



Bournemouth, Christchurch and Poole Council

Local Cycling and Walking Infrastructure Plan

MARCH 2022



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Foreword

I am pleased to present the first Local Cycling and Walking Infrastructure Plan (LCWIP) for Bournemouth, Christchurch and Poole (BCP). We are currently delivering our Transforming Travel programme, funded primarily by a grant of £79 million from the Transforming Cities Fund. This is part of the national government's Industrial Strategy to improve productivity and prosperity through investment in sustainable transport. Our success in gaining this transformative government funding is the first major step in providing genuine safe and sustainable travel options for shorter journeys. The LCWIP is our long-term plan for delivering the infrastructure required to provide a fully connected cycling and walking network that gets people where they want to go.

The BCP area is one of the most congested areas in the country. Congestion is bad for our health, bad for our environment and bad for business. There is no space to build new roads. As we build back from the pandemic, we cannot afford to slip back into old habits that cause congestion and harmful pollution. Bournemouth was the third most congested town in Britain according to the Tom Tom Congestion Index in 2018.

Over 15% of travel to work journeys in the BCP area are shorter than 2km, so there is enormous potential to reduce unnecessary, short car journeys. Enabling residents to make short journeys by walking or cycling will reduce congestion and create health benefits for our residents. It will also help free up the roads for those who need or want to drive.

The Bournemouth, Christchurch and Poole area is already a great place to live, work and do business but we want to make it a world class place. This LCWIP aims to build on our assets, enhance the existing network and address existing challenges. Through doing so we hope to deliver a well-connected network of routes that people want to use.

The development of this LCWIP has been informed by comprehensive engagement with the public and a wide range of key stakeholders including from the health and business sectors. The public have had the chance to submit feedback using interactive maps, workshops, online surveys, and social media.

The Council is committed to providing the infrastructure that will enable more children to cycle and walk to school, and adults for work, education or leisure purposes safely and happily. Our streets and areas will be safer for cycling and walking, and our residents will enjoy a healthier, more connected community. We will be a place where cycling and walking is the natural choice for getting about, particularly for short journeys.

Our LCWIP is fully supported by our partners Public Health Dorset, Dorset Local Enterprise Partnership and the Department for Transport.

A handwritten signature in black ink, appearing to read 'Mike Greene'.

Councillor Mike Greene

Portfolio Holder Transport and Sustainability



Foreword – Public Health Dorset

Public Health Dorset (PHD) is delighted to support the first Local Cycling and Walking Infrastructure Plan (LCWIP) for Bournemouth, Christchurch and Poole Council.

Active travel, including walking, cycling and scooting is a great way to make movement part of our daily lives along with the many physical and mental health benefits it can bring. These include preventing, managing and improving many health conditions such as obesity, diabetes, heart disease, dementia, anxiety and depression to name a few.

As we emerge from the COVID-19 pandemic, it is even more important than ever that we are able to maintain good physical and mental health. Even short periods of active travel can be good for our physical and mental health especially if we build it into part of a journey such as walking or cycling to the bus or train stop for a commute to work, school or for leisure.

A bigger challenge than COVID-19 is climate change. And the LCWIP will enable more of us to swap the car for sustainable travel modes, reducing congestion on our roads, carbon emissions and improving the quality of the air that we breathe. Cycling and walking brings us into contact with fresh air and outstanding green spaces across BCP. It can benefit us all in some way from an energy boost to a much-needed moment of calm and a touch of nature.

On foot and on bike we see friendly faces, hear birdsong, and can interact with people in our local community in ways that are so important for maintaining our wellbeing, as the pandemic has highlighted. The LCWIP will support and promote active, low carbon travel to be a part of local people's everyday lives, and what's good for us individually is also good for our community and planet.

Public Health Dorset is one of the many supportive partners of the LCWIP.

A handwritten signature in black ink, appearing to read "Sam Crowe".

Sam Crowe

Director, Public Health Dorset



1. Vision

Our vision for cycling and walking in Bournemouth, Christchurch and Poole (BCP) is:

“The BCP area will be a people-friendly place and enjoy a culture where walking or cycling is a safe and natural choice for residents and visitors, particularly for shorter journeys. A car will not be necessary to enjoy our world class environment.”

The Ambition

We will support the transformation of local areas by delivering change that will:

- Tackle harmful and costly congestion;
- Improve quality of life for our communities;
- Create an improved sense of place in which our young people can flourish;
- Transform accessibility around our streets to be inclusive of everyone (including people from across all of the protected characteristic groups) by removing the barriers to cycling and walking;
- Create new opportunities and support local economies;
- Reduce harmful emissions;
- Increase physical activity for healthier lifestyles and improved well-being; and

- Provide more choice for those who are able and might want to get around on foot or bike.

Delivery of our ambition will improve the physical health of people who live and work here. Employers will benefit from a healthier workforce and thriving local centres supporting employment and vibrant communities. By fulfilling this ambition, everyone in the BCP area will be able to move around our streets safely and enjoy the area without barriers or obstacles that may have previously hindered their ability to participate in all activities.

Enabling everyone in the area to travel affordably and sustainably will improve access to opportunities for employment and education for all, which also supports the national government’s Levelling Up policy focus.

In the context of the LCWIP, references to “walking” includes the use of wheelchairs, mobility scooters or other mobility aids.

References to “cycling” includes the use of bicycles, electric power-assisted cycles (e-bikes), hand cycles and other adapted cycles. It also includes any other vehicle legally defined as a cycle under UK law.



2. Introduction

Why have we produced this plan?

Congestion

BCP experiences some of the worst traffic congestion in the country. Our roads are so congested that every day essential journeys experience costly delays, which is bad for residents and businesses. Congestion creates unpleasant places due to the noise, harmful emissions, severance and increased safety risks it causes. Congestion slows down all motorised traffic including buses; it makes roads difficult to cross; it makes people feel unsafe; it is harmful to human health and it leads to avoidable and dangerous road traffic collisions.

Traffic volumes in our area increased by approx. 4% from 2011 to 2018, but over the same period peak hour motor vehicle journey times increased by approximately 20% (BCP Congestion Study, 2018) - this demonstrates the lack of resilience in the BCP road network. Minor increases in traffic volumes or incidents creates large impacts on delays and increases congestion.

Pre-pandemic, 56% of BCP residents drove five or more days a week and 15% of travel to work journeys in the conurbation by car were shorter than 2km – that is over 7000 car journeys a day ([Travel to Work Survey – National Census, 2011](#)).

The potential for reducing those short journeys by providing people with safe and attractive alternative ways of getting around is huge. By enabling people to change their travel behaviours we can reduce traffic congestion for essential journeys, improve people's health and create a much more attractive place to live.

Furthermore, a switch of travel mode by a relatively small fraction will help free up the roads for those who need or choose to drive. This is clearly evidenced by the journey time increase between 2011 and 2018, which was five times the increase in volumes.

Inactivity

Physical inactivity costs the NHS up to £1 billion per annum, with further indirect costs calculated at £8.2bn ([Transport Decarbonisation Plan, 2021](#)). By enabling people to use active travel for their journeys we can contribute to reducing the severity of these alarming statistics.

Inequality

The Public Sector Equality Duty requires that Councils must have due regard to the need to advance equality of opportunity between people who share a protected characteristic and those who do not. This includes taking steps to meet the needs of people from protected groups where these are different from the needs of other people. It also includes encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. The aim of the LCWIP is to, in line with national and local policy, equalise access to opportunities including education, employment, leisure, social and health needs, whilst also addressing climate concerns and providing economic benefits. By providing safe and convenient cycling and walking infrastructure, more people will have more choice over how they travel.

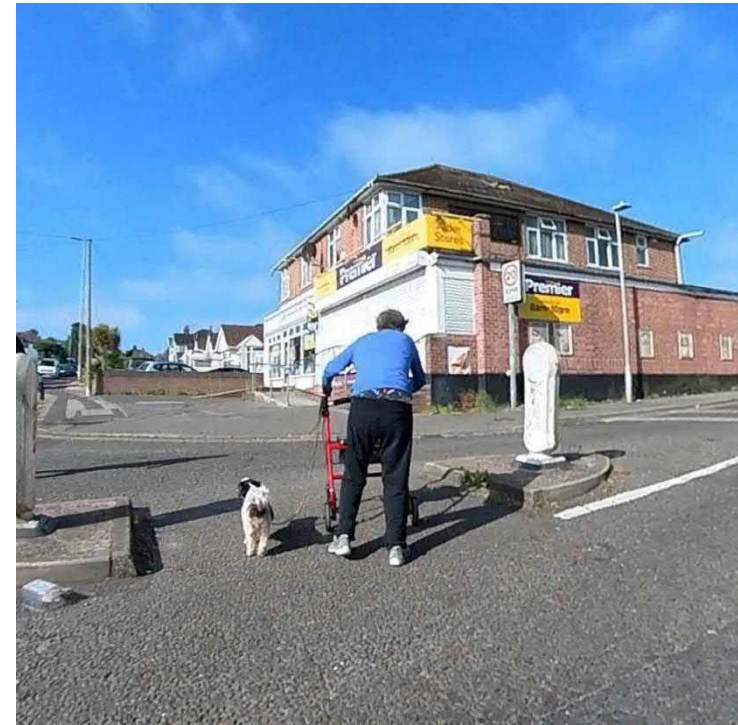


The current network

The walking network is largely established on the ground through historic footways, paths and rights of way but in many areas, provision for people to cross over busy roads is poor. Busy roads act as barriers to people who attempt to walk or cycle around BCP. Wide, safe footways where people have priority over cars, can feel relaxed, or where cafes can provide outdoor seating are few and far between.

The BCP cycling network is disjointed, and historically there has been little design to create protected, safe space for cycles that can be used independently and safely by people of all ages. In the [2019 BCP Council Travel Survey](#), 48% of respondents cited busy roads and junctions as preventing them from cycling. Much of the cycle network is not to the government's Department for Transport's (DfT's) new design standards ([Local Transport Note 1/20, 2020](#)).

Bournemouth was the fourth highest and Poole the thirteenth highest Local Highway Authority in England for road cycling casualties for the period between 2012 to 2016. This is something that must change if we are going to persuade potential cyclists that it is safe.



It is important that our local streets are designed to be used by all residents, including elderly, young and disabled people. This lady would have benefited from a formal crossing point at this busy junction in Parkstone.





Many of the cycle lanes in BCP are disjointed and fall below current design standards as they are not suitable for users of all ages and abilities and do not provide physical separation from motor traffic, such as these advisory cycle lanes on Shore Road in Poole.

What is a LCWIP?

This is the first LCWIP for Bournemouth, Christchurch and Poole. The LCWIP supplements the current [Local Transport Plan \(LTP\) 2011-2026](#) and sets a framework and evidence base for cycling and walking infrastructure projects in the BCP Council area.

LCWIPs are a new approach to identifying cycling and walking improvements required at the local level. The Department for Transport (DfT) has issued technical guidance on how to develop LCWIPs and has indicated that funding for cycling and walking infrastructure from central government will only be available to local authorities that have followed this process. Infrastructure design that is not consistent with DfT design guidance documents such as [Local Transport Note 1/20 \(2020\)](#), will not be funded by central government.

The area needs to have an LCWIP in place in order to maintain the momentum gained through BCP's successful bid to the Transforming Cities Fund for circa £79m worth of high-quality sustainable transport infrastructure.

A new commissioning body and inspectorate, Active Travel England, led by a new national cycling and walking commissioner, was established by the Department for Transport in February 2022. Active Travel England's assessment of an authority's performance on active travel will influence the level of funding it receives for other forms of transport.



This means that if BCP fails to provide cycling and walking infrastructure of this new high standard, the area stands to lose out on transport investment for other modes of transport including roads, bus and rail. Moreover, transport funding is likely to be a necessary contributor to BCP's regeneration plans, which could be put at risk if we fail to deliver the improvements.

An LCWIP should enable a long-term approach to developing local cycling and walking networks, ideally over a 10-20 year period and should:

- Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term;
- Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies; and
- Make the case for future funding for cycling and walking infrastructure.

The LCWIP forms part of a long-term vision to improve the area's cycling and walking networks in order to enable people to walk and cycle more. It sets out a delivery plan, accompanied by maps of proposed improvements, that will deliver multiple benefits and value for money for the area. These projects will also contribute towards the delivery of our Climate Change objectives and will be a key part of our commitment to become carbon neutral as an area by 2050.

The programme of interventions and approaches is derived from a robust evidence base using the detailed LCWIP guidance provided by the national government's Department for Transport; including route

audits, the Propensity to Cycle Tool, desk studies, stakeholder consultation and surveys.

The LCWIP does not present a series of confirmed, funded and fully designed cycling and walking schemes. Any proposed future scheme of a strategic nature will be consulted on, on a case-by-case basis, offering residents and businesses the opportunity to comment on the details of any proposed improvements.

Benefits of Cycling and Walking

The benefits of increased walking or cycling, also known as 'Active Travel' are well documented and acknowledged by the health, transport, tourism and commercial sectors. Research consistently finds that increased cycling and walking generates multiple benefits that contribute to economic, environmental and social objectives. The actions included in the LCWIP Delivery Plan are intended to help bring about these benefits in the BCP area.

The benefits of increased cycling and walking include but are not limited to:

- Reduced road congestion;
- Economic development, more efficient journeys and growth;
- Improved connectivity to town and local centres, green network assets such as parks and nature reserves and residential areas;
- Reduced inequalities and social deprivation through better access for all to job opportunities and services;



- Better places for people to move around safely and in a more attractive environment by reducing priority of motor vehicles on streets (see Poole Quay overleaf with a temporary vehicle restriction in place);
- Growth of leisure and tourism centred on cycling and walking activities;
- Increased attractiveness of local area for investment and place to live, work and visit;
- Increased dwell time around local shops, improving customer spend;
- Mitigation of climate change through reduced carbon dioxide and other greenhouse gas emissions from fewer motor vehicle journeys;
- Improved health and well-being through increased activity levels - just 20 minutes of exercise per day cuts risk of developing depression by 31% and increases productivity of workers ([Transport Decarbonisation Plan, 2021](#));
- Improved air quality through reduced vehicle emissions and particulates, attributed to fewer motor vehicle journeys.



Poole Quay as a people friendly space

In the image above, Poole Quay is observed with a temporary vehicle restriction in place. By reallocating this public space for use by people, not for cars to have priority over road space, an attractive space has been created. Motor vehicles can still be accommodated nearby and access for all users can be provided through drop off points and nearby parking. This temporary vehicle restriction has created a vibrant, attractive place for people to sit, enjoy the bars and cafes, walk or cycle around without the risk of collision or the irritation of traffic noise and pollution.



3. Inclusivity

Introduction

Good equality and diversity practice is essential, and central, to BCP Council's goal of making the public realm, and activities within the public realm, accessible to and inclusive of all. The LCWIP aims to ensure that all people are considered in decisions about our public spaces and how people travel around Bournemouth, Christchurch and Poole.

Protected characteristic groups

The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. Under the Equality Act there are nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation. The Public Sector Equality Duty, within the Equality Act, requires public bodies to consider their decisions and policies in terms of how they affect people with different protected characteristics.

This is relevant to the LCWIP because everyone has the right to travel around their community. Both nationally and locally, the transport network has for many years been dominated by the private motorcar. Whilst the car undoubtedly brings advantages to many people in terms of mobility and convenience, its dominance has tended to be to the detriment of other transport modes, including walking, wheeling and cycling. This has had a disproportionate effect on people who don't drive – which is more likely to be older people, people from low-income

households, disabled people, people from a black or ethnic minority background, women, and of course, children. Many of these people are also the most likely to be adversely affected by air pollution and road danger. It is important to recognise the impact of intersectionality whereby someone might fall into more than one of the protected characteristic groups – for example a black disabled woman might face both attitudinal and physical barriers to walking and/or cycling.

The Social Model of disability

The Social Model of disability says that people with impairments are “disabled” by barriers in society – whether physical or attitudinal. This is preferred to the traditional Medical Model of disability which says that disabled people are disabled because of their impairment or difference. There are often many things about the public realm that are discriminatory and exclusionary. For example, a wheelchair user may be physically able to cycle using a handcycle, but finds that often there are gates or other obstructions on their route. In this case, the barrier to them cycling is not their impairment but the lack of access.



Types of barriers to inclusivity:

- Physical – these are literal barriers, which could be bollards, gates, steps, or a very busy road with no safe place to cross;
- Information (lack of) - if somebody cannot easily find out what they need to know about their journey, this will be a barrier to them choosing to travel in that way.
- Attitudinal – often people experience judgement based on stereotypes about their ability to do something, or desire to participate, based on their membership of a protected characteristic group.
- Financial – people from many of the protected characteristic groups are more likely to have a below-average income, whilst at the same time experiencing higher costs to go about their everyday lives. For example, adapted cycles tend to be far more expensive than a regular bicycle.



4. Policy Review

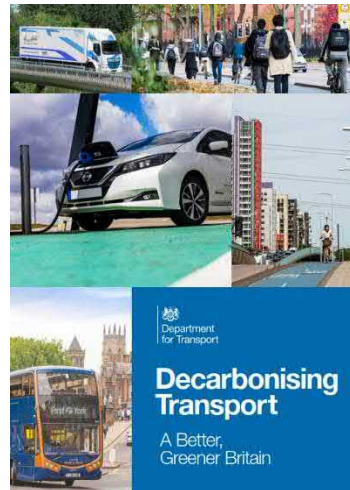
National Policy

Transport Decarbonisation Plan (2021)

Sets out how the government intends to reduce transport emissions and reach net zero transport emissions by 2050. Cycling and walking are recognised as key to reducing congestion and improving health air quality and noise.

A main commitment is towards increased investment in cycling and walking. In particular:

- £5bn will be invested in 5 years;
- A target of 50% of all journeys in urban areas will be walking or cycling by 2030; and
- By 2040, we will have a world class cycling and walking network.
- £20-100m of air quality benefits to be realised by 2050



Gear Change (2020)

This plan describes the government’s vision that ‘cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030.’ It sets out the actions required at all levels of government to make it a reality, grouped around the following four themes:

- Better streets for cycling and people;
- Cycling and walking at the heart of decision-making;
- Empowering and encouraging local authorities; and
- Enabling people to cycle and protecting them when they do.

