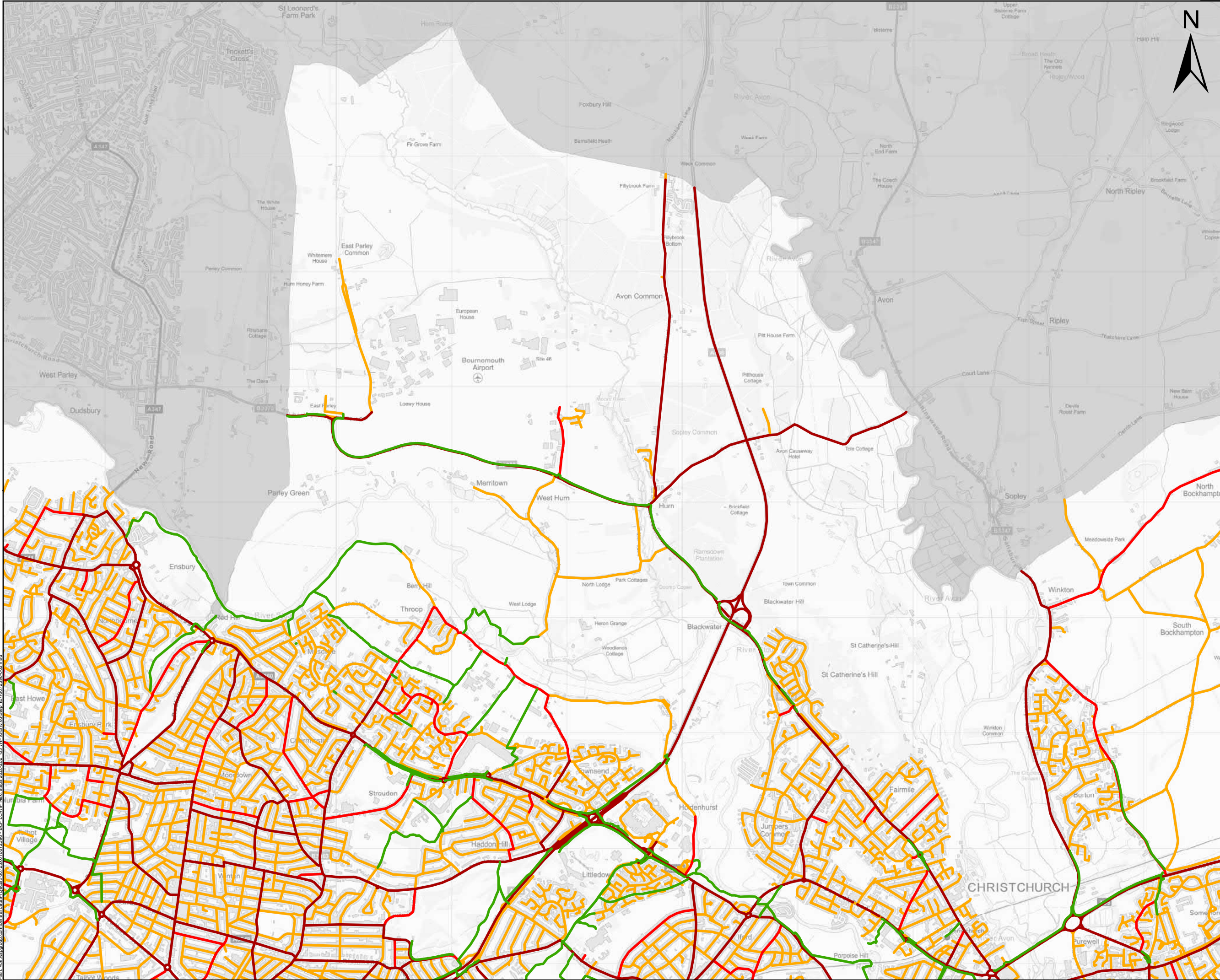
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Road network taken from WSP Corporate Data

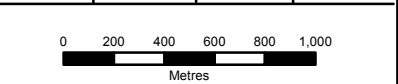
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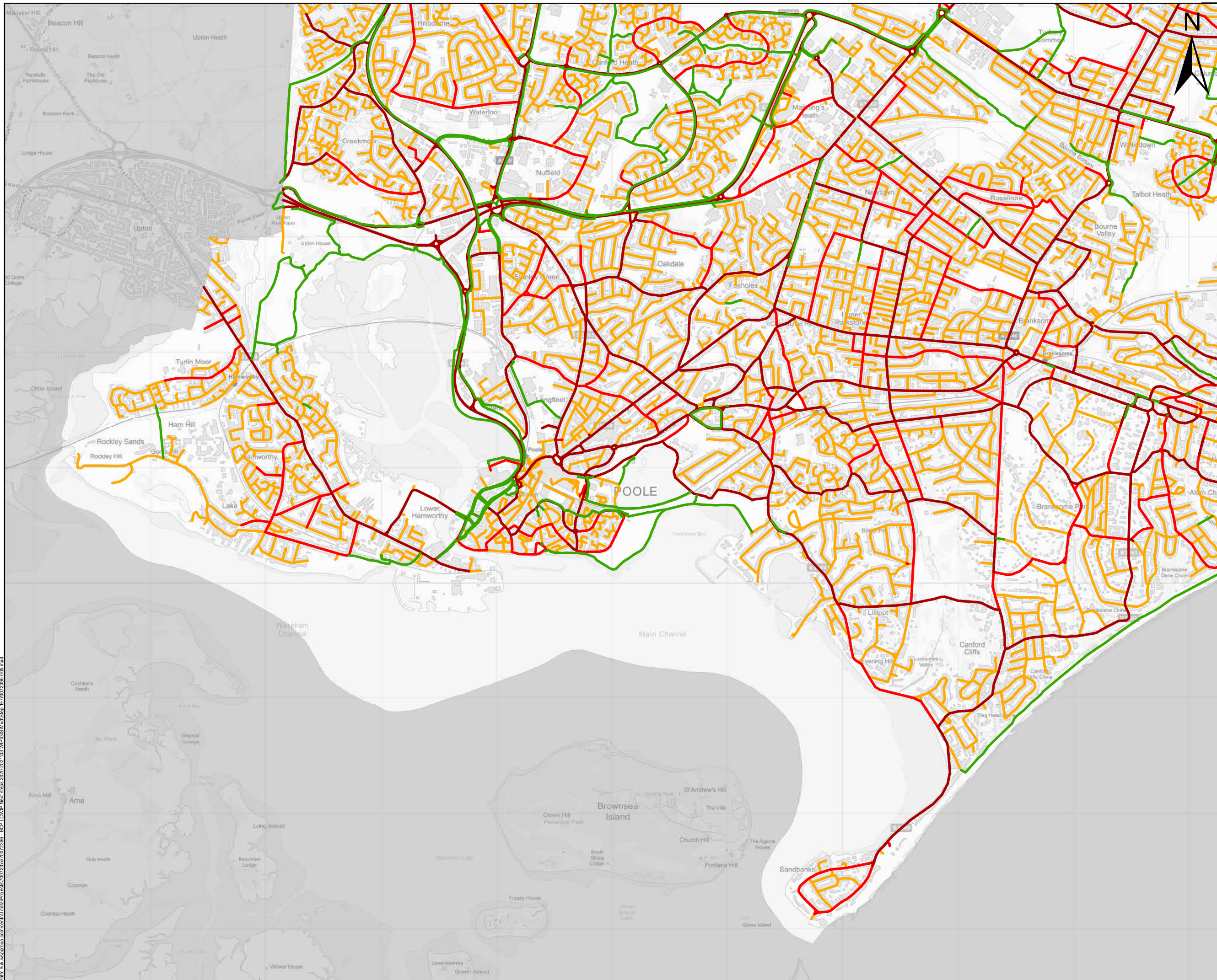
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Many of the cycle tracks and traffic-free paths are shared between people cycling and walking and/or fall below the current design standards. As such it should not be assumed that the route shown on the plan do not require improvements to make them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

The accessibility classification analysis was undertaken on the basis of estimated traffic flow 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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Road network taken from WSP Corporate Data

DRAFT

Job Title  
Bournemouth Christchurch

Bournemouth, Christchurch  
and Poole Local Cycling and

Drawing Title
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Initial Accessibility

Classification Plan  
Sheet 3

1:30,000	
Drawn	Page 3 of 5

WS		Page 5 of 5	
Stage 1 check DI	Stage 2 check IP	Originated IP	Date 27/10/2023

Mode of Transport	Number of people
Car	800
Train	400
Bus	200
Bicycle	100

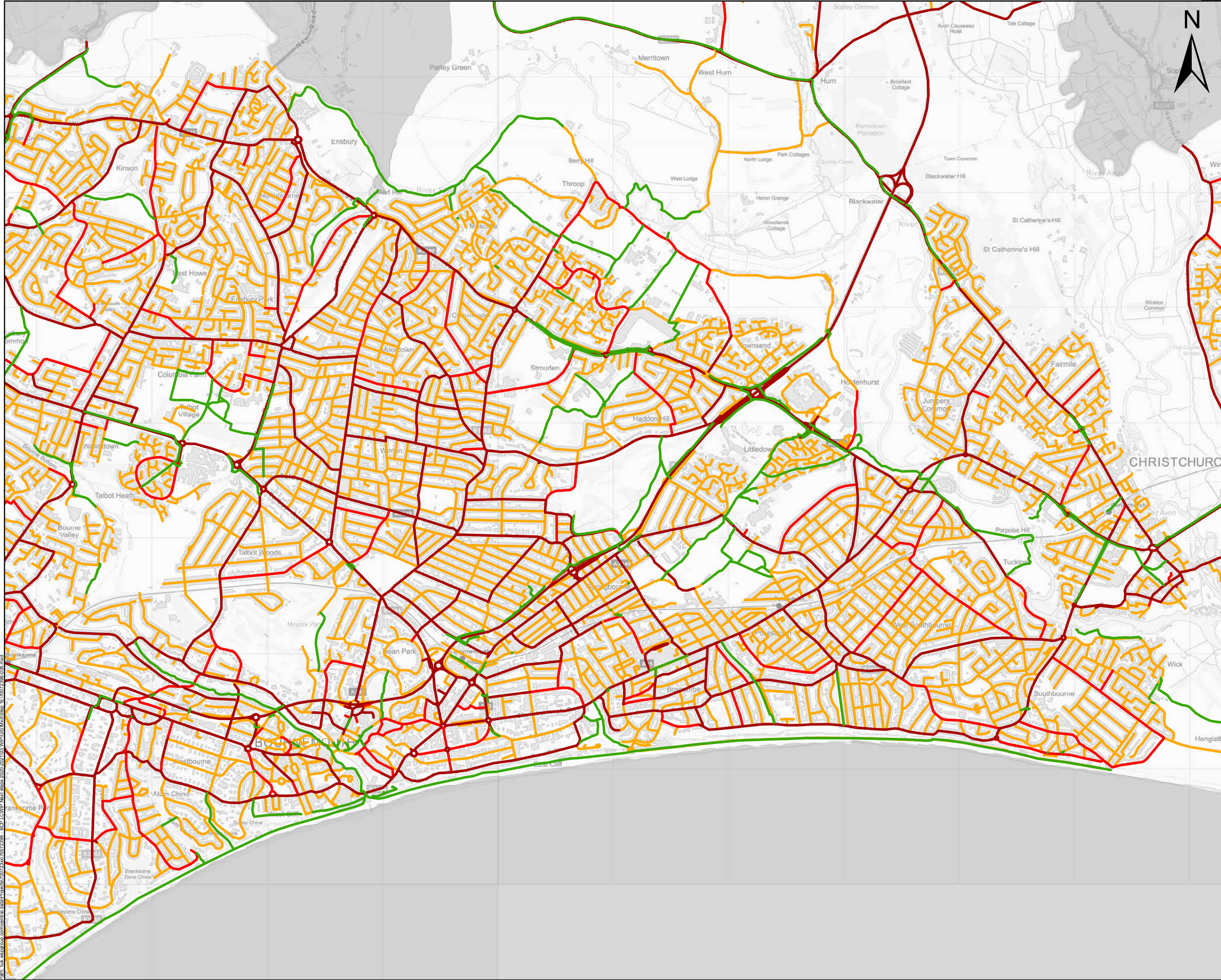
Metres



70072396-005

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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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Drawing Status  
**DRAFT**