Government has committed to improve the safety and quality of our streets and enable people to cycle and walk more. This includes:

- The delivery of thousands of miles of safe, continuous, direct routes for cycling in towns and cities, physically separated from pedestrians and volume motor traffic;
- Creating a new funding body and inspectorate “Active Travel England” to enforce the standards and raise performance generally. This will include becoming a statutory consultee on planning applications for developments above a certain threshold and ensure that every adult and child who wants it can be trained to cycle confidently and safely; and
- Supporting the creation of more school streets. This will enable more children to walk and cycle to school safely by closing streets to through traffic and introducing parking restrictions at school pick-up and drop-off times.



<p><u>Clean Air Strategy (2019)</u></p> <p>Outlines how the government will tackle all sources of air pollution. It identifies that achieving a shift in travel modes, including to cycling and walking, is key to delivering emissions reduction.</p>	<p><u>Future of Mobility: Urban Strategy (2019)</u></p> <p>This sets out nine principles to address the challenge of transforming towns and cities to meet current and future transport demands. Includes the principle that ‘walking, cycling and active travel must remain the best option for short urban journeys.’</p>
<p><u>Inclusive Transport Strategy (2019)</u></p> <p>This sets out the Government’s plans to make the transport system more inclusive, and to make travel easier for disabled people. An inclusive transport system must provide inclusive infrastructure, with streetscapes designed to accommodate the needs of all travellers.</p>	<p><u>National Planning Policy Framework (2019)</u></p> <p>Sets out England’s planning policies and must be considered when preparing local plans. It states that planning policies should provide for high-quality cycling and walking networks and supporting facilities such as cycle parking.</p>
<p><u>Cycling and Walking Investment Strategy (2017)</u></p> <p>This is the statutory government strategy to make active modes the natural choices for shorter journeys, or as part of a longer journey. The strategy recommended LCWIPs as the means of identifying and delivering improvements. The second Strategy (expected to be published in late 2021), will reflect new policies and funding for the four-year period from 2022.</p>	<p><u>Everybody Active, Every Day (2014)</u></p> <p>Indicates how the built and natural environment impact on the travel choices people make and highlights the necessity for effective urban design and transport systems which create ‘active environments’ to promote walking, cycling and more liveable communities.</p>

Regional Policy

<p><u>Western Gateway Strategic Transport Plan (2020)</u></p> <p>The Sub national transport body for the area from Bristol and Gloucestershire to Dorset has a short-term Strategic Transport Plan 2020-2025 and is developing a longer-term plan to 2050. The STP is a strategic document but commits to establishing a Task and Finish group to identify gaps in strategic cycle routes, work with stakeholders to identify solutions and facilitate longer distance cycle routes and support delivery of Sub-national priorities.</p>	<p><u>Western Gateway Strategic Cycling Study (Emerging)</u></p> <p>Study into opportunities for cross-boundary cycling incorporating multi-modal connectivity with cycling and integration of e-bikes for longer journeys. Study will aim to supplement local LCWIPs by adding to the National Cycle Network for utility and leisure trips.</p>
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Local Policy

Local Transport Plan (LTP) 2011-2026

The joint Local Transport Plan for the legacy BCP authorities and Dorset Council sets out seven key approaches. One of these is:

“Active travel and “greener” travel choices”

.... which widen opportunities for healthy lifestyles and provide supporting infrastructure for walking and cycling

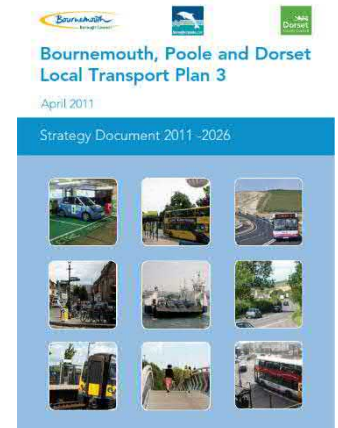
.... which promote Smarter Choices and support “green technology” to encourage low carbon travel behaviour and transfer to non-car alternatives

.... which are supported through creating attractive public realm and streetscapes

Goal 2 – Tackling Climate Change sets out ‘key solutions’ including: “Re-allocating road space to encourage alternative modes to the car, including cycle lanes, bus lanes and considering the use of High Occupancy Vehicle lanes.”

Goal 4 – “Better Safety, Security and health” sets out the ‘key solutions’

- “Completing a set of high quality, safe, continuous, well-signed Strategic Cycle Route Networks as a priority for investment in cycling, linking key destinations and transport hubs and serving a variety of shorter distance utility type trips.”
- “Creating safer, more attractive and rewarding environments for pedestrians and cyclists in built up areas with increased priority and improved crossing facilities.”
- “Introducing cycle hire schemes and improved cycle parking in strategic destinations in town centres and at leisure / tourist attractions to make getting about by bicycle more convenient.”
- “Promoting leisure based cycling and cycling events to allow people to gain essential cycling skills and confidence and to develop a “cycling culture.”
- “Ensuring new development promotes opportunities for walking and cycling and contributes to necessary infrastructure and facilities.”



BCP Corporate Strategy

The Corporate Strategy sets out the Council’s five strategic priorities – Brighter Futures, Connected Communities, Dynamic Places, Fulfilled Lives and Sustainable Environment. The LCWIP is relevant to each of them, and the accompanying Delivery Plan identifies that the LCWIP will be developed by the end of 2021.

BCP Council's Corporate Strategy Objectives

- **A Sustainable Environment:** *Leading our communities towards a cleaner, sustainable future that preserves our outstanding environment for generations to come*
- **Dynamic Places:** *Supporting an innovative, successful economy in a great place to live, learn, work and visit*
- **Connected Communities:** *Empowering our communities so everyone feels safe, engaged and included*
- **Brighter Futures:** *Caring for our children and young people, providing a nurturing environment, high-quality education and great opportunities to grow and flourish*
- **Fulfilled Lives:** *Helping people lead active, healthy and independent lives, add years to their lives and life to their years*

Other relevant Local Policy Documents

- BCP Climate Change Plan;
- BCP Health & Well-being Strategy 2020-2023 (BCP Council, 2020);
- BCP 2050 Climate & Ecological Emergency Action Plan (in preparation by BCP Council).
- BCP Emerging Green Infrastructure Strategy;
- BCP Emerging Local Plan;
- BCP Rights of Way Improvement Plan (in preparation by BCP Council); and
- Dorset Physical Activity Strategy 2018-2033 (in preparation by Active Dorset/Public Health Dorset).



5. Objectives

The national government's target is 50% of all journeys to be made on foot or by cycle by 2030 ([Gear Change, 2020](#)). The BCP area has very high car ownership and encompasses both urban and rural areas, the latter of which are traditionally more dependent on car travel. Our area has an older-than-average population, with no single, main employment district, and several areas of lower density housing on the periphery of the conurbation. These factors make it more challenging – but by no means impossible – to achieve significant modal shift and thus reduce congestion.

BCP Council will:

- Aim to increase the proportion of journeys made on foot or by cycle year on year, monitored through regular travel surveys and automatic counters.
- Aim to exceed the Government's target for 55% of primary school children to walk (or scoot/cycle) to school by 2025.
- Increase footfall in local high streets, town centres and local centres through well-planned cycling and walking improvements.

BCP Council is committed to the following principles:

- New cycling and walking infrastructure will be designed in line with current guidance, currently [Local Transport Note 1/20 \(2020\)](#), subject to individual site constraints and following assessment of wider impacts.
- Highway changes to important pedestrian areas, such as high streets, will be designed in line with the Healthy Streets guidance.
- The needs of all users when making changes to our highway network will be considered – particularly more vulnerable road users such as disabled, young and elderly people.
- In line with the Equality Act 2010 and Public Sector Equality Duty, ensure that EqlAs are carried out at a strategic and policy level, as well as at operational and local development level. The Council subscribes to the Social Model of disability in its work, acknowledging that it is the lack of good inclusive, accessible design and information that typically excludes people from accessing the public realm.
- Cycling and walking routes will be regularly inspected and maintained to appropriate standards to ensure safety for all users.
- Every opportunity will be taken to look for ways to uplift and invigorate local places for the benefit of residents and businesses.



6. Walking

Walking (with or without a mobility aid of some kind) is the most common form of getting around, with the 86% of local people walking as a mode of transport some of the time. Walking is also an excellent activity for health and is a good way to incorporate exercise into people's daily routines. However, there are a number of issues which can put people off walking, or that make it more difficult or less safe.

Barriers to walking

There are many barriers and reasons that deter people from walking in the BCP area. Some of these are area specific but many are widespread across the country and are the result of historic design regulations and culture, that were designed to facilitate the speedy movement of motor traffic ahead of pedestrian mobility.

Historically, many alternative routes in urban areas were provided for pedestrians to divert them away from main arterial routes which were designed primarily to maximise the throughput of motor vehicles. Pedestrian subways under major routes, unlit paths or alleyways are often the only option for pedestrians and these can be intimidating, unattractive and are often indirect.

Some major roads were constructed with no pedestrian footway provision at all and were specifically designed to discourage pedestrians from what was usually the fastest and most direct route available. Junctions and large roundabouts with multiple arms can be unpleasant and precarious to negotiate on foot. While many may have a formal pedestrian crossing facility, there may be up to four or five crossing stages.



Subway – Richmond Hill, Bournemouth

These barriers make for slow and unpleasant walking journeys and if no reasonable alternative is provided, this may deter people from walking altogether. This could incentivise travel by car for a relatively short journey that could have easily been walked if the design was altered to improve the conditions for people walking.



Car parking

BCP recognises the importance of balancing the need to provide safe and attractive ways for people to walk and cycle and providing parking for those who have to drive. Some of our local centres, high streets and town centres offer significant provision for car parking but limited space for people to walk in a safe, and pleasant, public environment. High streets may have car parking on both sides of the road but often the footways are too narrow for people in wheelchairs, mobility aids or families with buggies to pass each other comfortably. To make room for parking, people are often squeezed onto narrow pavements, leaving little scope to provide outdoor seating, benches, parklets, trees or shared bike/E-Scooter parking bays.



Tudor Road, Poole – on street parking both sides of a one-way street with stationary traffic outside school gates

Streets with school entrances often have car parking on both sides of the road and stationary traffic on the carriageway at the worst possible times, when children are arriving or leaving their school. Children are exposed to harmful emissions from vehicle exhausts. Vehicle engine idling outside schools is reported regularly throughout BCP. Often, the immediate area outside schools can be difficult to negotiate by bike or on foot for children and parents. Historically, at known attractions or beauty spots, the focus has been on enabling people to get there easily by car and park as close to the attraction as possible.



Pavement parking near the beach in the summer (Photo credit: Bournemouth Echo)



In some locations it may be possible and desirable to turn over some of the space currently being used for car parking to provide better cycling and walking infrastructure (including cycle parking) or to create spaces for people and new economic opportunities like outdoor cafes. It would also equalise access to these amenities for people who don't have a car.

By reallocating road space we can provide better facilities for people who want to walk or cycle, whilst ensuring that those who have to drive can still park. Widening footways and improving public spaces, instead of prioritising car parking, will rebalance our streets. This has been achieved successfully all over the world and has consistently been found to be popular and well used once the changes have bedded in and become the 'new normal'.

The council understands that cars and by association, parking, will continue to be part of our transport mix and for some may be the only realistic option. However national policy has changed. To tackle climate change, facilitate healthier lifestyles and reduce congestion which is holding back our economy; rebalancing our streets is more essential than ever before.

Specific issues and challenges

BCP's roads and footways are not unique in that they suffer from many challenges for people trying to get about safely. Some of these include:

- Footways in poor condition including uneven surfacing creating trip hazards;
- Lack of pedestrian crossing opportunities, or crossings not on desire lines, forcing people to walk further than necessary. Many crossings have multiple traffic light stages and/or take a long time to let people cross the road;
- Many crossings are informal, with traffic islands between carriageway lanes to assist crossing busy roads, which can be intimidating for some users and deter people from walking;
- Traffic signals are often set to keep traffic moving rather than prioritising pedestrians crossing;
- Narrow footways alongside busy roads, some with fast moving traffic;
- Lack of dropped kerbs and tactile paving at side roads to make moving around safer for mobility- or visually-impaired people;
- Inconsiderate parking blocking footways and impeding mobility of people using wheelchairs, mobility aids or child's buggies, often forcing them onto the carriageway;
- Busy roads with static traffic create an unpleasant walking environment;



- Narrow footways which have been converted to shared paths, forcing people cycling and walking to share space, can deter some people from wanting to walk along them;
- Guard railings on footway edges can encourage driving at excessive speeds as they create a visual barrier between footways and carriageways. They also take up space on the footways;
- Bollards and other street clutter can be visually intrusive and create obstacles for pedestrians, particularly wheelchair-users;
- Implicitly, cars have priority exiting T-Junctions on pedestrian desire lines. Pedestrians tend to give way to cars and if the junction is flared pedestrians are exposed to additional risk through having an excessive distance to cross;
- Unless traffic signals are in place, drivers often assume vehicles have priority on roads and do not give way to pedestrians at informal, courtesy crossings; and
- Lack of places to stop and rest.



Long wait times at crossings over busy roads can be unpleasant and inconvenient





Many of the conurbation's pavements are narrow or prone to being blocked by pavement parking, wheelie bins, street furniture or vegetation - or all of these as shown in this photograph! This would be a real barrier to a wheelchair user, for example.

What are Core Walking Zones?

Core Walking Zones are defined as areas in which many walking trip generators are located close together, and this LCWIP focuses on the three main town centres, as well as several larger district centres. The Core Walking Zones are areas within which the pedestrian experience is particularly important, as a large proportion of trips within the Zones are expected to be walked (or wheeled).

For each of the Core Walking Zones, comprehensive engagement with key stakeholders and the public will be needed in order to develop detailed local area schemes which focus on important elements such as wayfinding, lighting, pedestrian crossings, flush surfaces and seating – all of which should be fully inclusive and accessible. Depending on the characteristics and constraints of individual sites, green infrastructure such as trees and planting, or public art may also be considered.

An important factor in determining the level of service for people walking around our streets is the proximity and dominance of motor vehicles. Consideration should therefore be given to reducing vehicle speeds and volumes, rationalising parking and loading, and asserting pedestrian priority through design, for example by providing continuous footways at junctions.

It is worth noting that the [revised Highway Code](#) published in January 2022 which changes priority at junctions in favour of people walking or cycling ahead of motor vehicles.



Whilst the LCWIP focuses on cycling and walking, it is vital to set it within the context of wider transport provision including public transport, and especially to optimise the interface between walking/cycling and bus/rail. It may not always be possible to provide the optimal level of service for walking, cycling and bus as the road space may be too constrained to provide for all. Our streets will need to be assessed on a case-by-case basis but with predisposition towards prioritising sustainable transport where the overall effect on the network is not detrimental.

Improving the overall experience and convenience of users of these modes will help enable and encourage a shift away from the private car for journeys that would be too long for people to walk or cycle in their entirety. The Core Walking Zones within the BCP LCWIP encompass a number of main and local rail stations and bus interchanges. A key focus in delivering the LCWIP will be to improve the walking routes between these public transport facilities and local shops and services.



How have we defined the Core Walking Zones and Key Walking Routes?

The extent and location of the Core Walking Zones were based on boundaries identified in adopted planning policies – generally town centre and district centre designations. Tier 1 Core Walking Zones cover the three town centres of Bournemouth, Christchurch and Poole. Tier 2 Core Walking Zones were identified for seventeen other centres across BCP.

Figure 1 shows the location and extent of these Core Walking Zones.

Key Walking Routes were then identified for the Tier 1 Core Walking Zones, connecting major residential areas within a 2km radius.

Figures 2, 3 and 4 show the Tier 1 Core Walking Zones within Bournemouth, Christchurch and Poole town centres. The light and dark blue dashed lines surrounding the Core Walking Zones illustrate 1km and 2km straight-line distances respectively, to demonstrate the area that might be considered “walkable”. Key Walking Routes (shown as pink lines) have been generated by the process detailed within the LCWIP Technical Report, and have the highest potential for increasing the number of journeys made by foot. Key walking routes are indicative at this stage and supplementary or alternative walking routes may be identified during the engagement and planning process.

More detailed plans of the Core Walking Zones and Key Walking Routes are contained in Appendix A.

More detail about how the Core Walking Zones and consequently the Key Walking Routes were identified can be found within the LCWIP Technical Report appended to this document.