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

Drawing Title  
**Initial Accessibility Classification Plan Sheet 4**

Scale at A3  
**1:30,000**

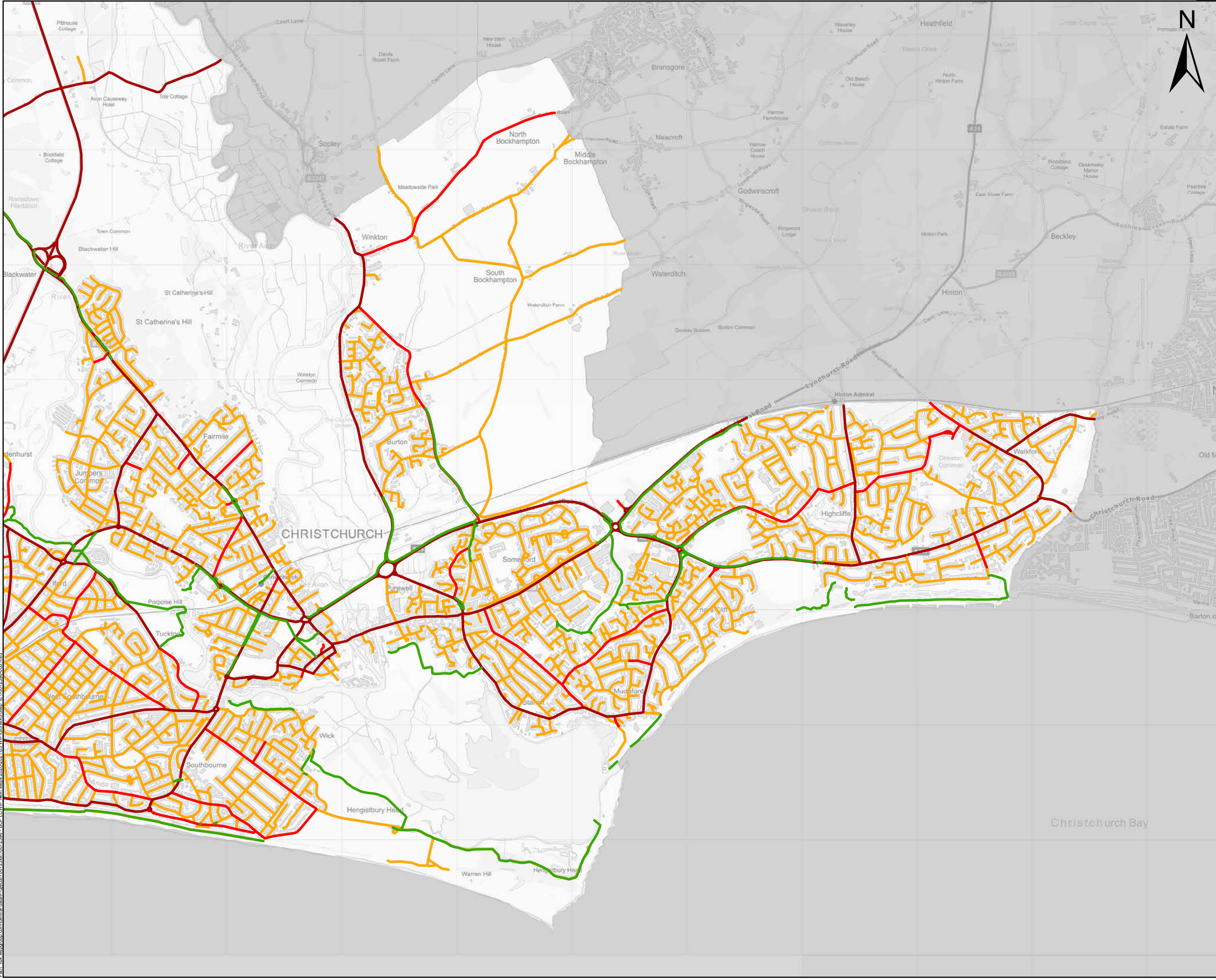
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Stage 1 check	DL	Stage 2 check	JP
Originated	JP	Date	27/10/2021

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Drawing Number  
**70072396-005**

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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)

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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	Stage 2 check	Originated	Date
DL	JP	JP	27/10/2021

Drawing Number

70072396-005

Path: h:\wsp\group\confidential\data\Projects\70072396-005\WSP\GIS\MapSheet\_70072396-005.mxd



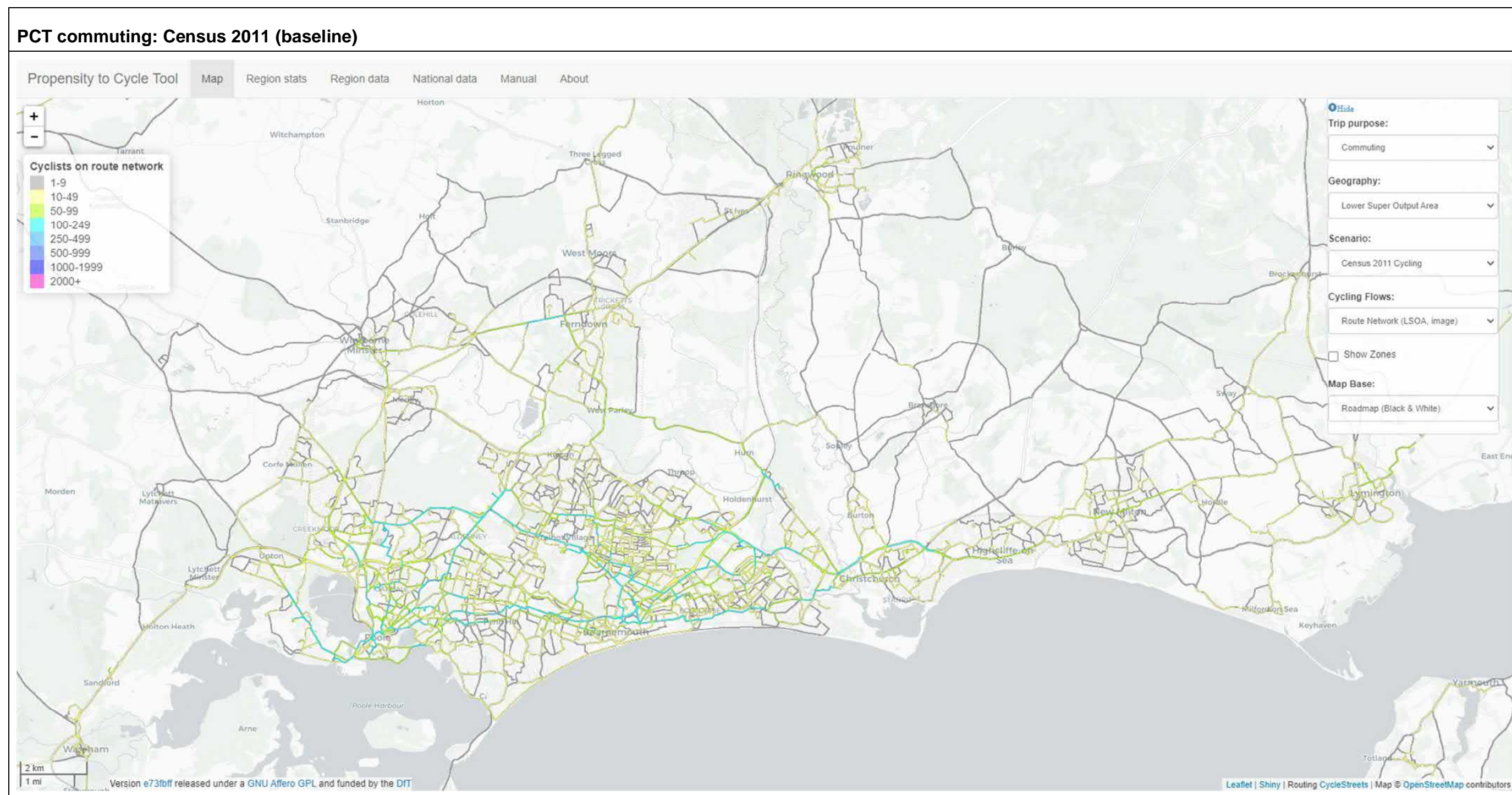
# Appendix D

Propensity to Cycle Tool Forecast  
Commuting Flow Maps





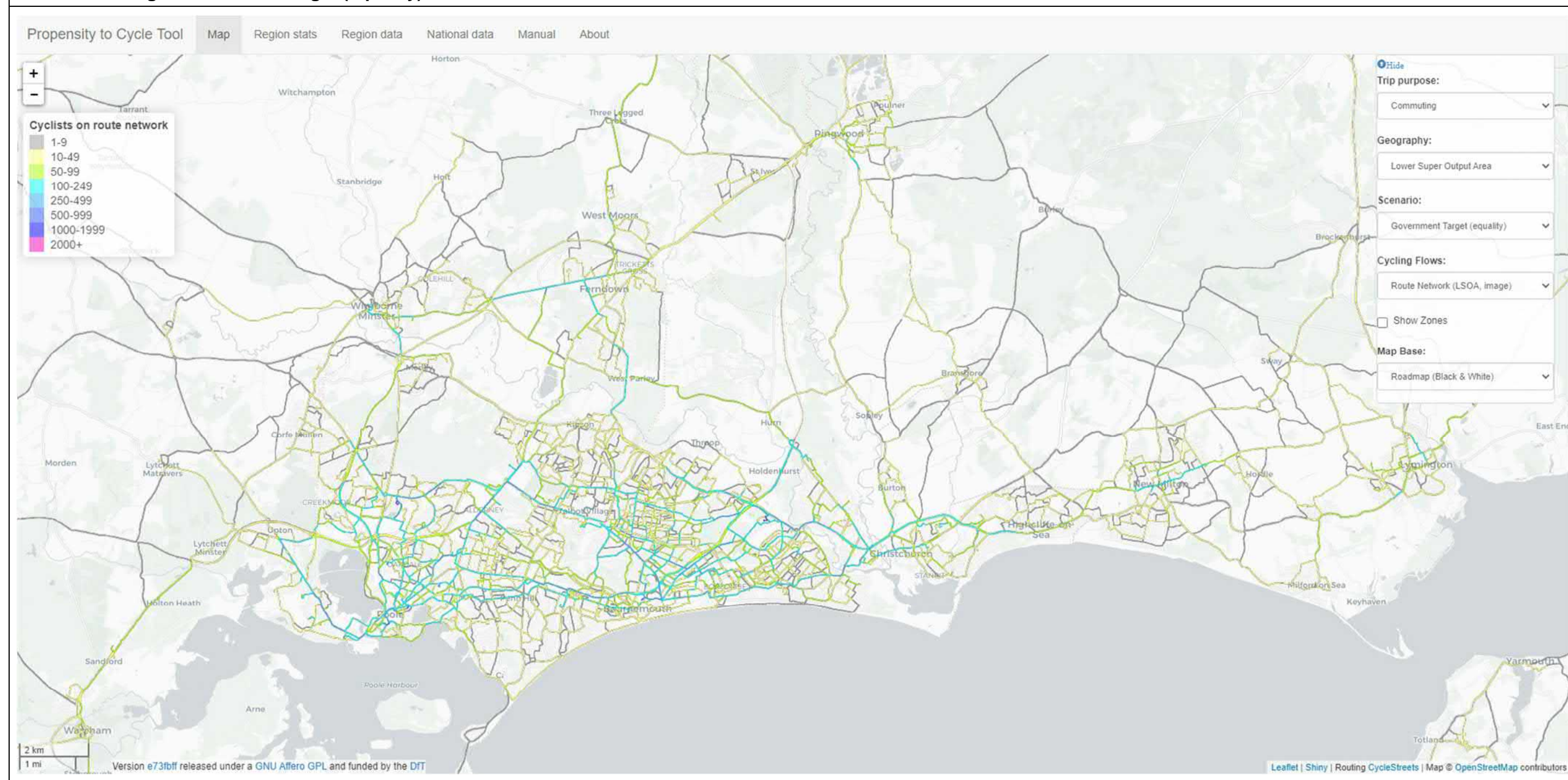
## Appendix D – Propensity to Cycle Tool Forecast Commuting Flow