Key for Figure 1	Key for Figures 2, 3 and 4
Outside BCP boundary	Outside BCP boundary
Railway line	Railway line
Railway station	Railway station
Tier 1 core walking zone	Core walking zone
Tier 2 core walking zone	Core walking zone
Tier 1 core walking zone catchment (2km straight-line distance)	Core walking zone catchment (1km straight-line distance)
Tier 2 core walking zone catchment (1km straight-line distance)	Core walking zone catchment (2km straight-line distance)
	Key walking route network



Figure 1 – Tier 1 and Tier 2 Core Walking Zones



Figure 2 – Bournemouth Town Centre Tier 1 Core Walking Zone

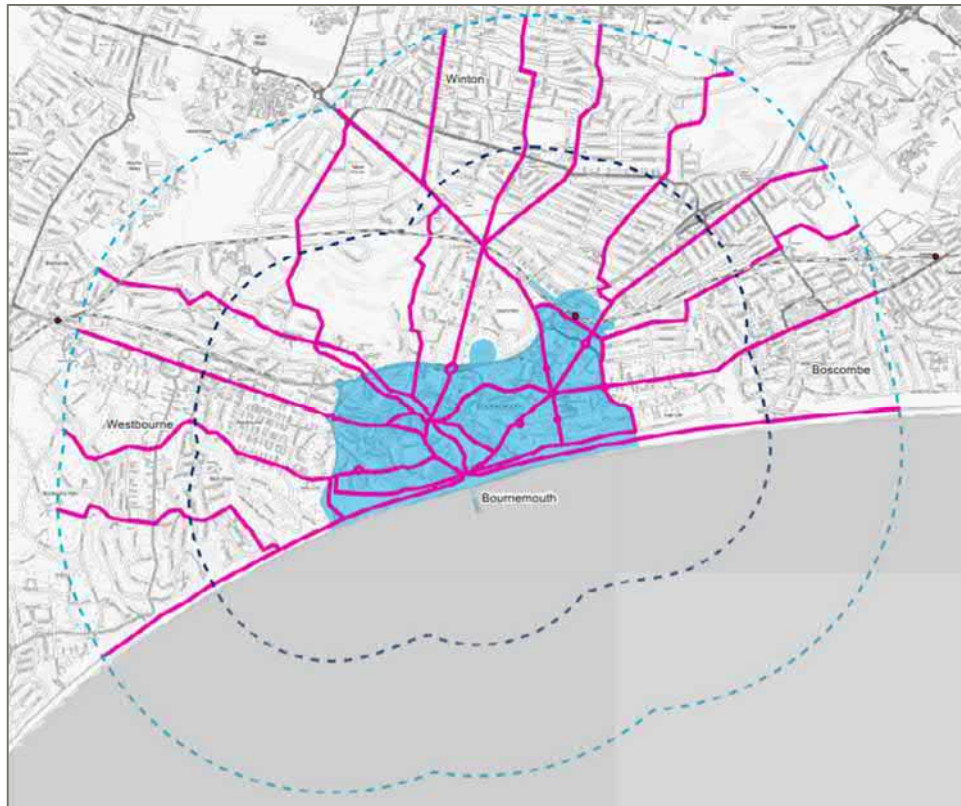


Figure 3 – Christchurch Town Centre Tier 1 Core Walking Zone

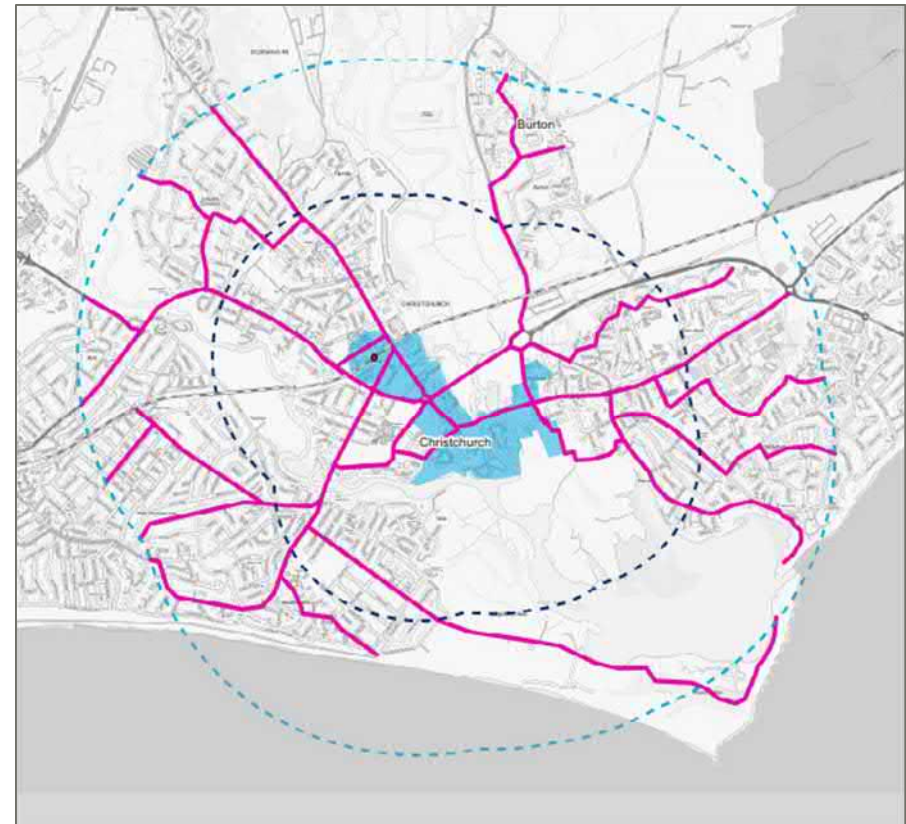


Figure 4 – Poole Town Centre Tier 1 Core Walking Zone



Healthy Streets

The [Healthy Streets Design Check \(2021\)](#) is for measuring existing streets and proposed designs for how healthy and accessible they are. It is recommended by the Department for Transport and is a useful way to ensure that places are improved to be inclusive and enjoyable for all.

The Healthy Streets tool makes an assessment of a road or route against ten indicators:

- Everyone feels welcome;
- Easy to cross;
- Shade and shelter;
- Places to stop and rest;
- Not too noisy;
- People choose to walk and cycle;
- People feel safe;
- Things to see and do;
- People feel relaxed; and
- Clean air.

In the early stages of planning a scheme for a given Core Walking Zone, designers will apply the Healthy Streets tool to the existing street and use the information generated to help influence the design.

New developments offer opportunities for improvements to the walking network either directly, or indirectly via developer contributions.





Local shopping areas such as Ashley Road, Parkstone, are usually frequented on foot. It is important that pavements are kept clear of clutter so that people with pushchairs, in wheelchairs, with visual impairments etc can access amenities safely and easily.



There are several different types of crossings, some of which are designed to accommodate cyclists as well as pedestrians – like this Parallel Zebra crossing in Poole



7. Cycling

Cycling has the potential to replace trips currently made by other modes, up to around 10km (6.2 miles) in length and even longer for E-bikes. In the BCP Council area currently 80% of all work journeys between 5 and 10km, and 50% of all work journeys of less than 5km (3.1 miles), are made by car ([BCP Council Travel Survey, 2019](#)). Replacing some of these – and daily trips other than the commute – with cycling trips would help the area meet its target of carbon neutrality by 2050, and improve air quality, noise pollution and public health.

As well as the environmental and health benefits, cycling has huge potential to have a significant positive effect on the local economy by reducing congestion, freeing up the roads for those who need to drive for essential journeys. Every person that swaps driving for cycling, even if only for some of their journeys, is removing a car from a traffic queue. According to the [INRIX Global Traffic Scorecard \(2020\)](#), traffic congestion cost the UK economy an estimated £6.9 billion in 2019 - £894 per driver - and improving on this is a national and local priority.

However, there are a number of identified issues which currently discourage people from cycling in this area.

Known local issues on the BCP Council network preventing users from cycling:

- Lack of or poor-quality cycle infrastructure on many of routes;
- Poor connectivity, disjointed infrastructure – e.g. cycle lanes that stop suddenly and force people to re-join a busy road, are confusing for users as are those that lead to and from nowhere in particular;

- Incoherent routes and lack of wayfinding signage;
- Barriers or gates on cycle routes which are difficult to navigate, or too narrow to pass through with a non-standard cycle;
- Speed of traffic - this is a particular deterrent for less confident cyclists and children;
- BCP Council has introduced several 20 mph zones, however these are often limited in scope and do not encompass main corridor routes;
- Lack of physical protection from traffic – the majority of cycling infrastructure locally, where it exists, consists of narrow lanes on the carriageway marked only with paint lines. Research on [cycling injury risk in Britain \(2021\)](#) has shown that these lanes can sometimes be more dangerous than no lane at all, as they encourage drivers to pass people cycling too closely;
- Unsafe junctions – cycle lanes tend to end at junctions, which are where are statistically where cyclists are most likely to be killed or seriously injured;
- Busy back streets – even non-main roads can have high volumes or speeds of motor traffic, or parked cars which make cycling difficult or intimidating for children and less confident cyclists; and
- Lack of secure cycle storage and end of trip facilities such as lockers, showers etc.





This advisory cycle lane on Talbot Avenue in Bournemouth encourages close passes by drivers, and provides no protection for those cycling. It is not suitable for children or less confident people to cycle on.

All of the obstacles to cycling are felt more acutely by disabled cyclists, or potential cyclists. Research by [Transport for London \(2018\)](#) found 76% of disabled people are able to cycle, but in most parts of the country the number of disabled cyclists is still low. Lack of suitable infrastructure, poor conditions, and cost are barriers, as adapted cycles tend to be much more expensive than a standard bicycle ([Wheels for Wellbeing, 2020](#)).

Consideration will be given on all new schemes and in active travel-related policies to the needs of all potential users including disabled cyclists.



This wheelchair user rides a recumbent tricycle.



Developing a cycling network

Traditionally, cycling interventions have been installed taking a solely “corridor” approach, often to or from a town centre or major employment or education site. However, it has been shown in other countries with a higher overall cycling modal share, that a broader range of society is likely to benefit from cycling infrastructure if a “network” or “area” approach is taken instead.

The network should ideally consist of a fine mesh of Primary and Secondary cycling routes, as well as quiet streets with no dedicated facilities but with existing low traffic speeds and volumes. This enables people other than commuters to benefit from safe cycling, e.g. school children, older people, shoppers, care-providers etc, many of whom are likely to take multiple short trips over the course of the day, rather than just one longer trip to work and back. These groups may be more risk-averse than the typical commuter, therefore safety and perception of safety is key to success.

The BCP Council LCWIP Network Map (Figure 5) shows an overview of the Primary and Secondary routes that have been identified via the Methodology set out in the LCWIP Technical Report.

More detailed plans of the Primary and Secondary Cycle Routes are contained in Appendix A.

Key for Figure 5

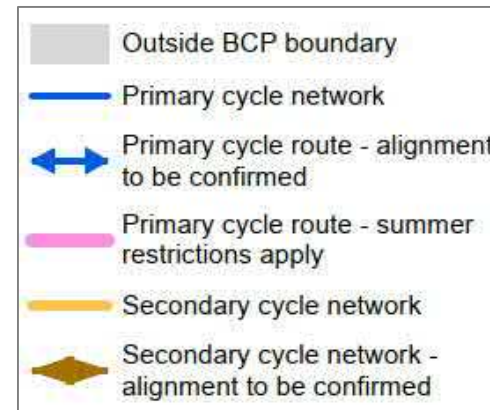
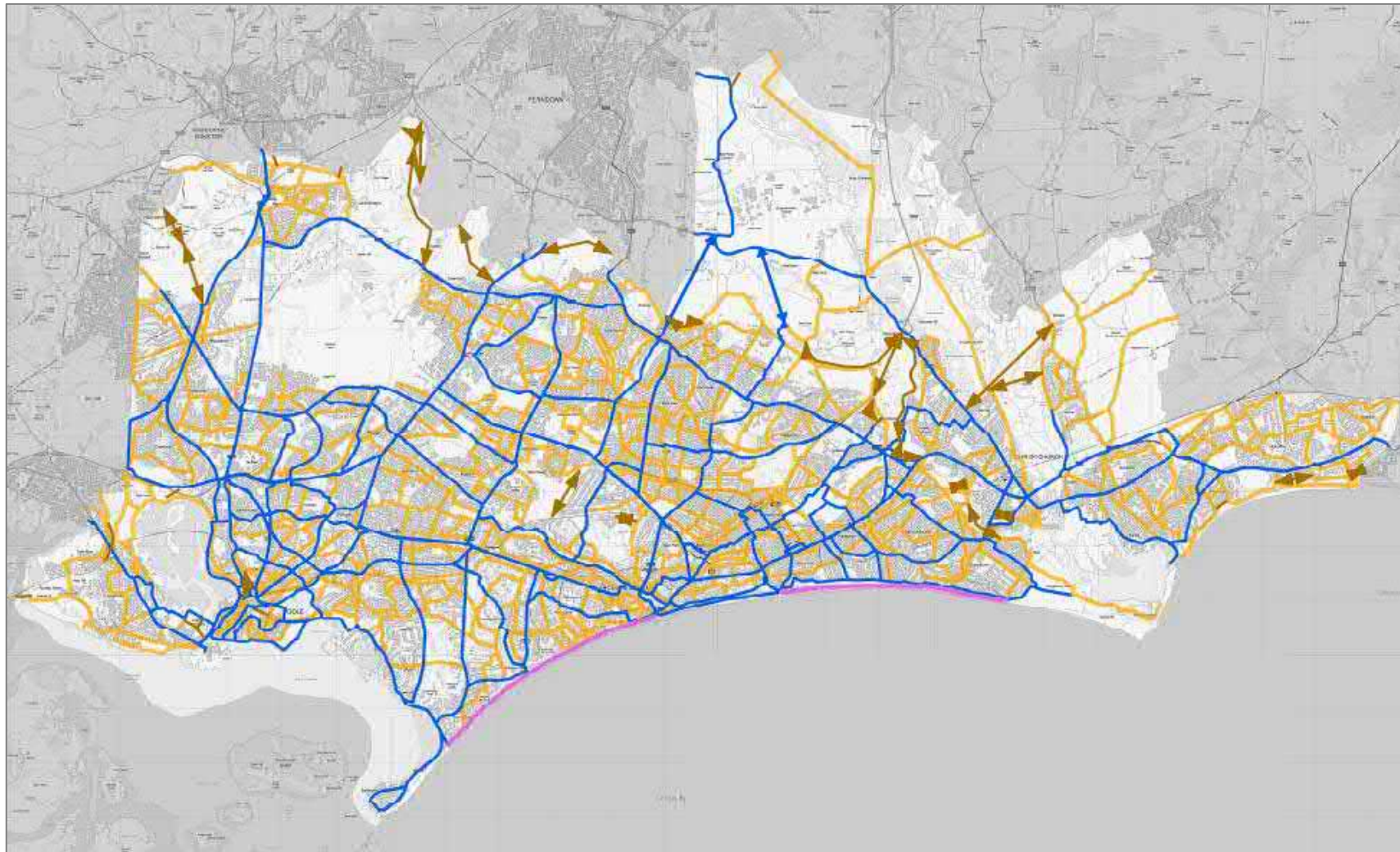


Figure 5 – LCWIP Cycling Network Map



Primary Cycling Routes

The Primary routes tend to follow main roads as these are where the majority of trip generators (amenities) are often found. In addition, main roads can be sufficiently wide to be able to incorporate segregated cycle tracks which meet the standards required in the national design guidance. It is important that cycle routes are as direct and convenient. As the equivalent journey has historically been by car; people cycling should not be forced to take convoluted routes because this would deter those on the margin who are deciding how to travel and is unlikely to facilitate modal shift.



An example of a segregated cycle track proposed on Wimborne Road, near Bear Cross, as part of the Transforming Cities Fund project

Where cycle routes follow main roads with a high volume and/or speed of traffic, [Local Transport Note 1/20 \(2020\)](#) states that people cycling should be fully segregated from traffic by kerbs, wands, level change or verge/buffer. This protects people cycling from motor traffic by a physical barrier, maximising safety and enabling people of all ages and abilities to use the infrastructure. Where carriageway widths allow and there are not adverse effects which outweigh the benefits, the Council will follow this principle.



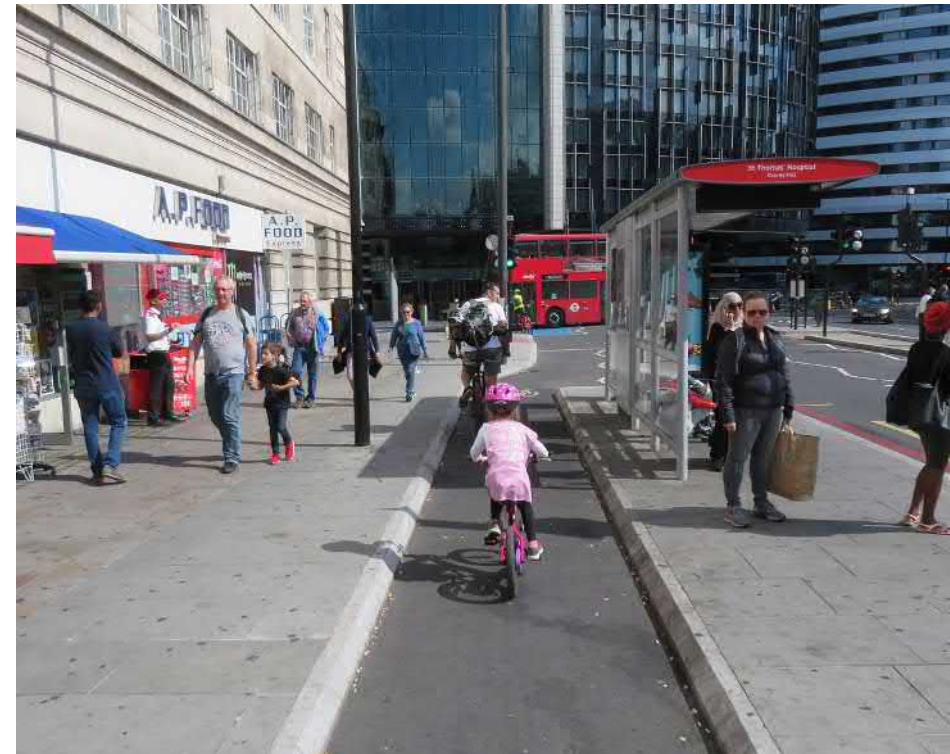
This light-segregated cycle lane, with reflective wands, helps protect people cycling uphill on this busy road in Poole



It is important that junctions are addressed as well as road links. Junctions should be designed to accommodate cyclists of all ages and abilities, and people cycling should be separated from motor vehicles wherever possible. In accordance with the Traffic Management Act 2004, and to maintain continuity and convenience of routes, cyclists must be considered as “traffic” and highways designers must ensure that people cycling (or walking) do not have to wait longer than necessary at junctions.

1.4.6 Cyclists and pedestrians are considered to be ‘**traffic**’, within the meaning of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004, and therefore duties to manage the road network to secure ‘expeditious and safe movement for all traffic’ apply to them as well as motorised modes.

Some primary cycle routes pass through parks or on other off-road routes, or along already-quiet roads, where these routes happen to be the most direct and/or have the highest Propensity to Cycle. In such cases, it may not be necessary to provide segregated cycle tracks, but this will need to be assessed on a case-by-case basis, during the planning and design process. At all times it is essential that designers consider the need for the route to be safe, convenient and suitable for riders of all ages – as well as being safe and comfortable for people walking alongside.



This bus stop by-pass at County Hall in London means that the continuity of the segregated cycle track can be maintained past this busy bus stop, for the safety of all users. A level crossing point (not shown) is provided for people to cross the cycle track onto the bus stop “island”.



It should be noted that whilst the Primary Routes have been initially assessed for deliverability, it may be the case that future feasibility work as these schemes come forward, indicates that a given route as shown on the Network Map may in fact not be the most appropriate. In this case, an equivalent parallel route or Secondary Route may be prioritised instead. At all times the key requirements of coherence, directness, safety, comfort and attractiveness must be considered: a convoluted, impractical route is not deemed acceptable as a substitute for a Primary Route.

Secondary Cycle Routes

Secondary routes create the finer network between the Primary routes. Appendix A contains the full set of plans showing the secondary cycle network.

These cover a wider range of road types, from busy main roads to very quiet residential back streets and paths through parks. As such, the level of interventions will vary widely from one Secondary route to the next – on busier roads a segregated cycle track may be needed, similar to the Primary routes, and on quiet streets all that may be needed is some wayfinding signage or other light touch measures.

When it comes to delivery, the exact roads that the Secondary routes follow may vary slightly from the Network Map to accommodate changing conditions such as new developments or environmental designations of protected areas. The principles of cohesiveness and directness of the cycle routes must still be followed.

The Secondary routes are just as important as the Primary routes in terms of enabling a wide range of trips to be made – and to link as many people as possible to the Primary routes and the places that they connect. In addition, the measures required to create a safe Secondary route will in many cases be far less costly than those needed on a main road Primary route. As such they may be implemented much more easily and therefore potentially expand the network more quickly.



This narrow road in Parkstone was made one-way, but a simple contraflow cycle lane has been included to maintain a direct route for people cycling.



It is not possible, due to the number of routes and roads involved, to prioritise the Secondary routes in the same way as the Primary routes. However, to create a user-friendly network as quickly and efficiently as possible, it is intended to consider and deliver complementary Secondary route connections to the Primary routes when the primary routes are funded and delivered. Secondary routes should also be considered in relation to any new developments or regeneration in an area, and opportunities taken to develop sections of the network as appropriate and as funding becomes available. Where possible a master-planning approach that considers multiple policy objectives and wider impacts should be employed.

At the design stage of all future cycle route schemes, consideration should also include improvements for pedestrians to be delivered at the same time – for example additional or improved crossings, improved air quality, and better surfaces underfoot.



A cycle crossing of a main road in London, between two quiet side streets with restricted entry to motor vehicles. Photo credit: ActivePlanning





Paths like this one through Upton Country Park can be useful and attractive links, but are unlikely to be suitable as main commuter routes. Both are important.

Bike Share in BCP

BCP Council launched an innovative Bike Share service in June 2019 following the award of a 5 year contract to operator Beryl. Over 850 bikes are now available for instant hire and are easily unlocked using the Beryl App. The scheme is the largest in the UK outside of London and whilst the bikes are “dockless” there are 350 convenient marked parking locations across the conurbation. These are provided at rail and bus stations, town centre shopping areas, business districts, university campuses and tourist attractions.

The bikes are of an easy to ride step through design, with fully adjustable handlebars and seats for a wide range of riders, from 4’11” to 6’5”. E-scooters were added to the scheme as part of the DfT’s trial in January 2021, allowing riders a choice of modes via a single App.

Demand has far exceeded expectations, with over 500,000 journeys undertaken in 2 years. Surveys have shown that 33% of trips replace a car, motorbike or taxi journey, so the scheme has already removed over 165,000 vehicle trips from the congested local road network. In addition, Bike Share gives a low cost option for transport for journeys to work, with regular users charged just 5 pence per minute for their journey.

Future developments will include expansion of the scheme in partnership with Dorset Council, plus the introduction of e-bikes into the fleet.



8. Liveable Neighbourhoods

There will be less rat-running and many more low-traffic neighbourhoods

Residential side streets across the country can be blighted by rat-running. Low-traffic neighbourhoods will be created in many more groups of residential streets by installing point closures – for example, bollards or planters – on some of the roads. It would still be possible to access any road in the area, but motor traffic would not be able to use the roads as through routes. Streets within low traffic neighbourhoods will provide clear, direct routes for cyclists and pedestrians promoting walking and cycling. Accidents, pollution and noise will be dramatically reduced for residents.

Liveable Neighbourhoods, also known by other terms including ‘Low Traffic Neighbourhoods’ and ‘Quiet Neighbourhoods’, are a concept championed by national government. They aim to restrict through traffic which uses residential streets to avoid main roads to create safer and more attractive residential environments for people walking or cycling.

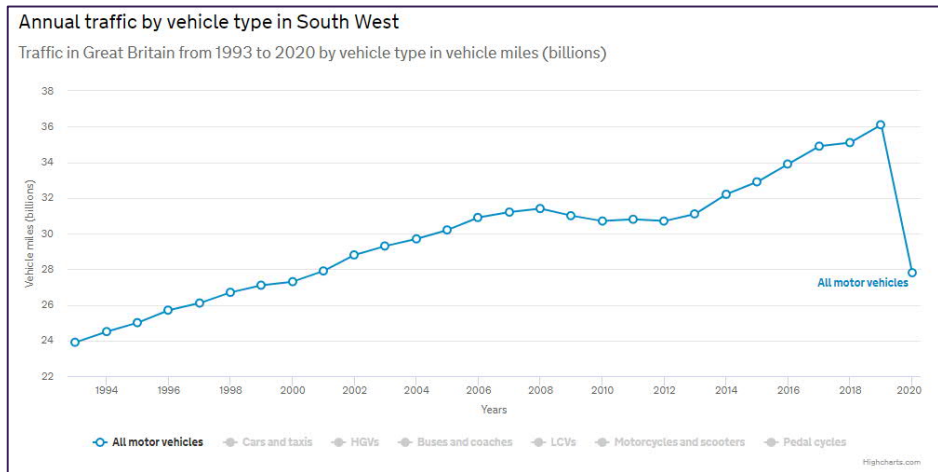
Many roads which previously had low traffic levels are now used as short-cuts to avoid congestion or traffic lights. As a result, these streets accommodate greater traffic volumes than originally designed for often travelling at inappropriate speeds. This extra traffic causes negative impacts such as delays on the main roads as drivers divert onto and off of them to/from residential streets, increased noise and air pollution, accidents, reduced interaction with neighbours, and an overall less pleasant living environment. Quiet routes for walking or cycling are therefore not as safe or as attractive as they could be.

In [Gear Change \(2020\)](#), the UK Government advocates strongly for the creation of lower-traffic residential areas and removal of “rat runs”:

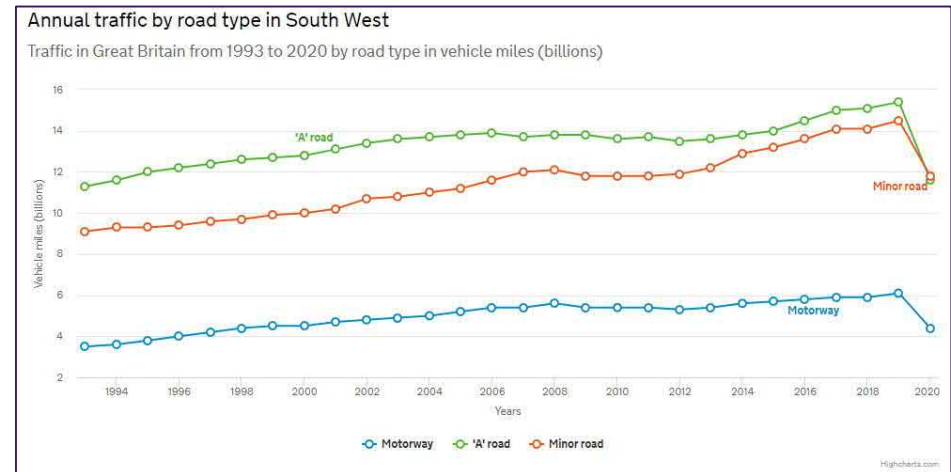
The national picture

The number of vehicles registered on the UK’s roads has doubled in the last 30 years and government estimates that there will be further traffic increases of between 17% and 51% by 2050 ([Department for Transport, 2018](#)). The number of miles travelled by motor vehicles continues to rise steadily. As can be seen from the graphs overleaf, the highest recent traffic rises have been on minor roads, whereas for A roads and motorways the rate of increase is slower. If traffic volumes continue to rise, more residential streets in BCP will suffer the impacts of levels of traffic that they were not designed to accommodate. Liveable Neighbourhoods aim to help redress the balance to make people’s lives healthier, reduce unnecessary through traffic and enable these streets to be links for cycling and walking.





Graph showing the number of motor vehicle miles (billions) travelled on roads in the South West of England between 1994 and 2020. Note the anomalous figure for 2020 caused by the Covid-19 pandemic. Department for Transport (2020)



Graph showing the number of vehicle miles (billions) travelled on roads in the South West of England between 1994 and 2020, differentiating between motorways, A-roads and minor roads. Note the anomalous figure for 2020 caused by the Covid-19 pandemic. Department for Transport (2020)



A common concern is that Liveable Neighbourhoods simply displace traffic onto the main roads, making them even more congested and making life worse for people who live on them. Some studies have suggested that this effect is not as great as might be expected, but clearly careful consideration is needed on a case-by-case basis. There are many examples around Bournemouth, Christchurch and Poole where residential streets have already implemented restrictions to motor vehicles. These historic “Liveable neighbourhoods”, for example Heckford Park, Maxwell Road and Coy Pond in Poole, and would otherwise be used by through-traffic.



An example of an historic "modal filter" at the end of Kingston Road in Poole. The term modal filter refers to that fact that some modes (cycling and walking) - can filter through whereas others (driving) cannot.

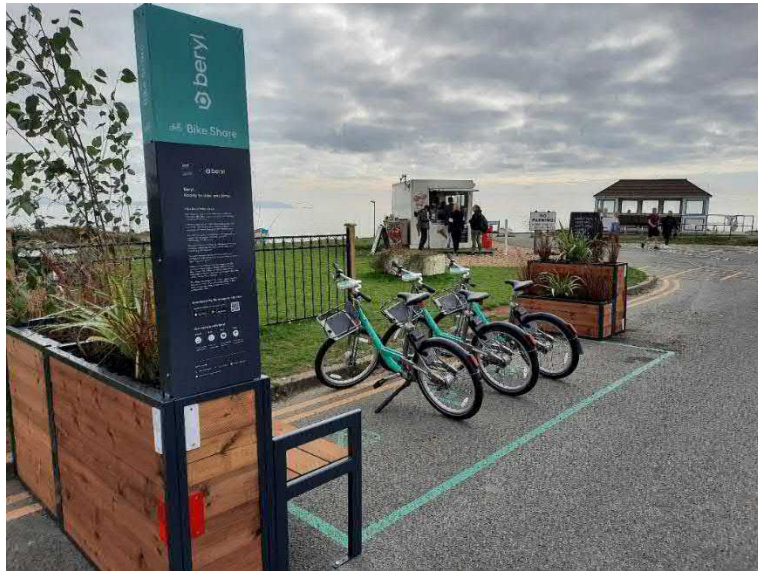
Benefits to business

Liveable Neighbourhoods measures can be an important means of revitalising and regenerating business districts and local centres. Space previously used to accommodate motor vehicles can be repurposed for alternative uses such as outdoor dining and entertainment space. It can also provide more space for people to walk or wheel around more comfortably and in a more relaxed manner.



Parklet, Enfield





Beryl Parklet – Highcliffe. This parklet provides seating and information on how to access the cycle hire scheme.

When these types of interventions are made in the right places and in the right way, the benefits to business can be significant. [The Pedestrian Pound \(2018\)](#) report commissioned by charity Living Streets found evidence from the UK and overseas that showed that investing in walking improvements can provide a better return than other transport-related measures. For example, a project to make the Piccadilly shopping area of Stoke-on-Trent more pedestrian-friendly has led to an increase in footfall of 30%.



The High Street in Poole's Old Town has been closed to motor traffic during the day in the summer, enabling restaurants, pubs and cafes to create outdoor dining space on the street, and made walking around the area safer and more relaxing



Local approach

In delivering the BCP Council LCWIP, any potential, new Liveable Neighbourhoods would be considered as just one of several tools to enable modal shift and promote cycling and walking. They can play an important role in making short local cycling and walking trips safer and more appealing, but only when carefully considered and all potential impacts are assessed. Liveable Neighbourhoods are most effective and beneficial where:

- They enable primary cycle routes to be delivered which would otherwise not be feasible, to achieve a significant increase in cycling journeys;
- They create safer routes to schools;
- Connected, safe secondary cycle routes can be created which link neighbourhoods together; and
- Evidence identifies there is the greatest untapped demand to make active travel journeys if safe routes were available.

It is essential that residents and businesses within and around potential Liveable Neighbourhoods are fully engaged in the process of developing any plans to implement them. BCP Council therefore proposes that any potential Liveable neighbourhoods are assessed for suitability alongside full consideration of options and alternatives, on a case-by-case basis. This comprehensive process would include, full consultation, Equalities Impact Assessments, studies of the relevant roads to understand all impacts on the transport network including; traffic volumes/speeds, driver behaviour, the needs of non-driving road users, air quality and other variables.



9. Cycle Parking and Supporting Infrastructure

Lack of secure cycle parking is a well-known barrier for people to start cycling as a means of transport or to cycle more. For people who live somewhere without access to a private garden shed or garage, and who can't keep a cycle inside their home, bike ownership can seem impossible. Those who do own a cycle may struggle to find somewhere safe to park it at the end of a journey, whether that be at their place of work, outside a shop, or at a leisure facility.

The most common form of public cycle parking, due to its low cost and ease of installation and use, is the Sheffield stand. These are already prevalent throughout the BCP Council area.



The Sheffield stands in Kingland Crescent, Poole, are well-used all year round due to being close to the shops and in an area of high footfall which makes theft less likely.



It is important that cycle parking is placed in suitable locations where:

- It is needed – as close as possible to amenities, shops and service providers;
- Footfall and natural surveillance is high, to reduce likelihood of theft;
- It will not be blocked by parked cars, bins, etc. – and will not in itself cause an obstruction;
- The majority of bikes can be locked to them - i.e. not too close to a wall and spaced far enough apart; and
- It is fully accessible - i.e. with flush approaches, not blocked by a gate or other barriers. Where possible and suitable at least some of the stands may be designated for larger adapted cycles such as trikes.

In some locations it will be appropriate to introduce more secure parking, such as bike sheds, pods or hangars which have restricted access. These might be designated for a certain group of people – for example residents on a particular street, or for general use by people who have registered e.g. through a mobile app. BCP Council is planning to gradually introduce secure cycle parking where the demand or need is identified.

The Council will continue to work with rail, bike share and bus operators to facilitate and improve multi-modal journeys, for example providing better cycle parking at railway stations, schools, considering “park and stride” or “park and cycle” sites, and creating mobility “hubs” at key locations.



*An example of an on-street cycle hangar for residents' use.
Photo credit - Falco.*

The Council has adopted policy for parking, including cycle parking, to be provided at new residential and commercial developments. This document can be found [here](#).



10. Delivery Plans

Introduction

Analysis has been undertaken to identify how investment in cycling and walking improvements should be prioritised. Different approaches to prioritisation are proposed depending on the scale and type of infrastructure proposed, with the following two separate delivery plans:

- Strategic scale cycling and walking improvements based on phased delivery of primary cycle routes; and
- Walking network and secondary cycle network improvements, mainly targeted on providing safer crossings or junctions, removing physical barriers and enabling safe two-way cycling on selected one-way streets.

Full details of the prioritisation of primary cycle routes, targeted interventions to improve secondary cycle routes and walking routes, and the potential delivery of Liveable Neighbourhoods is set out in accompanying Technical Report.

The two Delivery Plans are at different stages of development. They are live documents and will be revisited and updated regularly to reflect Council policies and priorities and as schemes are delivered.

Larger schemes are likely to require central Government funding, for example Transforming Cities Fund, whereas smaller schemes are more likely to be funded through the Local Transport Plan (LTP) budget or developer contributions.

The Technical Guidance provided by the Department for Transport describes three categories as follows:

- Shorter-term: improvements which can be implemented quickly or are under development;
- Medium term: improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (e.g. detailed design, securing planning permissions, land acquisition etc); and
- Longer-term: more aspirational improvements or those awaiting a defined solution.

Based on analysis, the chapter also contains identifies potential schools for cycling & walking access improvement packages (based on the scope to reduce school run traffic) and outlines the proposed approach to cycle parking.



Strategic Cycling and Walking Improvements

A prioritised delivery plan of strategic schemes for primary cycle routes was developed using a set of criteria covering a range of themes. The majority of identified schemes in the Delivery Plan tables will also provide improvements to the identified Core Walking Zones and Key Walking Routes.

The primary cycle routes were ranked by assessing their impacts against:

- Strategic impact criteria (congestion; deprived communities who benefit; population who benefit, forecast numbers of potential future users; road safety and strategic locations accessed). These criteria

covered the 'effectiveness' and 'policy' criteria categories in the example prioritisation illustrated in the Technical Guidance; and

- Deliverability criteria (Amount of road space reallocation required; length of pinch points; other deliverability issues and overlap with high-frequency bus corridors).

The strategic impact and deliverability criteria were allocated even weightings. The criteria, data used, and metrics applied are set out in Table 1. A detailed explanation of the prioritisation process is provided in the accompanying LCWIP Technical Report, "Section 7- Prioritising Improvements and Delivery Plans".



Table 1 – Prioritisation criteria used for primary cycle route assessment

Category	Criterion	Metric applied	Data used	Assessed per kilometre?
Strategic impact	Congestion	Total number of congestion hotspots within 50m of the route	Congestion Report Phase 1, prepared for the Dorset LEP	Yes
Strategic impact	Deprivation	Average deprivation score for Lower Super Output Areas within 500m of the route, weighted by proportion of catchment covered	Department for Levelling Up, Housing and Communities Index of Multiple Deprivation	No
Strategic impact	Population	Total population within 500m of the route (based on postcode centroids)	Experian Mosaic postcode population (mid-2019)	Yes
Strategic impact	Potential future users	Total number of potential cyclists along the route	PCT e-bike scenario for commuter trips and Go Dutch scenario for school trips	Yes
Strategic impact	Road safety	Total number of cycle casualties within 50m of the route, weighted by severity (slight - 1, severe - 5, fatal - 10)	Department for Transport STATS19 collision data	Yes
Strategic impact	Strategic locations	Proximity of routes within 500m to selected leisure and recreation sites, development sites, rail stations, and university sites	Desktop research	Yes
Deliverability	Amount of road space reallocation required	Approximate percentage of route section where existing traffic lanes would need to be reallocated for cycle tracks to deliver primary cycle route infrastructure	Desktop research	No
Deliverability	Length of pinch points	The approximate length of route section where initial review indicates that there would be insufficient highway width to accommodate a cycle track as well as footways and a traffic lane in both directions.	Ordnance Survey data	No



Category	Criterion	Metric applied	Data used	Assessed per kilometre?
Deliverability	Overlap with high-frequency bus corridors	Approximate percentage of route section that overlaps with a high-frequency bus corridor (defined as bus corridors with more than 6 buses an hour).	Traveline National dataset	No
Deliverability	Other deliverability issues	<p>High-level assessment of:</p> <ul style="list-style-type: none"> • Whether private land might be required to deliver the required infrastructure for the primary cycle route; • The scale and scope of regulations or consents likely to be required (e.g. planning permission, Traffic Regulation Orders or bylaws); and • Technical feasibility and complexity, considering if there are particular engineering or network management challenges associated with the intervention and their significance 	Ordnance Survey data; desktop research	No



The delivery plan groups routes based on the four anticipated timescales for implementation in Table 2.