Maps



<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.



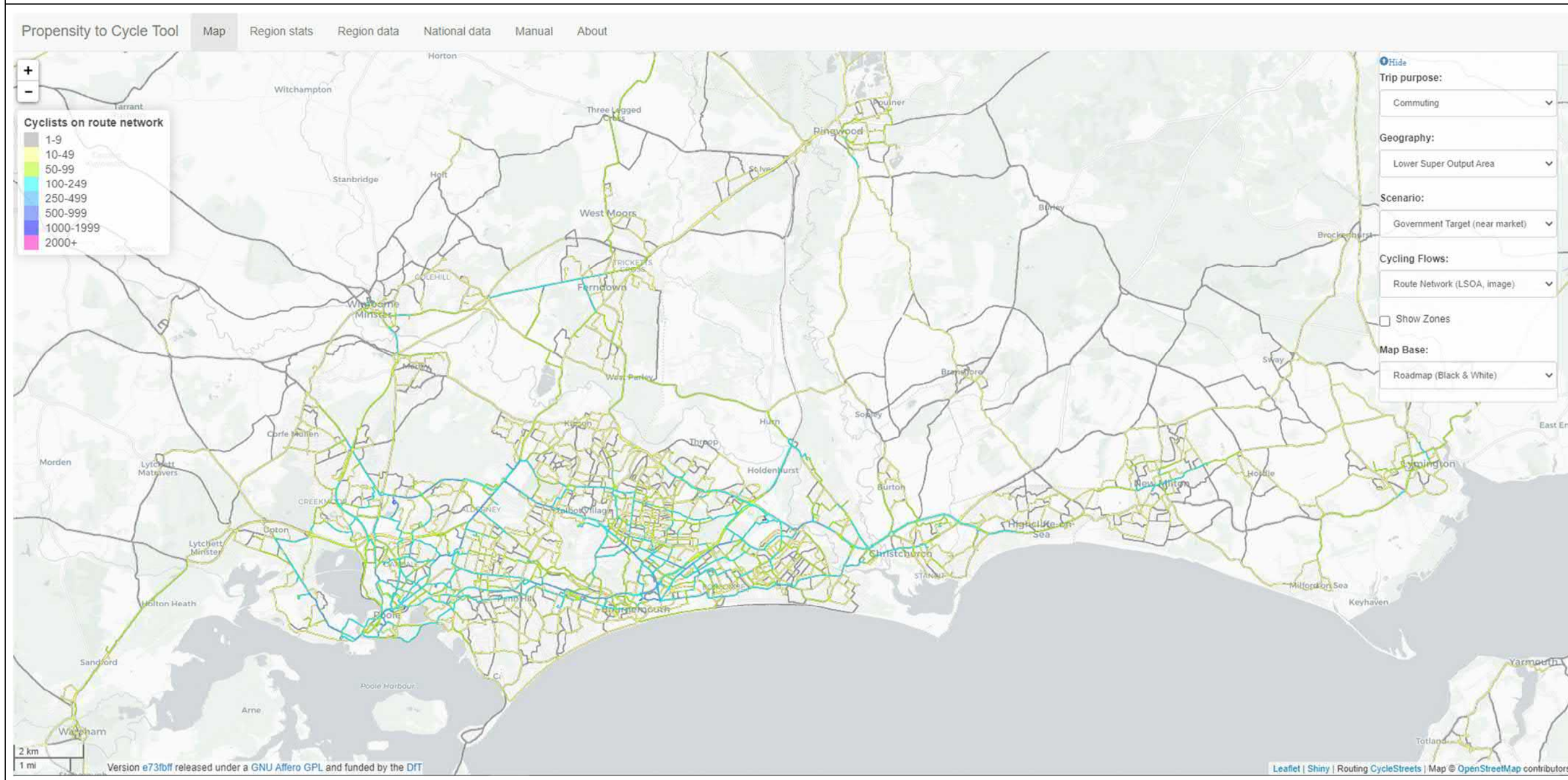
## PCT commuting: Government Target (equality) scenario



<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.