Table 2 – Delivery timescales used in the LCWIP

Timescale	Description
Short term	Already funded and/or are expected to be able to be delivered within around 3 years
Medium term	Not yet funded, but where business cases and/or designs may already be underway and aim for delivery within 3 to 7 years
Medium – longer term	Not yet funded or underway, but where schemes are aimed to be delivered within around 7 to 10 years.
Longer term	Pipeline schemes where a defined solution is not yet known, but are intended to be delivered within 10+ years

Delivery Plan Tables and Plans

Tables 3, 4, 5 and 6 outline the Delivery Plan schedules for the timescales in Table 1. A Plan showing the location of these proposals and their intended timescales for delivery is contained in Appendix B.



Table 3 – LCWIP Delivery Plan – Strategic Cycling & Walking Improvements - Short-Term Committed (1-3 years)

Reference	Location	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
TCF C1	Bournemouth Railway Station to Royal Bournemouth Hospital and Jumpers Common	Cycling and walking improvements along an east-west corridor between Bournemouth and Christchurch. The improvements will serve several schools, Bournemouth AFC's stadium, the Royal Bournemouth Hospital and planned development at Wessex Fields.	Bournemouth Town Centre	n/a	£4,450,000
TCF C2	Bournemouth to Ferndown	Cycling and walking improvements between the Upper Gardens in Bournemouth and Trickett's Cross in Ferndown. Cross-boundary scheme with Dorset Council funded by Transforming Cities Fund.	Bournemouth Town Centre	Upper and Central Gardens, between Queens Road and Avenue Road and	£14,750,000
TCF C3	Poole Town Centre to Holton Heath	Cycling and walking improvements between Poole town centre and Holton Heath. The improvements will better connect residential areas on either side of Blandford Road, and a quiet route would utilise residential streets, including Woodlands Avenue and Symes Road, to existing routes through Upton Country Park. Cross-boundary scheme with Dorset Council funded by Transforming Cities Fund.	Poole Town Centre	Rigler Road	£2,600,000



Reference	Location	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
TCF C5	Poole Town Centre to Merley	Cycling and walking improvements between Poole town centre and Merley, running between Wimborne Road in Poole and Canford Heath, and onwards to Merley via an existing link on Gravel Hill, connecting key employment areas and local neighbourhoods. Funded by Transforming Cities Fund.	Poole Town Centre	Wimborne Road	£5,900,000
TCF S5	Poole to Ferndown and Wimborne	Improvements for cycling, walking and bus services between Poole town centre and Ferndown and Wimborne. The route will improve links to key local destinations, including shops and businesses in Poole and Ferndown town centres, industrial estates and business parks including Turbary Retail Park, Poole Hospital, and a number of nearby schools. Cross-boundary scheme with Dorset Council funded by Transforming Cities Fund.	n/a	n/a	£20,500,000
TCF S6	Christchurch to Merley	Improvements for cycling, walking and bus services along an east-west corridor between Merley and Christchurch town centre. The route will improve links to key local destinations, including shops and businesses in Kinson and Christchurch, a number of nearby schools and Castlepoint Shopping Centre. Includes an additional off-road section between Castle Lane West and Bournemouth Aviation Park. Funded by Transforming Cities Fund.	Kinson, Castlepoint	n/a	£18,650,000



Reference	Location	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
O1	Wallisdown Road West (Mountbatten Arms Roundabout to Bryant Road)	Sustainable travel improvements including introduction of protected (stepped) cycle tracks, improved footways, new and improved signal crossings and side road entry treatments plus speed limit reduction.	n/a	n/a	£2,103,000
O2	Lansdowne area, Bournemouth	Upgrades to the public realm and additional pedestrian crossings along Holdenhurst Road between Station Roundabout and Lansdowne Roundabout, and at Lansdowne Roundabout itself.	Bournemouth Town Centre	Holdenhurst Road	£8,000,000
ATF 1*	Evening Hill, Poole	Make permanent a temporary pop-up protected cycle lane on difficult uphill section of main road. Addition of a new pedestrian crossing and footway widening.	n/a	n/a	£230,000
ATF2*	Harbourside Park – between Turks Lane and Green Gardens, Poole	Upgrade of existing narrow shared path, part of NCN 25, to fully segregated parallel paths for people walking and cycling. Two phases.	Poole Town Centre	Harbourside Path	£1,170,000

Note: improvements identified with an asterisk are subject to final funding approval from the Department for Transport



Table 4 – LCWIP Delivery Plan – Strategic Cycling & Walking Improvements - Medium-Term – Priorities (3-6 years)

Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Bournemouth Square to Bournemouth Railway Station: Old Christchurch Road, Lansdowne Road, Oxford Road	LCWIP S9	Cycling and walking upgrades connecting Bournemouth Square with the railway station, via Bournemouth University's Lansdowne Campus, incorporating bus route improvements to improve journey times between Bournemouth Square and the Travel Interchange. Major junction improvements at Station Roundabout. Links to Schedule reference TCF C1.	Bournemouth Town Centre	Lansdowne Road, Old Christchurch Road, Oxford Road	£8,700,000
Bournemouth to Christchurch	LCWIP S21, S22	Fully segregated cycle route connecting Bournemouth and Christchurch town centres via Tuckton. Would serve a number of local centres and two rail stations. Includes; segregated cycle tracks and upgrades to several major junctions. Likely to be divided into a number of smaller packages for delivery.	Bournemouth Town Centre, Christchurch Town Centre, Boscombe, Southbourne Grove, Tuckton	Bath Road, Christchurch Road, Tuckton Road, Tuckton Bridge, Stour Road, Willow Drive, Sopers Lane	£23,300,000
Branksome Recreation Ground to Upper Gardens)	LCWIP S26	Cycling and walking improvements on east-west corridor between Alder Road and Prince of Wales Road, consisting of segregated cycle tracks and traffic-free links	n/a	n/a	£3,300,000
Branksome to Canford Heath	LCWIP S27	Cycling and walking improvements along east-west corridor through Poole. Connects to Schedule reference TCF S5.	n/a	n/a	£5,600,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Canford Heath Road, Canford Way, St Brelades Road and Bloxworth Road between Darby's Corner Roundabout and Alder Hills Roundabout	LCWIP S2 & S3	Segregated cycle track linking the Canford Heath residential areas with existing routes to the Universities' Talbot Campus and Bournemouth Town Centre. This corridor will connect with Schedule references TCF C5 and which link to Poole Town Centre, several industrial estates, a large retail park and several schools.	n/a	n/a	£11,400,000
Castle Lane East	LCWIP S19	Cycling and walking improvements to Castle Lane East between Cooper Dean Roundabout and Iford Roundabout and, to improve access to Royal Bournemouth Hospital and proposed employment at Wessex Fields. Complements Schedule reference TCF S6.	n/a	Castle Lane East	£4,800,000
Holes Bay to Upper Parkstone	LCWIP S6	Cycling and walking improvements along east-west corridor through Oakdale, including along Dorchester Road. Connects to Schedule reference TCF Corridor S5	n/a	n/a	£4,700,000
Kinson Road to Ensbury Park	LCWIP S23	Cycling and walking improvements linking Kinson Road to Ensbury Park. Connects to Schedule reference TCF C3.	n/a	n/a	£2,000,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Kinson to West Howe	LCWIP S16	Cycling and walking improvements between the local centres of Kinson and West Howe, along Poole Lane, improving routes to local schools. Connects to Schedule reference TCF S5 and TCF S6.	Kinson	n/a	£3,100,000
Lansdowne to Talbot Campus Cycle Route 1: Boundary Roundabout to Cemetery Junction	LCWIP S1	First section of segregated cycle route along Talbot Avenue to connect the two main University campuses, and link to Bournemouth Railway Station and Travel Interchange. Connects to Schedule reference TCF C2.	n/a	Talbot Avenue	£5,500,000
Littledown to Overcliff Drives	LCWIP S17	Cycling and walking improvements for north-south journeys from King's Park to Boscombe and Southbourne Overcliff, via Pokesdown, Fisherman's Walk and Woodland Walk	Boscombe, Southbourne Grove	n/a	£9,500,000
Lower Hamworthy to Upper Parkstone	LCWIP S7, S12	Sections of strategic cycle route connecting to Poole town centre via a number of local centres. Includes segregated cycle tracks and upgrades to several major junctions.	Poole Town Centre	New Quay Road, Poole Lifting Bridge, Poole Quay, High Street, Kingland Road, Poole Park	£6,700,000
Malmesbury Park (Charminster Road to Wessex Way)	LCWIP S32	Cycling and walking improvements through Malmesbury Park area.	Charminster	n/a	£1,400,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Oakdale (Dorset Way to Ringwood Road)	LCWIP S4	Cycling and walking improvements to create safer routes to St Edward's RC & CofE School and connect Canford Heath to Parkstone. Connects to Schedule reference TCF S5.	n/a	n/a	£2,000,000
Pokesdown to Iford Bridge	LCWIP S20	Fully segregated cycle route along Christchurch Road to connect Bournemouth and Christchurch town centres. Connects to Schedule reference S6.	Boscombe East	Christchurch Road	£6,200,000
Poole Park to Bournemouth	LCWIP S8 & S5	Sections of strategic cycle route to connect Bournemouth and Poole town centres via a number of local centres and two rail stations. Includes segregated cycle tracks and upgrades to several major junctions. Likely to be divided into a number of smaller packages for delivery.	Ashley Cross, Bournemouth Town Centre, Westbourne	Commercial Road	£13,800,000
Poole Town Centre North	LCWIP S62	Cycling and walking upgrades to provide safe and direct connections between Poole General Hospital, the Dolphin Centre, Poole Rail Station, Poole Park and Wimborne Road. Connects with Schedule reference TCF C5 and TCF S5	Poole Town Centre	Wimborne Road, George Roundabout, Kingland Road, High Street North	£5,200,000
River Way to Fairmile Road	LCWIP S54	Cycling and walking improvements through Jumpers Common. Connects with Schedule reference TCF C1.	n/a	Arcadia Road, Endfield Road, Canberra Road, Elm Avenue	£1,200,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Turbary Park Avenue	LCWIP S25	Cycling and walking improvements linking Poole Lane to Kinson Road, to improve access to local schools, facilities and neighbourhoods. Connects to Schedule reference S5.	n/a	n/a	£2,300,000
Wallisdown Road East	LCWIP S70	Completion of cycling and walking improvements between Boundary and University Roundabouts	n/a	n/a	£4,300,000
Wessex Way to Boscombe Beach via Cleveland Road	LCWIP S33	Cycling and walking improvements along north-south route through Springbourne and Boscombe.	Springbourne (Holdenhurst Road)	St. Clement's Road and Holdenhurst Road	£2,800,000
Wessex Way to Boscombe Beach via Palmerston Road	LCWIP S34	Cycling and walking improvements along north-south route through Springbourne and Boscombe town centre	Boscombe and Springbourne (Holdenhurst Road)	St. Clement's Road and Holdenhurst Road	£6,300,000

Note: The Delivery Plan is indicative and subject to change. The Delivery Plan does not include schemes fully funded by developers. A plan showing the reference numbers is contained in the Technical Report.



Table 5 – LCWIP Delivery Plan – Strategic Cycling & Walking Improvements – Medium to Longer-Term – (7-10 years)

Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Bournemouth Town Centre to Boscombe Chine	LCWIP S52	Cycling and walking improvements on east-west corridor, following the East Overcliff Drive for part of route	Bournemouth Town Centre	Westover Road, Bath Road, Russell Cotes Road, East Overcliff Drive	£3,600,000
Bournemouth Town Centre to Cemetery Junction	LCWIP S38	Cycling and walking improvements on north-south corridor, providing access to and from the town centre	Bournemouth Town Centre	Richmond Hill and Wimborne Road	£7,900,000
Branksome to Branksome Chine	LCWIP S39	Cycling and walking improvements on north-south corridor connecting communities to the beach and facilities in Branksome	n/a	Tower Road West and Western Road	£4,000,000
Branksome to Ringwood Road	LCWIP S28	Cycling and walking improvements through Upper Parkstone. Connects to Schedule reference TCF S5.	Ashley Road	n/a	£6,900,000
Branksome to Wallisdown	LCWIP S10	Cycling and walking improvements linking Branksome to Wallisdown through Upper Parkstone.	Wallisdown	n/a	£3,500,000
Burton to Christchurch	LCWIP S35	Cycling and walking improvements connecting village of Burton to Christchurch via Christchurch Bypass.	Christchurch Town Centre	Christchurch Bypass, Stony Lane	£4,700,000
Canford Heath (Adastral Road)	LCWIP S40	Cycling and walking improvements through Canford Heath from Canford Heath Road to Dorset Way	Adastral Square	Adastral Road	£2,300,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Castleman Trailway (Broadstone to Oakley)	LCWIP S58	Cycling and walking improvements to existing traffic-free route	Broadstone	n/a	£4,900,000
Christchurch to Mundeford	LCWIP S68	Cycling and walking improvements to connect communities to the facilities in Christchurch and the beach at Mundeford	Christchurch Town Centre	High Street, Castle Street, Bridge Street, Path across Two Riversmeet Park and Stanpit Recreation Ground, Stanpit, Mundeford and Mundeford Quay	£4,400,000
Kinson to Wallisdown	LCWIP S11	Cycling and walking improvements linking Kinson and Wallisdown areas. Connects to Schedule reference TCF S6	Kinson and Wallisdown	n/a	£7,000,000
Lansdowne to Talbot Campus Sustainable Travel Route Phase 2: B3064 Lansdowne Road between Cemetery Junction and Lansdowne Roundabout	LCWIP S24	Completion of new segregated cycle route between the two main University campuses and linking to Bournemouth Railway Station and Travel Interchange. Includes major junction improvements at Cemetery Junction. Connects to Schedule reference TCF Corridor C1	Bournemouth Town Centre	Lansdowne Road, Coach House Place, Station Forecourt	£8,100,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Parkstone to Sandbanks	LCWIP S64	Cycling and walking improvements along B3369 Sandbanks Road and Shore Road to connect Poole to Sandbanks Beaches	n/a	Sandbanks Road and Turks Lane	£4,600,000
Poole Old Town and Baiter	LCWIP S61	Cycling and walking improvements mainly on east-west routes to provide access to town centre destinations	Poole Town Centre	The Quay, Old Orchard, Lagland Road, Newfoundland Drive, Kingland Road, Park Lake Road and Harbourside Walk across Baiter	£6,500,000
Throop to Castle Lane West	LCWIP S37	Cycling and walking improvements on north-south corridor, connecting to Schedule reference TCF S6	n/a	n/a	£2,000,000
Upton to Dorset Way	LCWIP S14	Cycling and walking improvements along east-west corridor in Poole, serving journeys to Nuffield Industrial Estate and Upton Country Park.	n/a	n/a	£13,300,000
Westbourne to Branksome Chine	LCWIP S31	Cycling and walking improvements along north-south corridor connecting communities to the beach and Westbourne district centre.	Westbourne	n/a	£2,900,000
Wimborne Road (Winton & Moordown)	LCWIP S29	Cycling and walking improvements along north-south corridor through Winton and Moordown, serving a range of destinations and facilities. Connects to Schedule reference S6.	Winton, Moordown	Wimborne Road	£4,200,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Yarrow Road	LCWIP S15	Cycling and walking improvements to provide safe access to and through the Tower Park area	n/a	n/a	£2,200,000

Note: The Delivery Plan is indicative and subject to change. The Delivery Plan does not include schemes fully funded by developers. A plan showing the reference numbers is contained in the Technical Report.



Table 6 – LCWIP Delivery Plan – Strategic Cycling & Walking Improvements –Longer-Term – (10+ years)

Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Boscombe Pier to Southbourne (Overcliff Route)	LCWIP S53	Cycling and walking improvements parallel to the coast to complement the seafront route.	n/a	n/a	£6,400,000
Branksome to Sandbanks	LCWIP S45	Cycling and walking improvements on north-south corridor, mostly along Canford Cliffs Road, to connect communities to local facilities and beaches	n/a	n/a	£5,100,000
Canford Cliffs to Branksome Chine	LCWIP S50	Cycling and walking improvements on east-west alignment, forming complementary parallel route to the seafront.	n/a	n/a	£1,700,000
Castle Lane East to Tuckton	LCWIP S55	Cycling and walking improvements between Castle Lane East and Tuckton through Iford and Southbourne	Boscombe East	Cranleigh Road	£4,200,000
Castleman Trailway (Broadstone to Beechbank Avenue) and Broadstone Way	LCWIP S60	Cycling and walking improvements to existing traffic-free and segregated route	Broadstone	Broadstone Way	£12,200,000
Castleman Trailway (Upton Country Park to Beechbank Avenue)	LCWIP S59	Cycling and walking improvements to existing traffic-free route, including safer connections across A35 slip roads	n/a	n/a	£2,400,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Charminster Road and East Way	LCWIP S30	Cycling and walking improvements along north-south corridor through Charminster, enabling safer access to several schools, including those on East Way	Charminster	Charminster Road	£7,500,000
Christchurch Town Centre to Somerford Roundabout via Christchurch Bypass	LCWIP S41	Cycling and walking improvements on east-west corridor, including connections to and from Christchurch Urban Extension north of Lyndhurst Road	Christchurch Town Centre	Christchurch Bypass	£8,300,000
Christchurch Town Centre to Somerford Roundabout via Purewell	LCWIP S43	Cycling and walking improvements on east-west corridor through Christchurch, Purewell and Somerford, providing access to local facilities	Christchurch Town Centre	High Street, Castle Street, Bridge Street	£7,500,000
Corfe Hills to Darby's Corner	LCWIP S48	Cycling and walking improvements along Upper and Lower Blandford Road serving journeys to Corfe Hills School and Broadstone District Centre.	Broadstone	n/a	£7,000,000
East Parley to Christchurch	LCWIP S42	Cycling and walking improvements on corridor connecting Bournemouth Airport, Hurn, Fairmile and Christchurch town centre	Christchurch Town Centre	Bargates and Fairmile Road	£18,200,000
Fleet's Corner to Civic Centre	LCWIP S13	Cycling and walking improvements along Wimborne and Fernside Roads. Connects to Schedule references C5 and S5.	n/a	Wimborne Road and Fernside Road	£12,700,000
Merley to Canford Bridge	LCWIP S57	Cycling and walking improvements on north-south corridor to connect Wimborne to Merley	n/a	n/a	£2,700,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Muddeford to Somerford	LCWIP S46	Cycling and walking improvements on north-south corridor serving range of local destinations including access to employment, retail areas and the seafront	n/a	n/a	£3,500,000
Northbourne to West Parley (BCP Section)	LCWIP S56	Cycling and walking improvements on north-south corridor to connect West Parley and Ferndown to North Bournemouth. Connects with Schedule reference TCF S6.	n/a	n/a	£1,100,000
Poole Town Centre to Darby's Corner	LCWIP S47	Cycling and walking improvements on north-south corridor via Fleets Corner	Poole Town Centre	Serte Road, Stanley Green Road, Fleets Lane and Waterloo Road	£11,800,000
Sandbanks Peninsula	LCWIP S63	Cycling and walking improvements along B3369 Banks Road and Panorama Road enabling access to the beaches and ferry	n/a	n/a	£4,400,000
Seafront Promenade (Bournemouth to Southbourne)	LCWIP S66	Cycling and walking improvements along seafront between Bournemouth Pier and Hengistbury Head. Likely to be delivered in phases.	Bournemouth Town Centre	Undercliff Drive and Southbourne Promenade	£9,800,000
Seafront Promenade (Sandbanks to Bournemouth)	LCWIP S67	Cycling and walking improvements along seafront between Shore Road Beach and Bournemouth Pier. Likely to be delivered in phases.	Bournemouth Town Centre	West Undercliff Promenade	£6,900,000
Somerford to Highcliffe and Chewton Bunny	LCWIP S69	Cycling and walking improvements on east-west corridor through Highcliffe to Hampshire border, serving range of local destinations	Highcliffe	n/a	£9,300,000



Location	Section Reference	Description	Includes Core Walking Zone?	Includes Key Walking Route?	Approximate Costs
Sterte to Whitecliff via Longfleet	LCWIP S49	Cycling and walking improvements on north-south corridor to improve access to Poole Park, Poole General Hospital and employment and retail areas by Holes Bay Road	Poole Town Centre	n/a	£3,300,000
Talbot Woods to Cooper Dean Roundabout	LCWIP S36	Cycling and walking improvements on east-west corridor connecting communities to the Talbot Campus, facilities in Winton and Royal Bournemouth Hospital / Wessex Fields area	Winton	n/a	£6,700,000
Tuckton and Southbourne to Hengistbury Head	LCWIP S65	Cycling and walking improvements to enhance connections to beaches, open space and local facilities	n/a	Broadway and Hengistbury Head access	£4,200,000
Upper Parkstone to Evening Hill	LCWIP S44	Cycling and walking improvements on north-south corridor to connect communities to local facilities and beaches	Ashley Road	n/a	£4,900,000
Westbourne to Bournemouth Town Centre	LCWIP S51	Cycling and walking improvements on east-west corridor connecting communities to town centre and local facilities. Provides complementary, alternative route to the seafront.	Bournemouth Town Centre	Western Road, Alum Chine Road, West Cliff Road, St. Michael's Road, West Cliff Promenade	£4,100,000

Note: The Delivery Plan is indicative and subject to change. The Delivery Plan does not include schemes fully funded by developers. A plan showing the reference numbers is contained in the Technical Report.



Walking network and secondary cycle network improvements

A prioritised delivery plan of improvements for the walking network and secondary cycle routes was developed using the following range of data and information:

- Improvement commonly requested in public feedback from the LCWIP public engagement website;
- Improvement commonly requested in public feedback from the widenmypath website;
- Crossing identified in analysis into which communities had limited crossing connections over roads with high traffic flows;
- Identified by council officers; and
- Improvement commonly requested previously by members of the public; and
- The improvement would benefit people cycling and people walking.

The resultant list of improvements is shown in Table 7. The improvements are categorised into high, medium and low priority, scored on the basis of which factors listed above apply.

Many secondary cycle route measures will improve conditions for walking as well as cycling. In some cases dedicated infrastructure such as a segregated cycle lane usually suitable for the Primary routes will be required – each route will be assessed on a case by case basis.

There will be a multi-faceted approach to delivering the Secondary routes:

- As Primary routes are funded and delivered, BCP officers will assess opportunities for linking Secondary routes to them and aim to deliver some of these as part of the Primary route scheme. This is likely to represent better value and will enable more people to access and benefit from the Primary route;
- Other BCP Council work streams may deliver Secondary routes (or parts thereof). Safer Routes to Schools, Road Safety and Accessibility etc may deliver interventions such as dropped kerbs, crossings, traffic calming etc and will continue to be prioritised and delivered year on year, helping to fill in the gaps in the local cycling and walking network; and
- Work by other Council departments such as the Seafront and Open Spaces teams will complement aspects of the Secondary network, and as such certain aspects may be delivered via these channels.

New developments offer opportunities for improvements to the cycling network either directly, or indirectly via developer contributions.



Table 7 – LCWIP Delivery Plan – Local (non-strategic) walking network and secondary cycle network improvements

Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
High	LCWIP L01	Alder Road at junction with Recreation Road/Sheringham Road	Install new crossing over Alder Road	Yes	Yes	Walking route to Heatherlands/Bishop Aldhelm's schools; Secondary cycle route / walking route between Upper Parkstone and Bournemouth Upper Gardens path
High	LCWIP L04	Banks Road, Sandbanks	Construct parallel crossing enabling switch from cycle lane on one side of the road to the other.	Yes	Yes	Primary cycle route to Studland/Swanage via chain ferry; NCN 2
High	LCWIP L05	Bourne Valley Greenway, north end of Dalling Road	Remove kissing gate which prevents access by mobility scooters, double buggies, cycles etc	Yes	Yes	Secondary cycle route between Alder Hills and Coy Pond, and walking route to Bishop Aldhelm's Primary School
High	LCWIP L08	Branksome Wood Road, near Coy Pond	Parallel crossing to link Coy Pond Gardens with Bournemouth Upper Gardens	Yes	Yes	Primary cycle route between Canford Heath and Bournemouth Town Centre; Key Walking Route; popular walking route through Gardens; route to Bishop Aldhelm's Primary School
High	LCWIP L13	Canford Cliffs Road, junction with Links Road and path to Bury Road	Parallel zebra crossing and/or junction improvements	Yes	Yes	NCN 25 and secondary cycle route between Westbourne and Poole



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
High	LCWIP L14	Christchurch Road at Seabourne Road junction, outside Pokesdown railway station	Improve junction for people walking and cycling, with more direct crossings which are fully accessible for mobility scooter users.	Yes	Yes	Walking route between railway station and Southbourne shops, route to/from Boscombe, route to St. James' Primary School; Primary cycle routes
High	LCWIP L18	Durley Chine Road, near junction with Marlborough Road	Upgrade from pelican to toucan or parallel crossing, along with short sections of cycle track to enable access to the crossing from Marlborough Road and Somerville Road	Yes	Yes	Secondary cycle route and walking route connecting to St. Michael's Primary School
High	LCWIP L19	Fernside Road, junction with Churchfield Road	Crossing to link into route to Poole Park	Yes	Yes	Walking route into Poole Town Centre and Poole Park via quiet streets; Primary and secondary cycle routes
High	LCWIP L21	Fountain Roundabout, Christchurch	Exemption for cycles to use bus gate, allowing direct travel from Bargates to High Street	No	Yes	Primary cycle route between West Parley/Hurn and Christchurch Town Centre.
High	LCWIP L32	Parkstone Road, junction with Birds Hill Road	Crossing from residential area into Poole Park, on desire line	Yes	Yes	Walking route to/from Poole Park, linking to Birds Hill Road/Garland Road, Longfleet Junior School and Poole High School. Primary cycle route.



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
High	LCWIP L34	Parkstone Road, junction with Seldown Road and hospital entrance	Remove guard railing and provide new crossing on desire line between hospital and Seldown Road. New dropped kerb to enable access to Seldown Road. Amend hospital car park entrance to facilitate easier crossing for pedestrians.	Yes	Yes	Walking route between Poole Hospital and Town Centre; Secondary cycle route.
High	LCWIP L37	Poole Park	Modal filter or other interventions to prevent the park being used as a through route for motor vehicles. Vehicular access to all car parks would be retained.	Yes	Yes	Primary cycle route and Key Walking Route. Popular walking route to/from town centre and schools; popular leisure amenity
High	LCWIP L38	Purewell Roundabout / Somerford Road	Provide crossing and/or junction improvements to enable people to cross Somerford Road	Yes	Yes	Key Walking Route to/from Purewell shops, Somerford Primary School, Mudeford Infant School. Primary and secondary cycle routes



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
High	LCWIP L44	Tuckton Bridge	Interim scheme to reduce cycling on the footway. New 20mph zone, dropped kerbs and additional signage/road markings.	Yes	No	Primary Cycle Route and Key Walking Route between Tuckton and Christchurch
High	LCWIP L45	Upton Country Park, Poole Road to Longmeadow Lane	Improve walking and cycling between Upton Country Park and the Roman Road, including safer crossings	Yes	Yes	Popular walking and cycling route; links to Castleman Trailway; Primary and secondary cycle routes
High	LCWIP L49	Western Avenue, junction with Leicester Road	Crossing and kerb realignments to reduce vehicle speeds.	Yes	Yes	Walking route through Branksome Chine; Secondary cycle route
High	LCWIP L51	Woodside Road / Sandecotes Rd	New zebra crossing over Woodside Road, plus exemption to No Entry for cycles at both ends of Sandecotes Road	Yes	Yes	Primary cycle route between Upper Parkstone and Sandbanks; walking routes to Baden Powell and Courthill schools



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
High	LCWIP L52	Yarmouth Road, near junction with Wroxham Road	Improve existing crossing to reduce instances of drive-through, and facilitate cycle movements between Wroxham Road and Coy Pond Road	Yes	Yes	Walking route to Bishop Aldhelm's Primary School; Primary and secondary cycle routes
Medium	LCWIP L02	Alongside Wessex Way (multiple locations)	Remove/alter multiple barriers/bollards to improve accessibility of vital path alongside the Wessex Way, which connects numerous streets.	Yes	Yes	Secondary cycle route alongside Wessex Way; walking route between Charminster/Queens Park and Springbourne/Kings Park
Medium	LCWIP L03	Banks Road, junction with Shore Road	Upgrade existing zebra crossing to parallel crossing	No	Yes	Primary cycle route; NCN 2
Medium	LCWIP L06	Bourne Valley Roundabout, Branksome	Improve roundabout for pedestrians by altering kerb alignments to reduce vehicle speeds, and provide improved crossing points.	Yes	Yes	Walking route to Bishop Aldhelms school; Primary and secondary cycle routes



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
Medium	LCWIP L09	Brisbane Road, Christchurch	Dropped kerb and barrier/gate removal to make paths through recreation ground more accessible	Yes	Yes	Jumpers Road area to Jumpers Common/Fairmile
Medium	LCWIP L10	Broadstone Way, at crossing to Castleman Trailway	Widen shared footway by removing/altering existing barriers and street clutter, making it less congested	Yes	Yes	Primary cycle route. Popular walking and cycling route; links to Castleman Trailway
Medium	LCWIP L15	Clarendon Road, junction with Marlborough Road	Realign and build out the kerbs to reduce the crossing distance for pedestrians and reduce speed of turning motor vehicles	Yes	Yes	Marlborough Road is secondary cycle route and walking route to St. Michael's Primary School
Medium	LCWIP L16	Clive Road to Station Road, Highcliffe (path)	Dropped kerbs, barrier alterations and potentially resurfacing to improve accessibility for all.	Yes	Yes	Walking route and secondary cycle route to Hinton Admiral Rail Station
Medium	LCWIP L17	Conifer Avenue, Whitecliff	Dropped kerbs or raised table over Conifer Road to improve accessibility to/from traffic-free path.	Yes	Yes	Walking route to Baden Powell Primary School



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
Medium	LCWIP L20	Fisherman's Walk, at Wentworth Avenue	Provide crossing facility to enable access to Fisherman's Walk	Yes	No	Tier 2 Core Walking Zone. Walking route between Southbourne shops and the beach
Medium	LCWIP L22	Green Lane, junction with Learning Lane	Improvements to turning head to protect people walking and cycling, alterations to barriers to improve accessibility for all.	Yes	Yes	Secondary Route and walking route between Bourne Academy and Redhill area.
Medium	LCWIP L25	Iford Lane at junction with Seafield Road	New parallel zebra crossing over Iford Lane	Yes	Yes	Junction of several secondary cycle routes, including Iford to Southbourne
Medium	LCWIP L27	King's Park accesses (Kings Drive, near Kings Park skate park, and Gloucester Road, near Bowls Club)	Alterations to 2 x gates and bollards to improve accessibility. Physical measures to prevent car parking blocking access.	Yes	Yes	Primary cycle route and Key Walking Route. Popular walking route through King's Park including multiple leisure amenities and hospital
Medium	LCWIP L28	Kinson area, various paths	Barrier alterations/removal and path improvements to make area more accessible for all	Yes	Yes	Secondary cycle route between Kinson Road and East Howe Lane, various walking routes between residential areas and Kinson local centre.



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
Medium	LCWIP L29	Leicester Road, junction with Bury Road / Wilderton Road	Parallel zebra crossing and/or junction improvements	Yes	Yes	NCN 25, Secondary cycle route between Westbourne and Poole
Medium	LCWIP L31	Napier Road, Hamworthy	Measures to reduce speeding, side road treatments and/or dedicated cycle infrastructure	Yes	Yes	Secondary cycle route and walking route linking Turlin Moor/Rockley Park/Hamworthy
Medium	LCWIP L36	Pauntley Road, junction with Mudeford	Dropped kerbs and parking restriction to enable cycles to enter/leave southern end of Pauntley Road.	Yes	Yes	Access to primary cycle route on Mudeford/Stanpit
Medium	LCWIP L39	Queens Park Avenue at junction with Howard Rd, junction of Howard Rd/Strouden Ave/Brackendale Rd, Recreation ground.	Crossings and/or junction improvements, barrier alterations, parking restrictions to improve visibility	Yes	Yes	Secondary cycle route between Queens Park and Castle Lane West, walking and cycling route to The Bishop of Winchester Academy



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
Medium	LCWIP L33	Parkstone Road, junction with Elizabeth Road	Upgrade uncontrolled crossing to a signalised or zebra crossing, to enable pedestrians to cross Parkstone Road safely	Yes	No	Walking route between Poole Town Centre/bus station and Poole Hospital
Medium	LCWIP L41	Shelley Road, Boscombe	Contraflow for cycles on one-way street	No	Yes	Secondary cycle route to/from Boscombe, and walking route to 2no. primary schools.
Medium	LCWIP L42	The Avenue / Western Road junction	Junction improvements at signal junction including crossing facilities where there are currently none.	Yes	Yes	Primary cycle route linking Bournemouth Town Centre and Sandbanks, east-west Secondary cycle route and walking route connecting Westbourne and Branksome Park/Chine
Medium	LCWIP L43	The Triangle, near Library, Bournemouth	Provide crossing or pedestrian refuge	Yes	No	Tier 1 Core Walking Zone. Town centre walking route
Medium	LCWIP L48	Western Avenue, junction with Bury Road	Parallel crossing and/or junction improvements	Yes	Yes	NCN 25, Secondary cycle route between Westbourne and Poole



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
Low	LCWIP L07	Bournemouth town centre - junction of Exeter Rd, Cranbourne Rd and Terrace Rd.	Introduce exemptions for cyclists to three turning bans: Left turn into Square from Terrace Rd, right turn into Square from Exeter Rd, right turn from Exeter Rd into Cranbourne Rd. (buses and taxis already exempt)	No	Yes	Tier 1 Core Walking Zone; secondary cycle route through town centre
Low	LCWIP L11	Bryanstone Road, Winton	Contraflow for cycles on one-way street	No	Yes	Secondary cycle route between Charminster/Winton and the Universities - alternative to the main road
Low	LCWIP L12	Bure Lane / Highcliffe Road junction	Exemption for cycles to existing right turn ban (buses already exempted) – Traffic Regulation Order amendment needed only	No	Yes	Primary cycle route to Mudeford and secondary cycle route to Highcliffe Castle
Low	LCWIP L23	Holdenhurst Avenue, near junction with Colemore Road / Meon Road	Zebra crossing to improve links to various schools.	Yes	No	Walking route between Iford and Harewood Avenue and secondary cycle route (Colemore Road and Meon Road)



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
Low	LCWIP L24	Iddesleigh Road, junction with Charminster Road	Exemption for cycles to No Entry onto Charminster Road	No	Yes	Secondary cycle route between Universities and Lansdowne/Town centre
Low	LCWIP L26	Jolliffe Road, Oakdale	Exemption for cycles to No Entry from Fernside Road	No	Yes	Secondary cycle route between Parkstone and Tatnam areas, linking to Longfleet Junior School and Poole High School
Low	LCWIP L30	Library Road, Parkstone, junction with Ashley Road	Dropped kerbs to allow cycles to safely enter/leave existing filtered street.	No	Yes	Secondary cycle route between Alexandra Park and Upper Parkstone
Low	LCWIP L35	Path between Smugglers Lane North and Parkside, near Highcliffe School	Remove barriers to enable access by wheelchair/mobility scooter users. Widen if possible and improve crossing points over Ridgefield Gardens and Nea Close.	Yes	No	Walking route to/from Highcliffe School
Low	LCWIP L40	School Lane, Kinson	Dropped kerbs to allow cycles to safely enter/leave street with existing modal filter.	No	Yes	Kinson to West Howe Primary cycle route; adjacent to Kinson Academy



Priority	Schedule Reference	Location	Scheme Description	Walking improvement?	Cycling improvement?	Cycling and/or walking routes unlocked
Low	LCWIP L46	Upton Road, near Parcelforce Depot	Extend parking restrictions to prevent cars obstructing cycle lane	No	Yes	Primary cycle route (Upton to Kinson via Dorset Way)
Low	LCWIP L47	West Cliff Road, near junction with Chine Crescent Road	Crossing and kerb realignment	Yes	No	On key Walking Route. Walking route to Durley Chine beach
Low	LCWIP L50	Withermoor Road, near junction with Edgehill Road	Crossing in busy residential area near universities.	Yes	No	Walking route connecting two sides of busy residential rat run - student accommodation to north, universities to south.