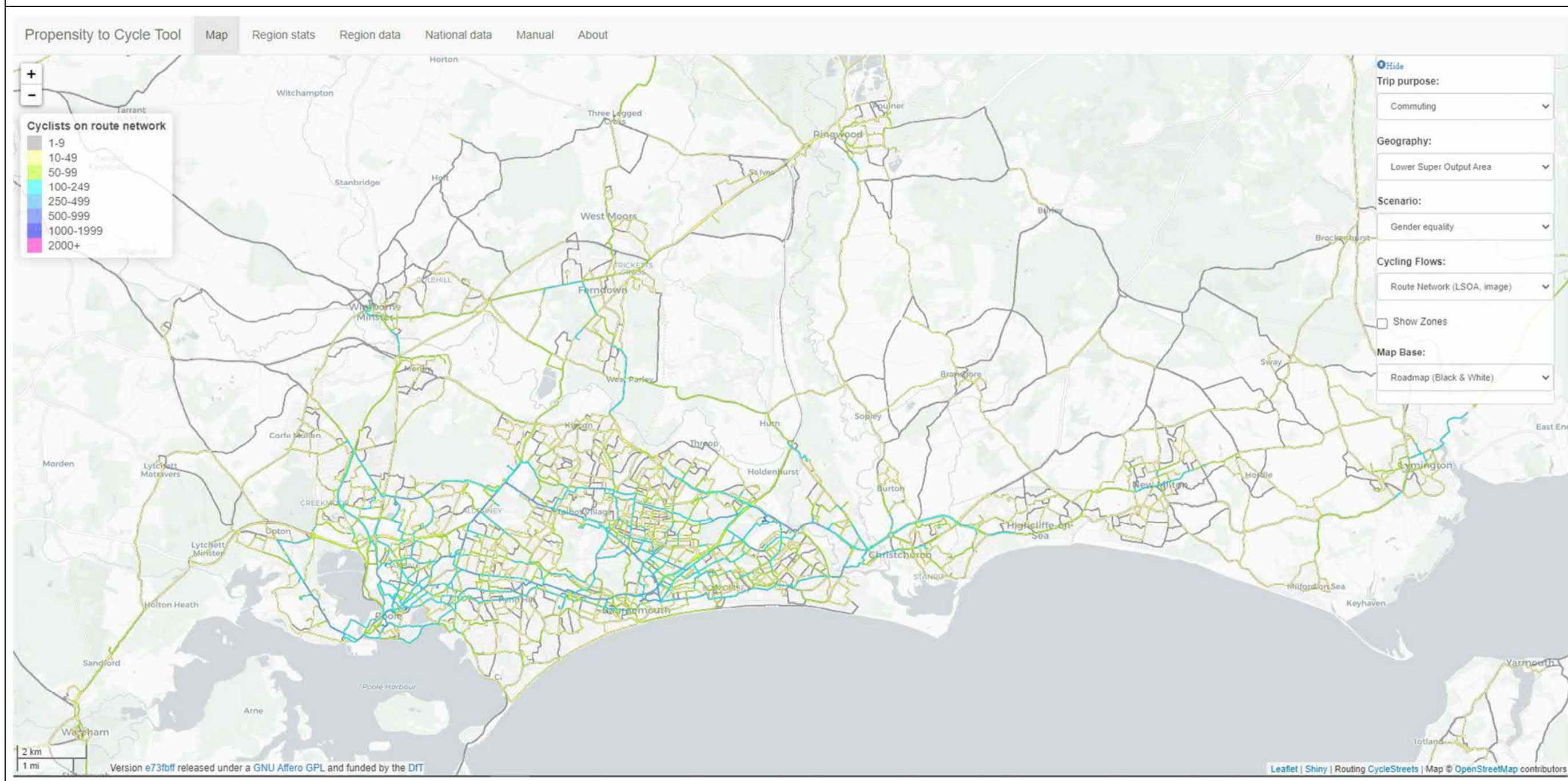
## PCT commuting: Government Target (near market) scenario



<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.



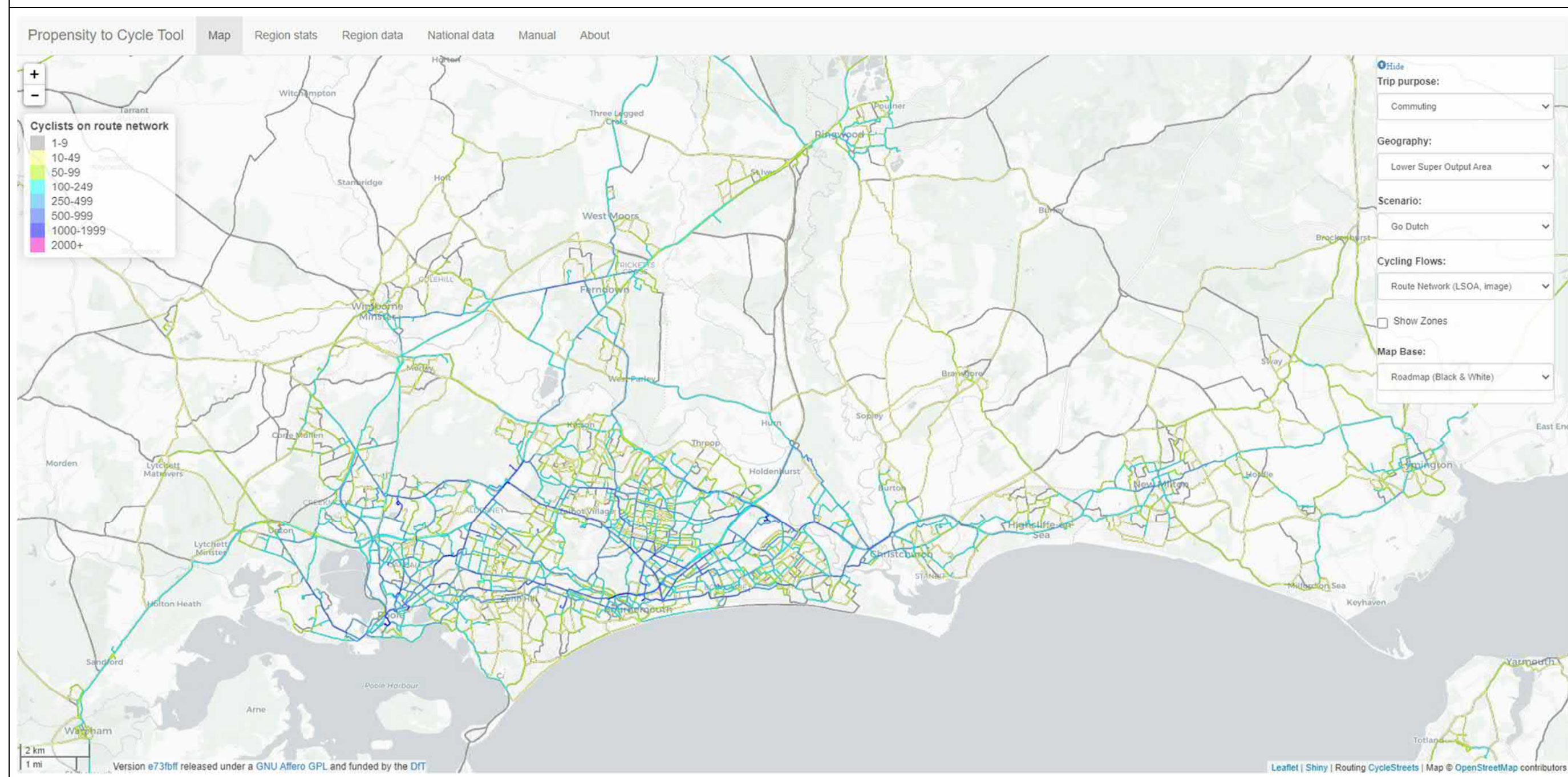
## PCT commuting: Government Target (gender equality) scenario