Access to Schools

Respondents to the public consultation highlighted the importance of safe access to schools. In response to the feedback, analysis was undertaken into travel to schools. The objective was to identify schools with the greatest potential to reduce school run car trips through enhanced cycling and walking infrastructure. The Department for Transport-funded Propensity to Cycle Tool dataset forecasts the change in travel patterns which could happen under different scenarios and was used for the analysis. The analysis is described in the LCWIP Technical Report appended to this document.

The schools which are forecast to see the greatest reduction in car journeys are set out in Table 8, with separate lists for secondary and non-secondary schools. The listed schools are highlighted as potential locations for packages of cycling and walking infrastructure improvements.

Table 8 – Potential Schools for Cycling & Walking Access Improvement Packages

Secondary Schools	Non-Secondary Schools
The Bishop of Winchester Academy	Broadstone Middle School
Bournemouth School	Christchurch Junior School
Bournemouth School for Girls	Highcliffe St Mark Primary School
Glenmoor School	Hill View Primary School
Highcliffe School	Malmesbury Park Primary School
Oakmead College of Technology	Muscliff Primary School
Poole High School	St. Katharine's Church of England Primary School
St. Edward's High School	St. Mark's Church of England Primary School
Twynham School	St. Walburga's Catholic Primary School
Winton Arts and Media College	Winton Primary School

Schools are listed alphabetically



Cycle parking

BCP Council will prepare a Cycle Parking Delivery Plan to significantly increase cycle parking across the area. Two elements to deliver cycle parking in the short term are already identified:

- In partnership with the Dolphin Shopping Centre, install a secure indoor cycle parking hub suitable for all types of bicycle/tricycle (approximate cost £30,000); and
- Cycle parking package - Providing safe, accessible and convenient parking at a range of destinations and in residential areas.

This is in addition to the consideration of cycle parking requirements on all new infrastructure projects and at new developments.



11. Monitoring and Evaluation

A monitoring and evaluation plan will be developed for each business case for all major schemes as they come forward. Specifics will vary according to the type of scheme and its intentions, but will include:

- Assessment of existing data;
- Data needed;
- How and when data will be collected (baseline and post-completion);
- Sample sizes required;
- Aims for the scheme;
- Key outcomes; and
- Lessons learned.

The BCP Council “Have Your Say” online platform will be used to engage and consult, and also to build an understanding of behaviour and opinions pre- and post- scheme design and implementation. This data will be useful to collect and evaluate alongside other empirical data such as traffic counts and vehicle speed monitoring.

The Council already has a number of automatic traffic, pedestrian and cycle counters across the conurbation, and these will be increased in number in order to build a broader baseline of data.



Automatic cycle counter in Scotland. Photo credit - Falco












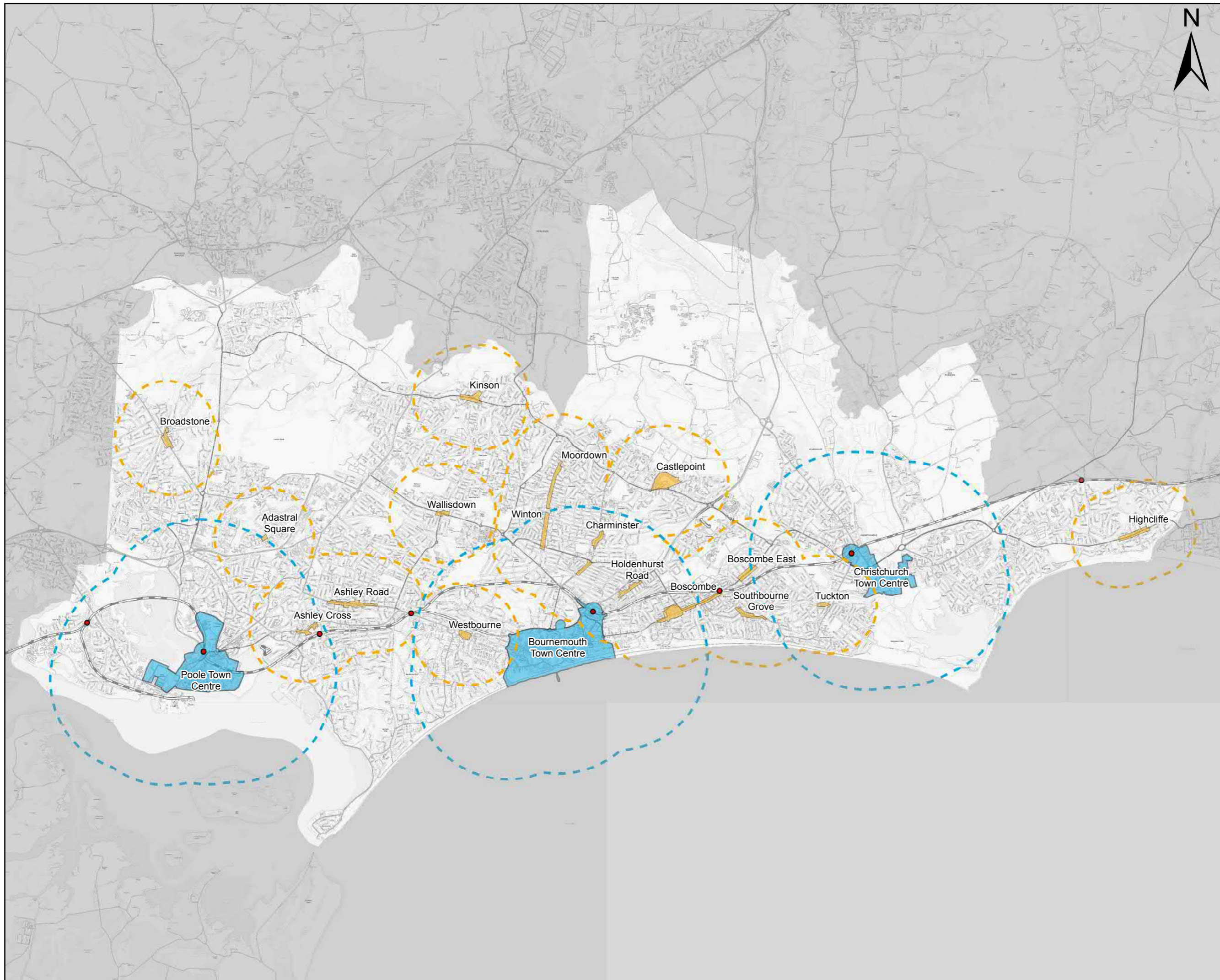
Appendix A

Network Plans for Walking
and Cycling

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-  Outside BCP boundary
-  Railway line
-  Railway station
-  Tier 1 core walking zone
-  Tier 2 core walking zone
-  Tier 1 core walking zone catchment (2km straight-line distance)
-  Tier 2 core walking zone catchment (1km straight-line distance)



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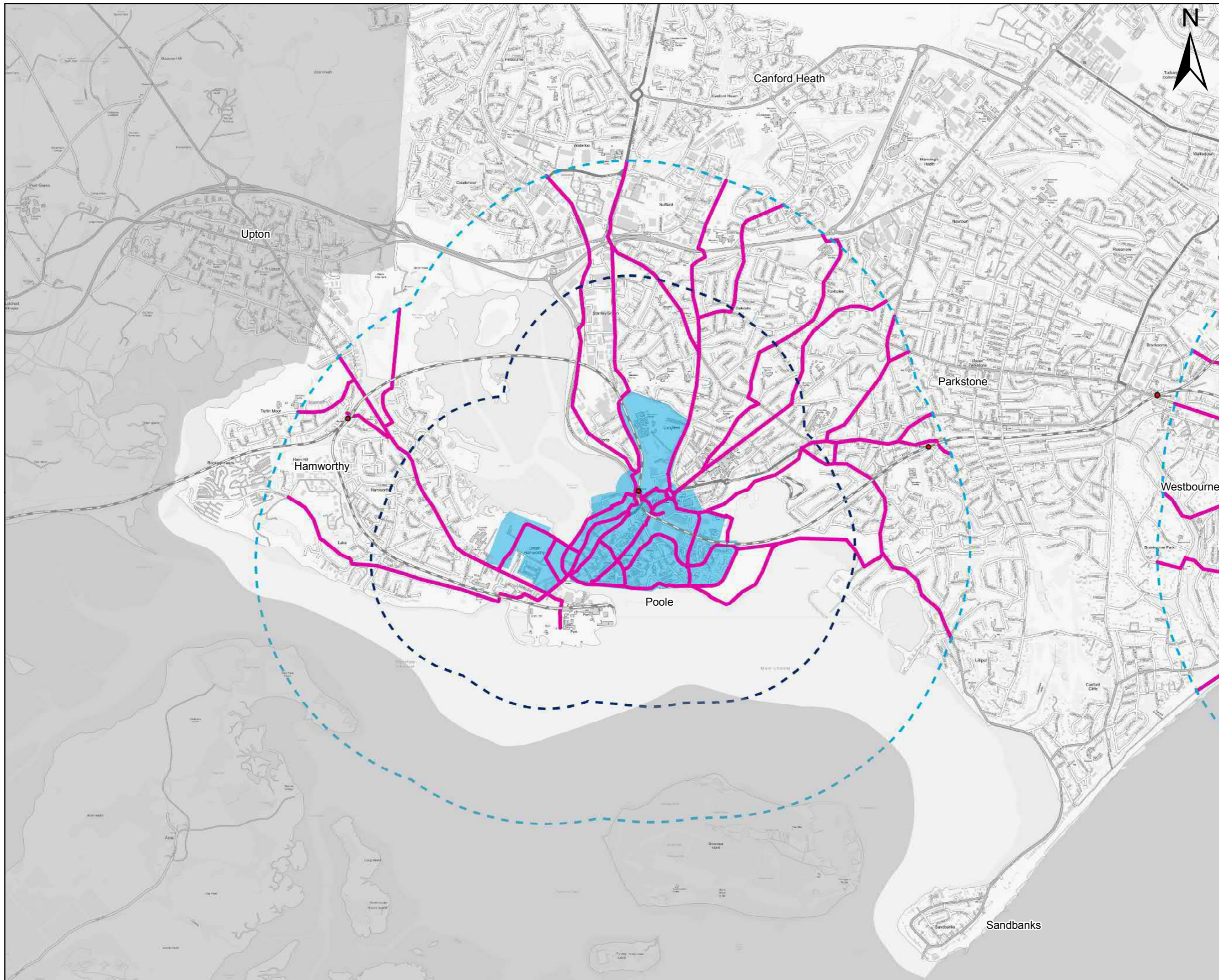
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- Outside BCP boundary
- Railway line
- Railway station
- Core walking zone
- Core walking zone catchment (1km straight-line distance)
- Core walking zone catchment (2km straight-line distance)
- Key walking route network



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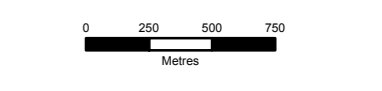
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Job Title
Bournemouth, Christchurch and Poole Local Cycling and Walking Infrastructure Plan

Drawing Title
Tier 1 Core Walking Zones and Key Walking Route Network Sheet 1

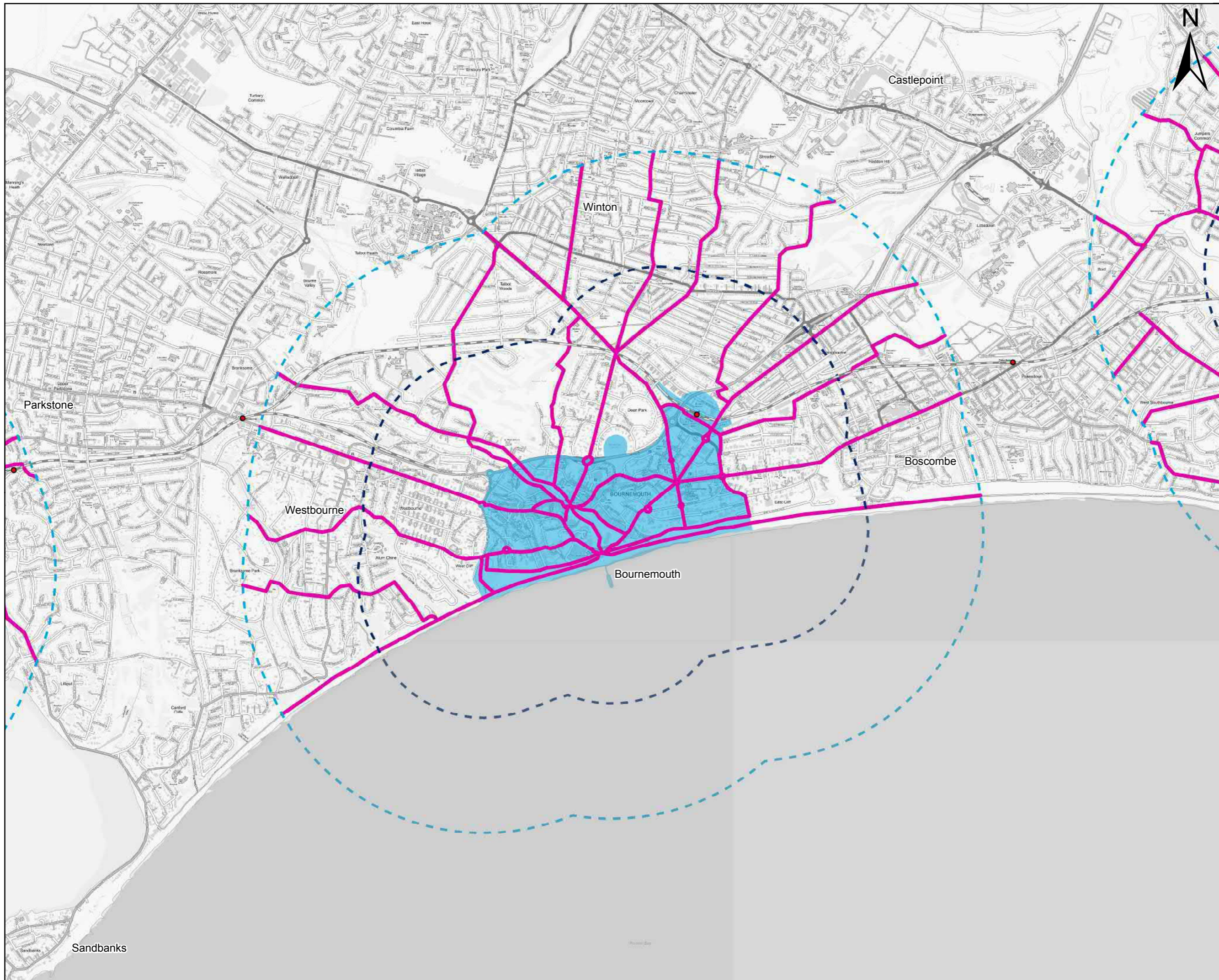
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- Railway line
- Railway station
- Core walking zone
- Core walking zone catchment (1km straight-line distance)
- Core walking zone catchment (2km straight-line distance)
- Key walking route network

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Drawing Title: **Tier 1 Core Walking Zones and Key Walking Route Network Sheet 2**

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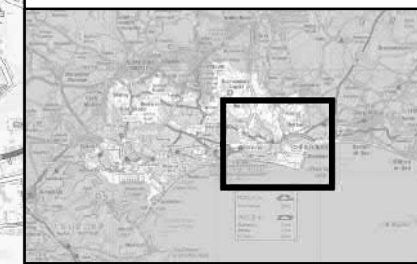
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 - Railway station
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 - Core walking zone catchment (1km straight-line distance)
 - Core walking zone catchment (2km straight-line distance)
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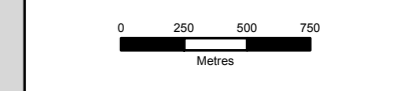
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Bournemouth, Christchurch and Poole Local Cycling and Walking Infrastructure Plan

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Tier 1 Core Walking Zones and Key Walking Route Network Sheet 3

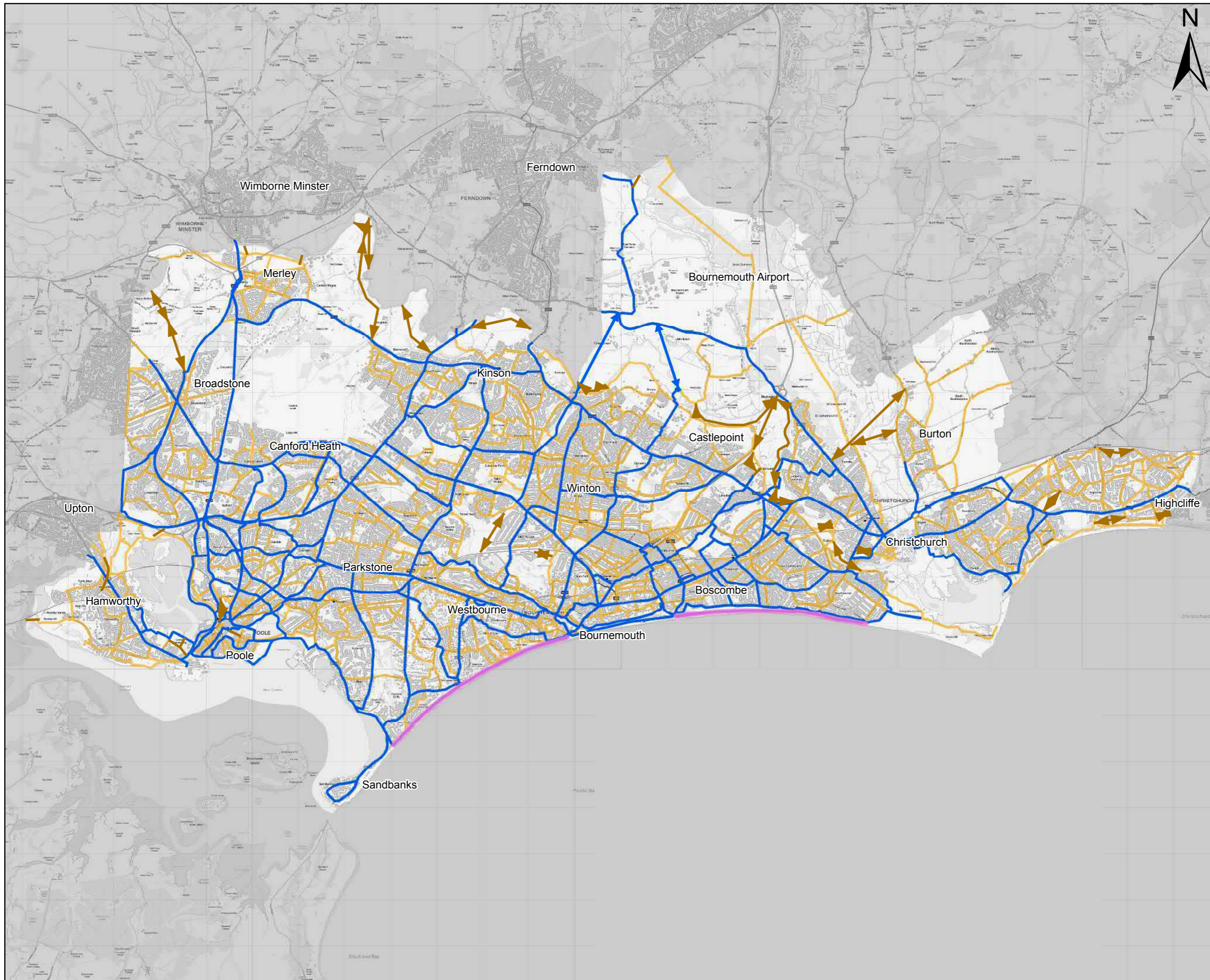
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 - Primary cycle network
 - Primary cycle route - alignment to be confirmed
 - Primary cycle route - summer restrictions apply
 - Secondary cycle network
 - Secondary cycle network - alignment to be confirmed