<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.



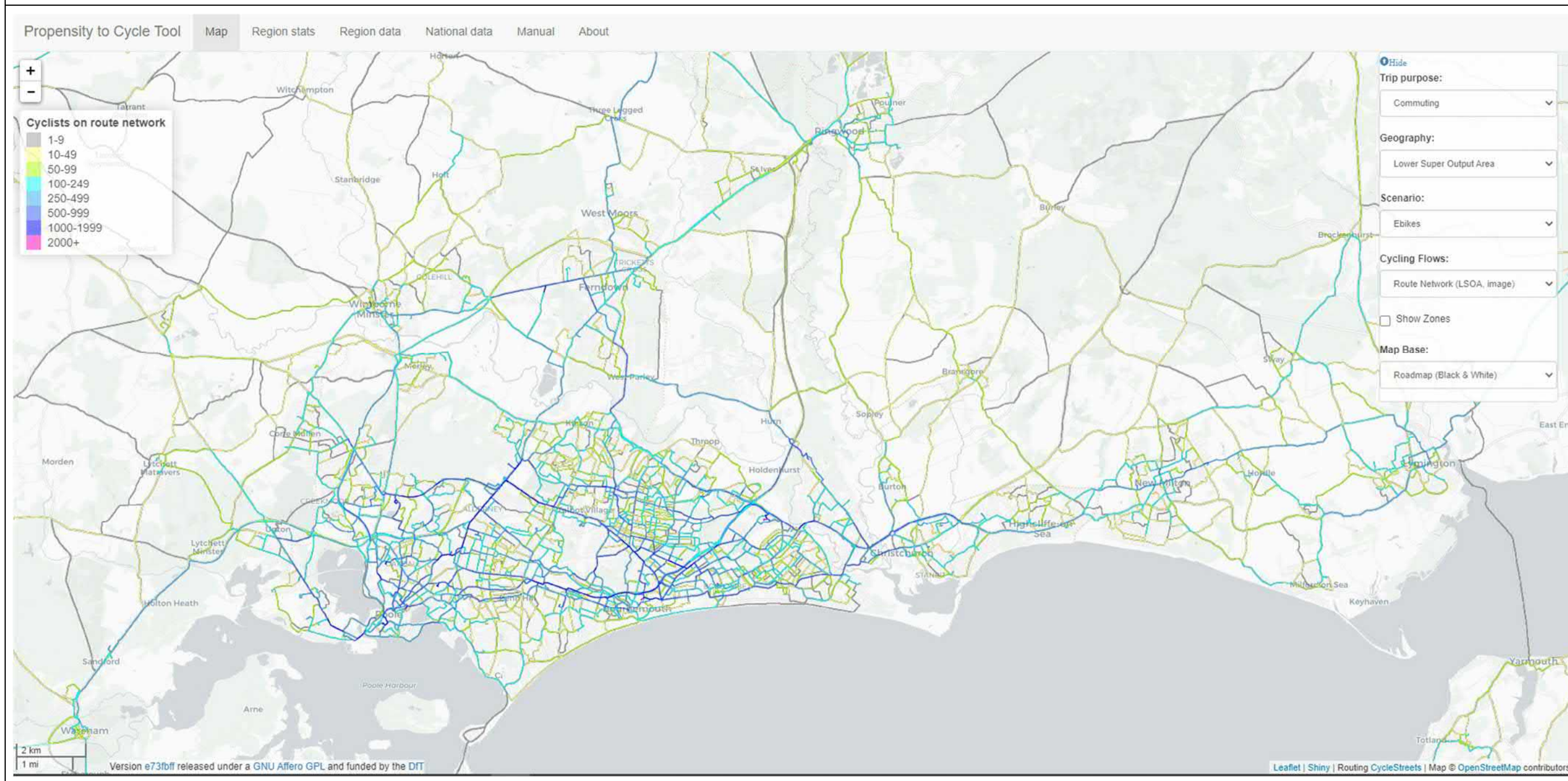
## PCT commuting: Go Dutch scenario



<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

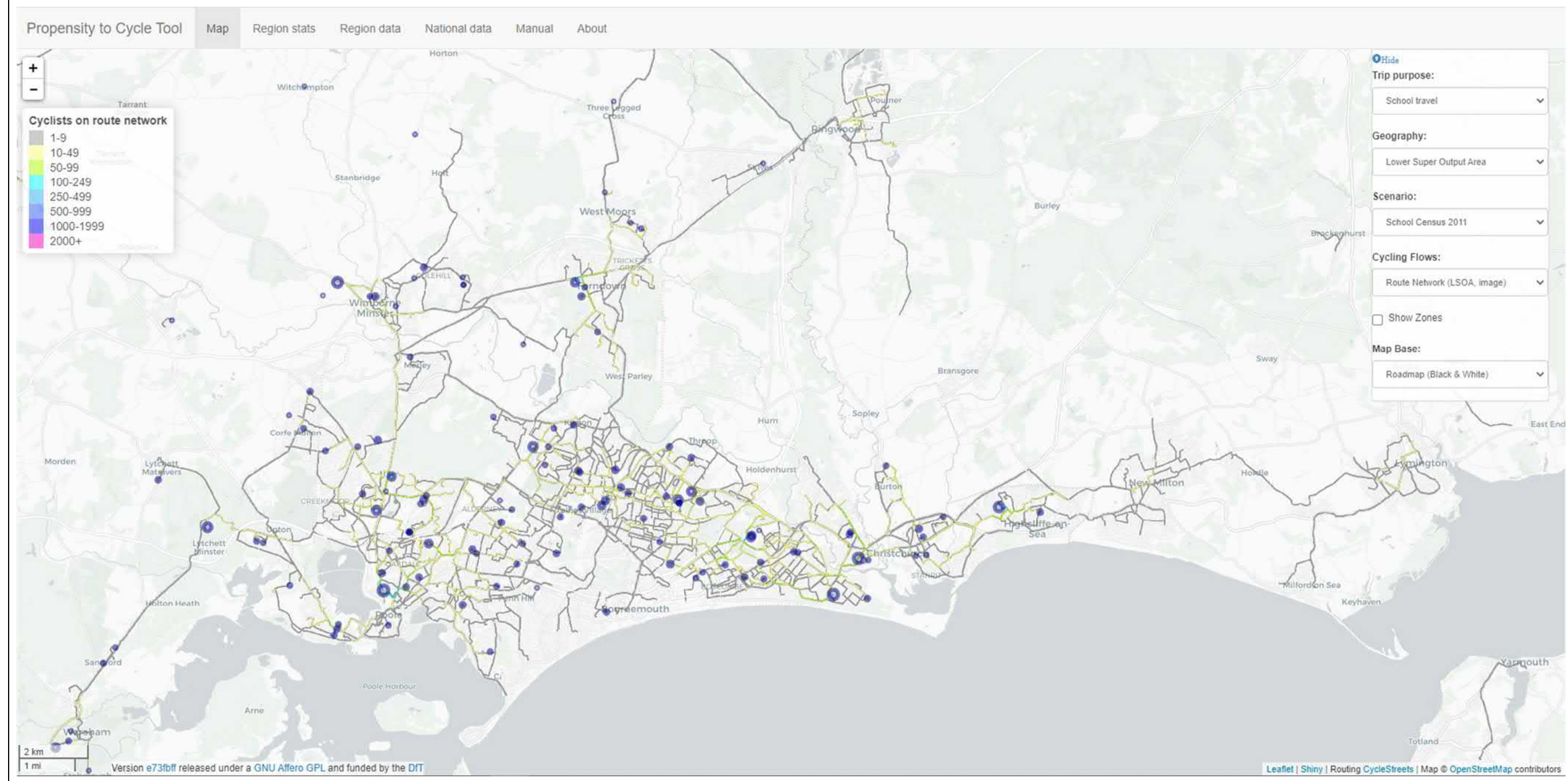
Propensity to Cycle Tool Forecast Travel to  
School Flow Maps





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

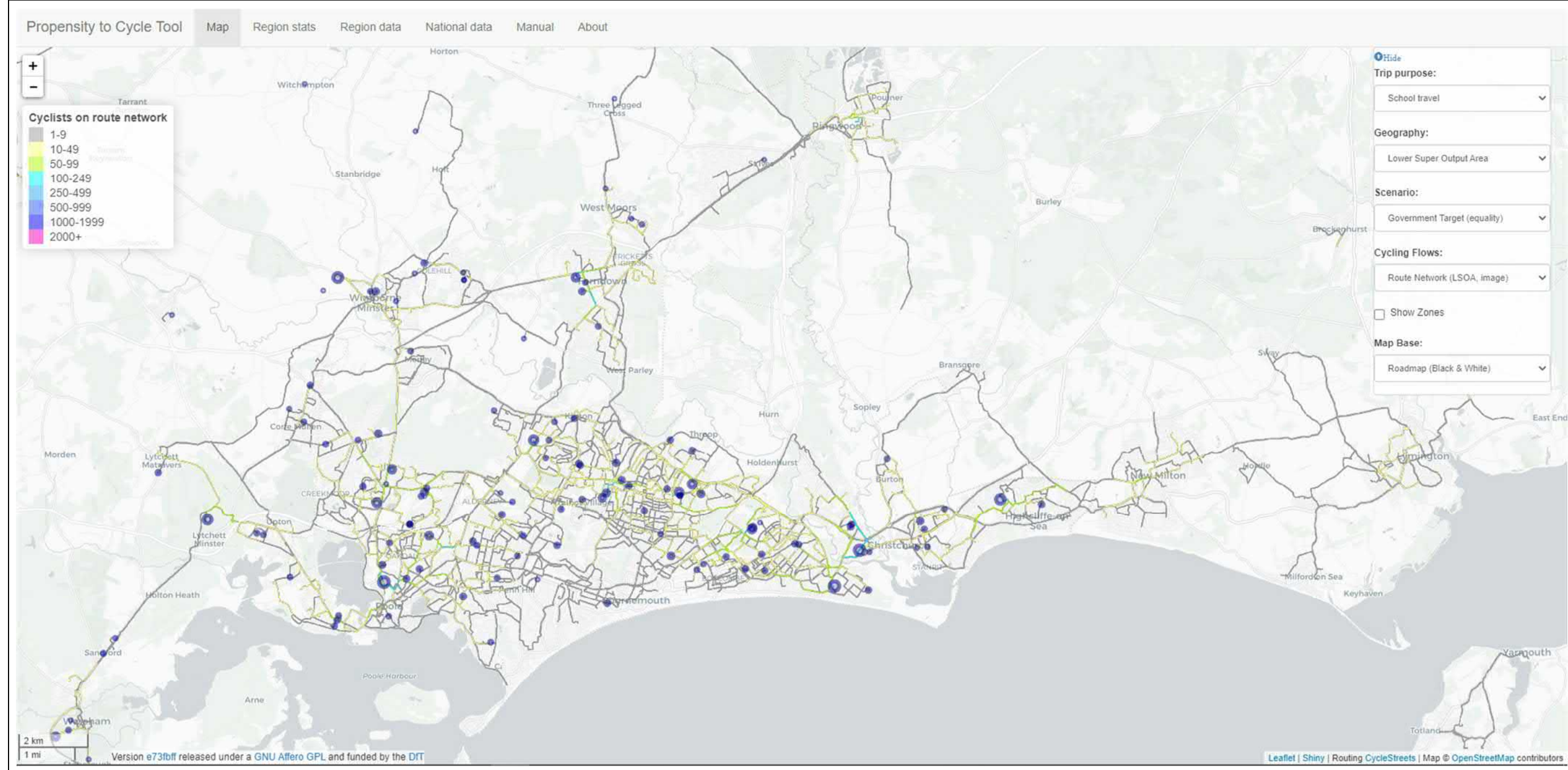
### PCT school travel: School census (baseline)



<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.



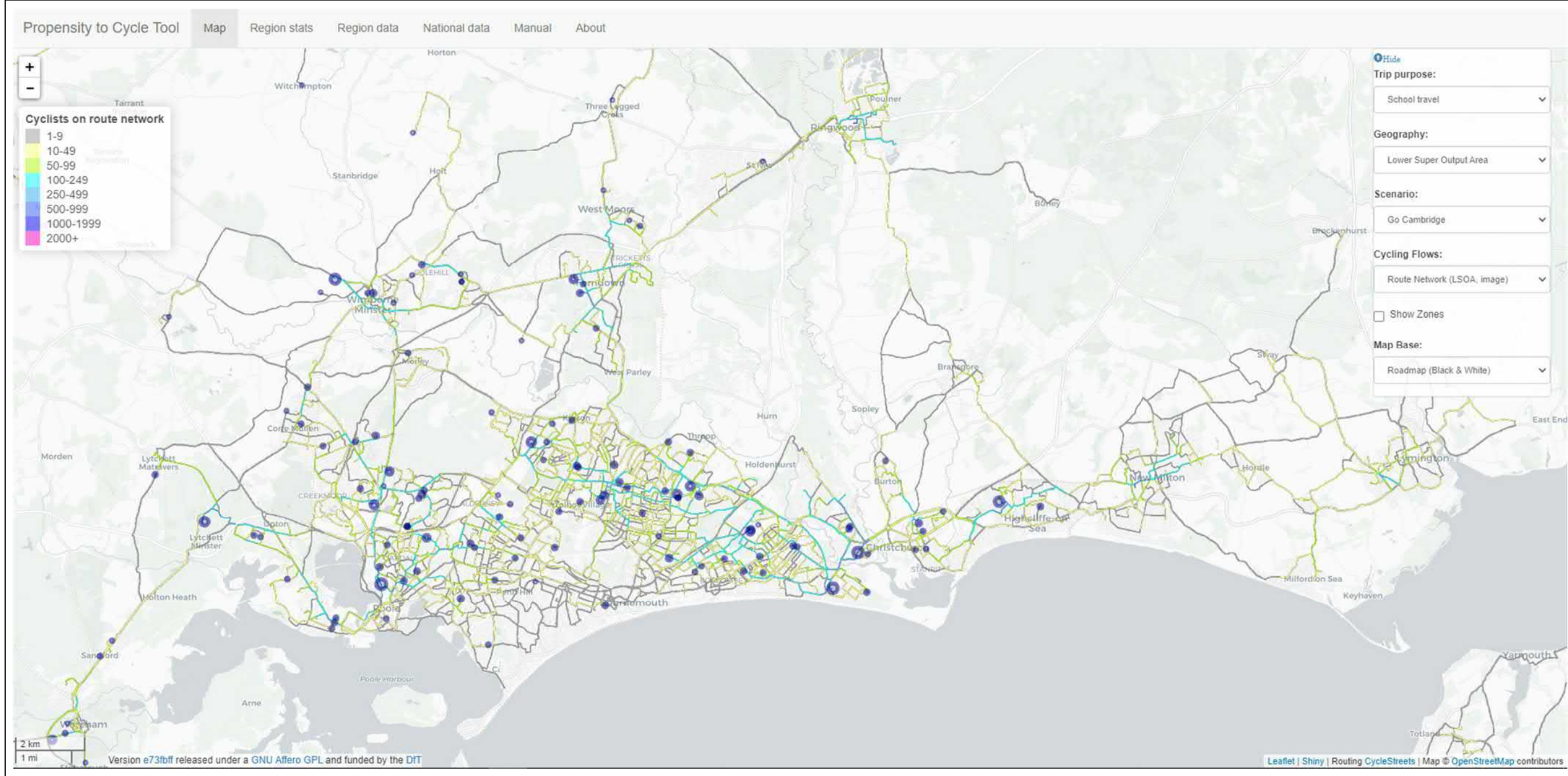
## PCT school travel: Government target (equality)



<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.



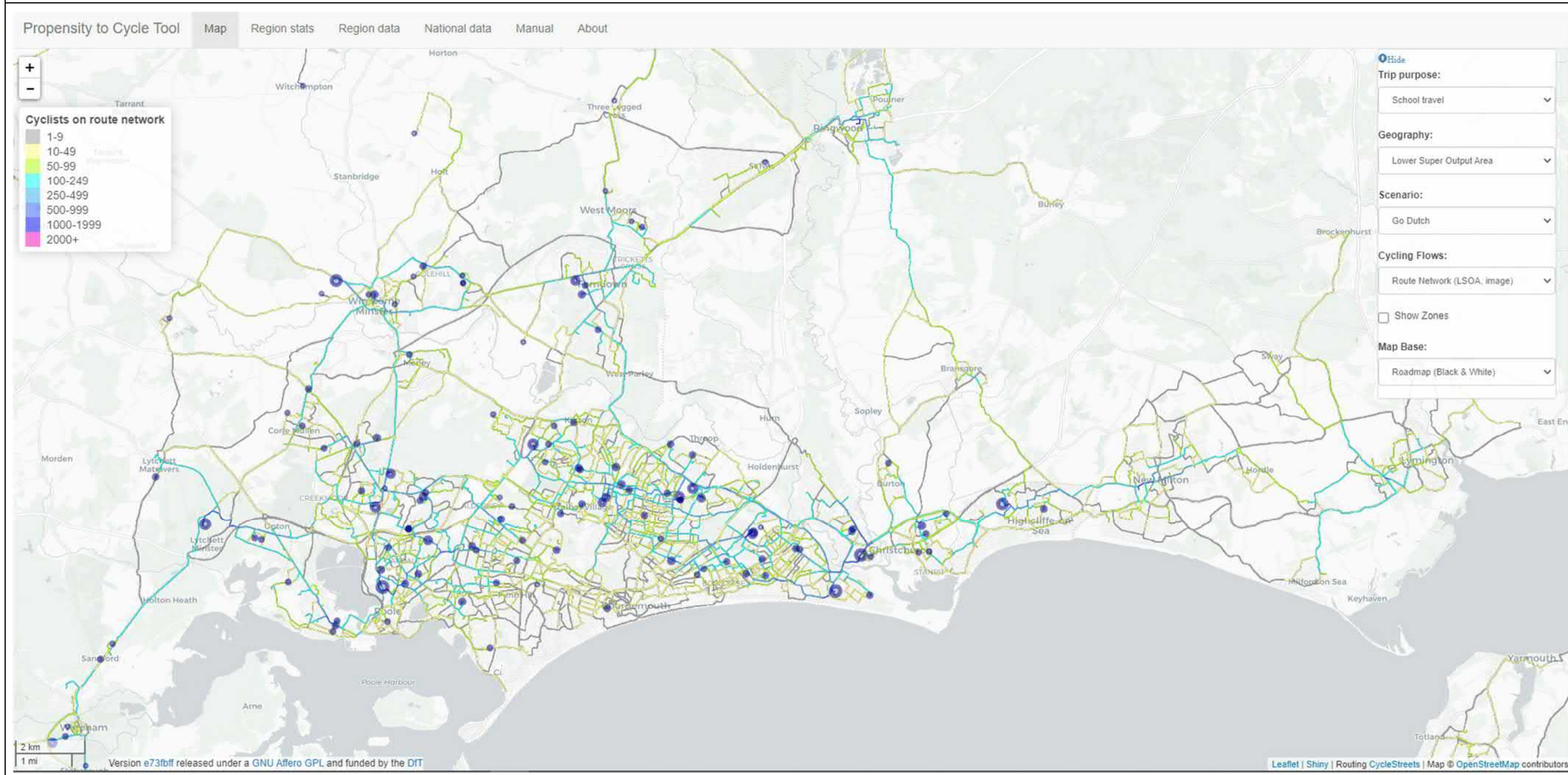
## PCT school travel: Go Cambridge scenario



<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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