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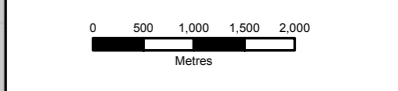
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Bournemouth, Christchurch and Poole Local Cycling and Walking Infrastructure Plan

Drawing Title
Primary and Secondary Cycle Route Network Overview Plan

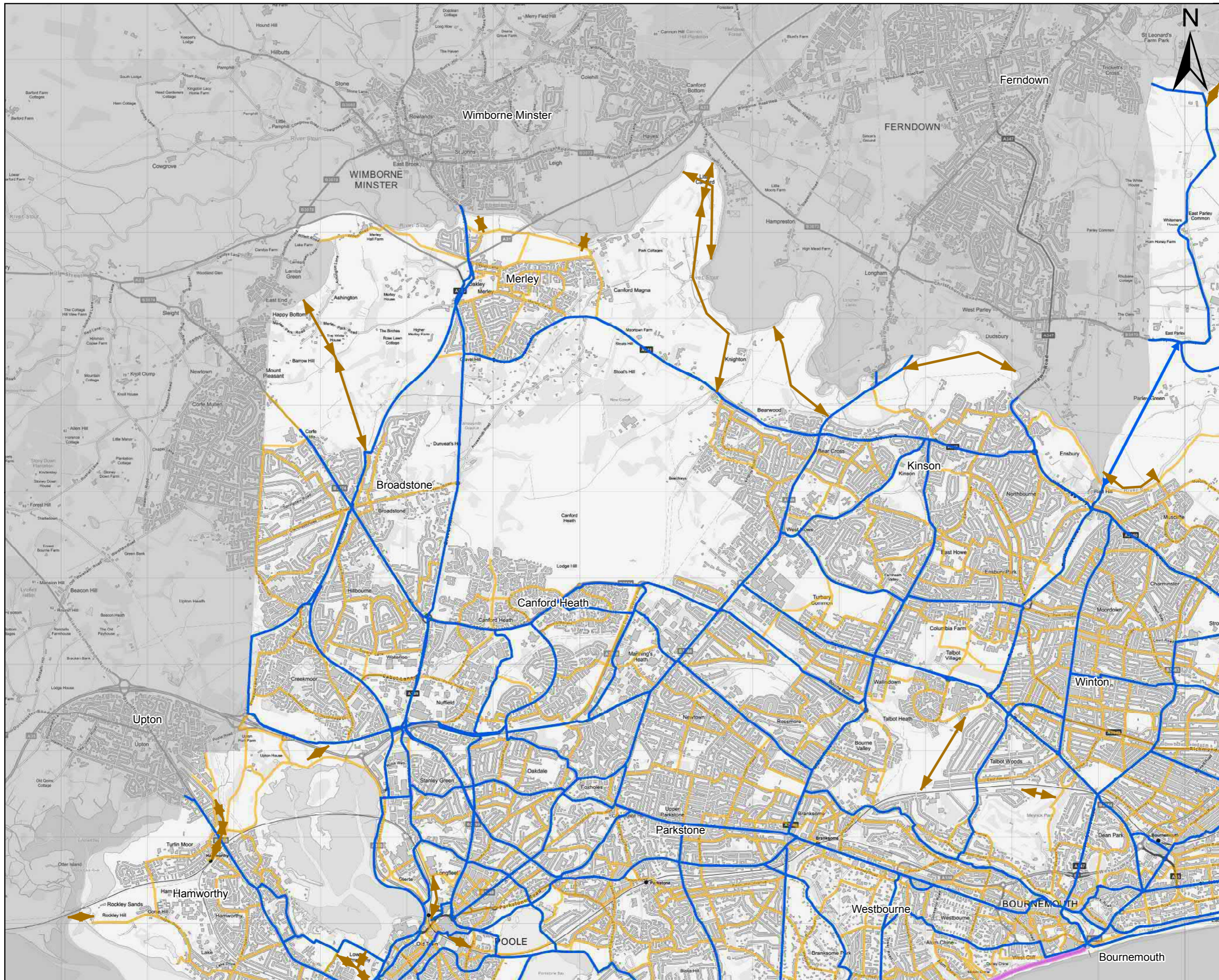
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- Outside BCP boundary
- Primary cycle network
- Primary cycle route - alignment to be confirmed
- Primary cycle route - summer restrictions apply
- Secondary cycle network
- Secondary cycle network - alignment to be confirmed



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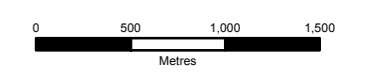
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Bournemouth, Christchurch and Poole Local Cycling and Walking Infrastructure Plan

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Primary and Secondary Cycle Route Network Sheet 1

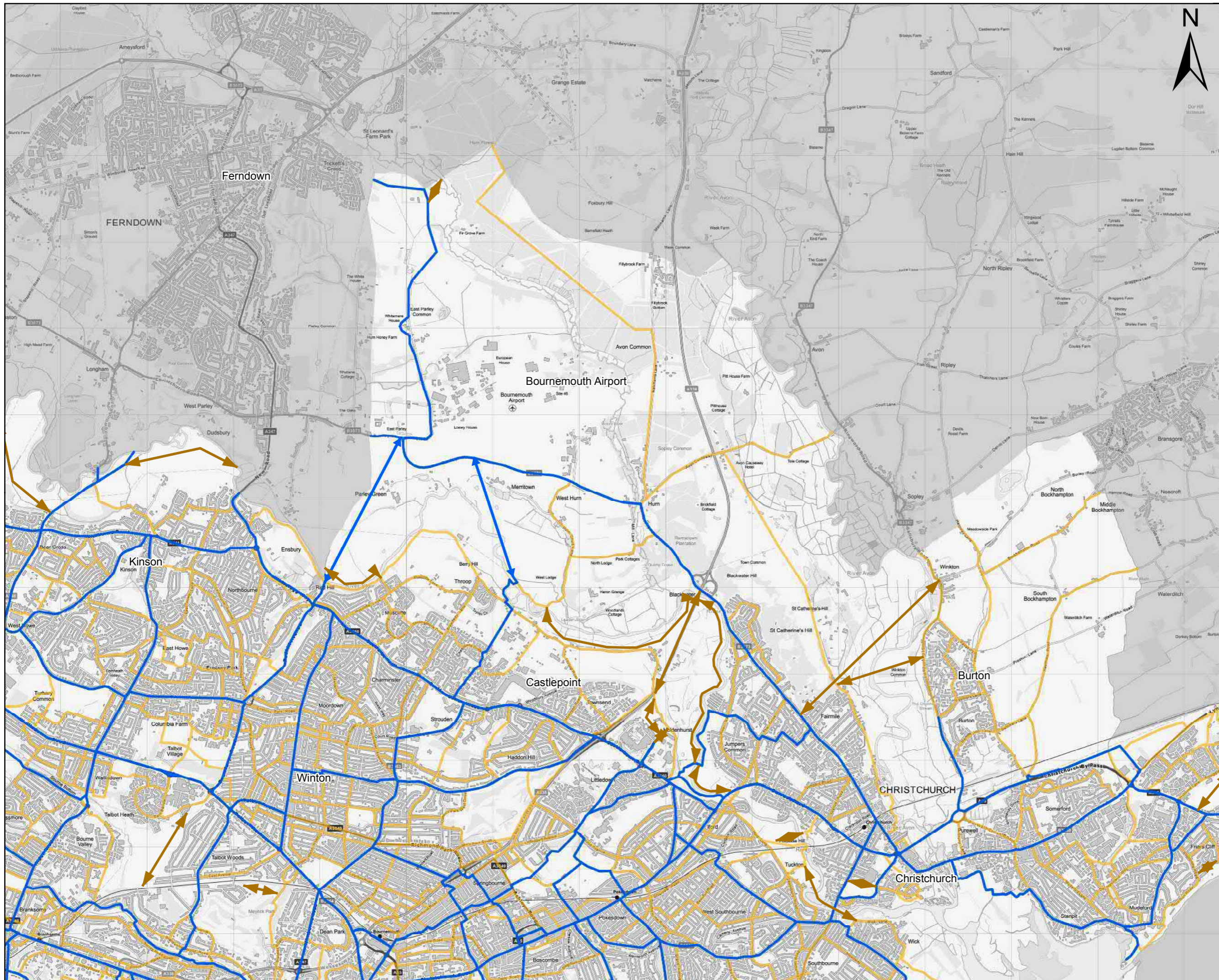
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- Outside BCP boundary
- Primary cycle network
- Primary cycle route - alignment to be confirmed
- Secondary cycle network
- Secondary cycle network - alignment to be confirmed



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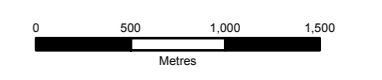
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Bournemouth, Christchurch and Poole Local Cycling and Walking Infrastructure Plan

Drawing Title
Primary and Secondary Cycle Route Network Sheet 2

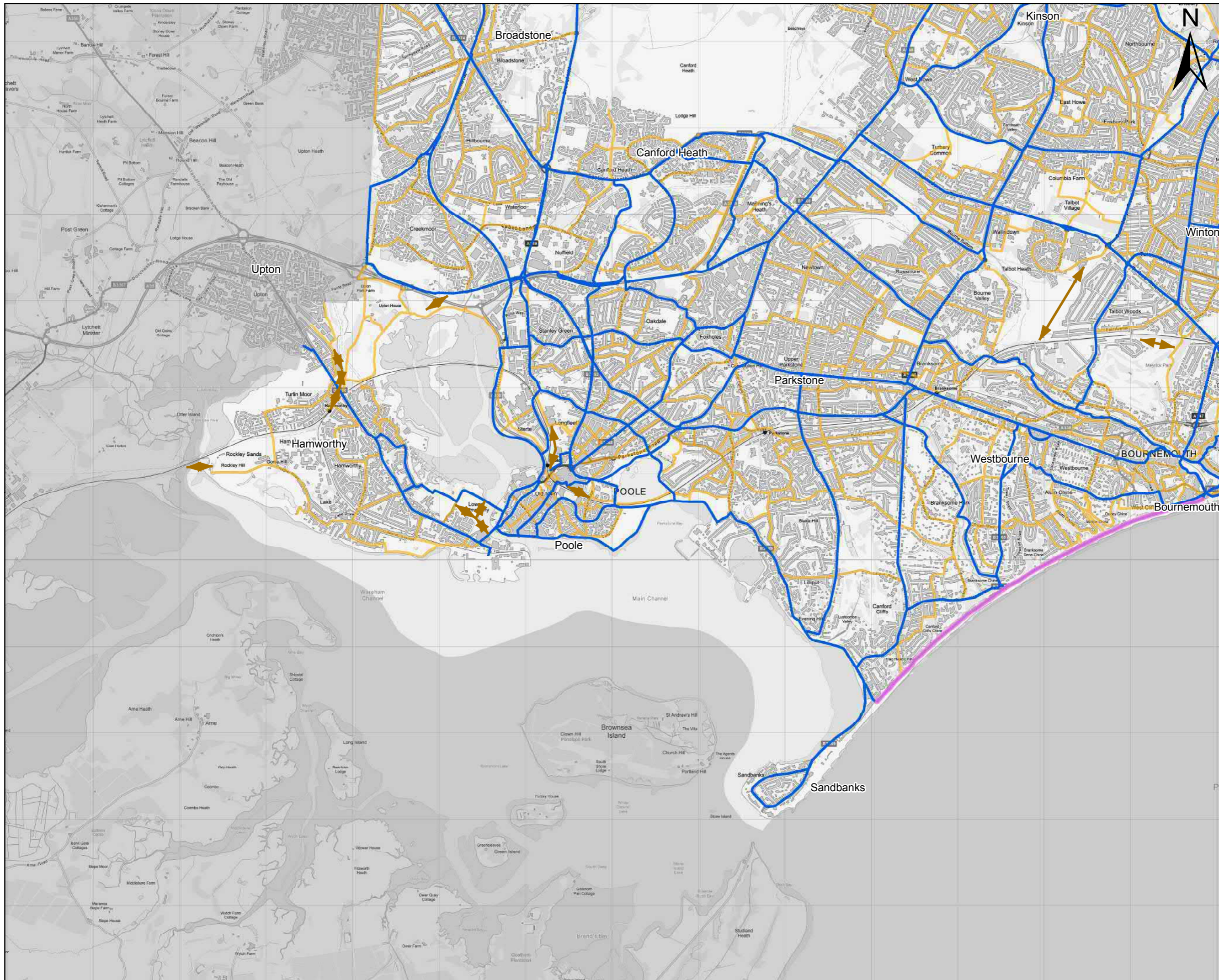
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- Outside BCP boundary
- Primary cycle network
- Primary cycle route - summer restrictions apply
- Secondary cycle network
- Secondary cycle network - alignment to be confirmed



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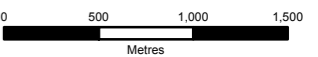

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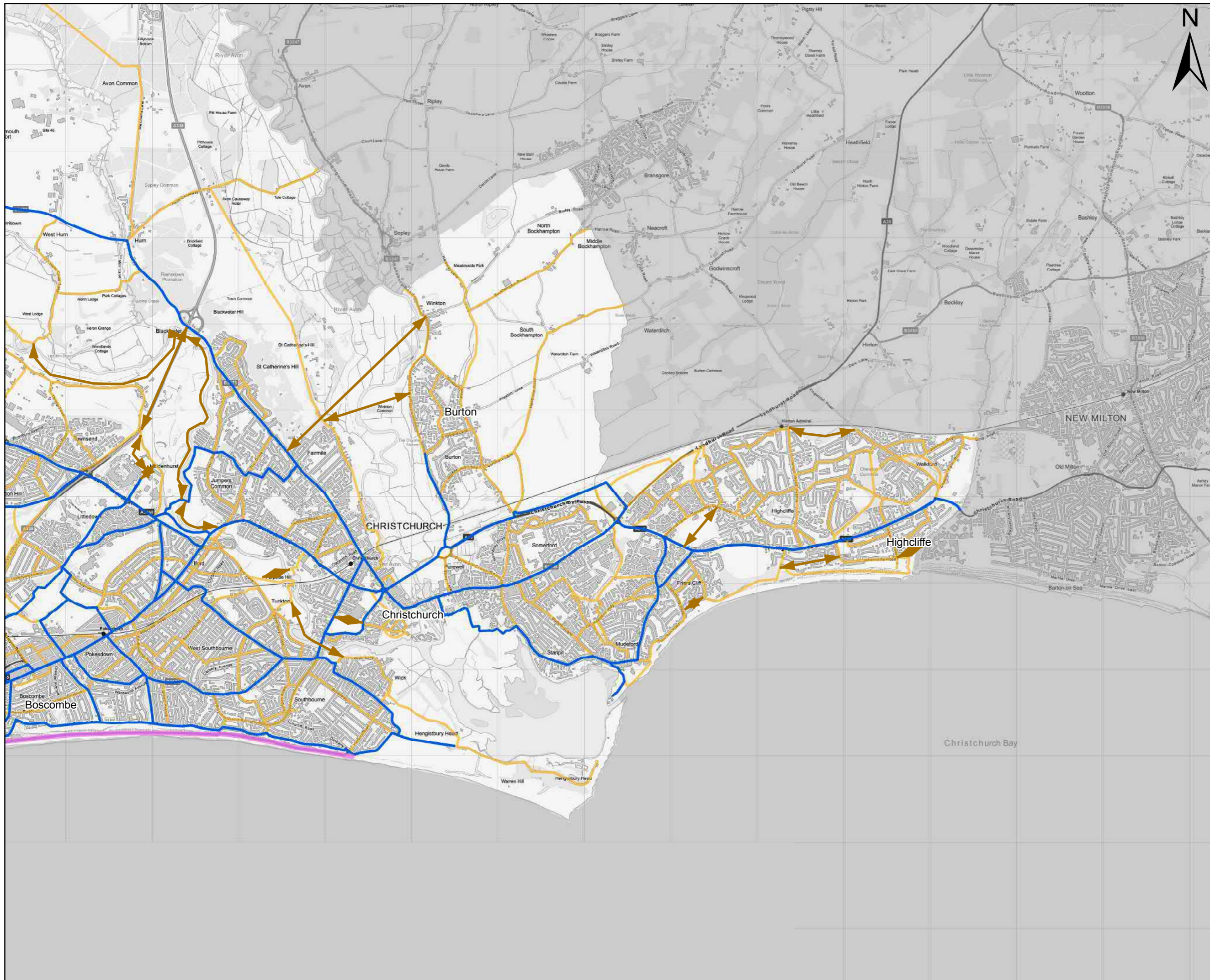
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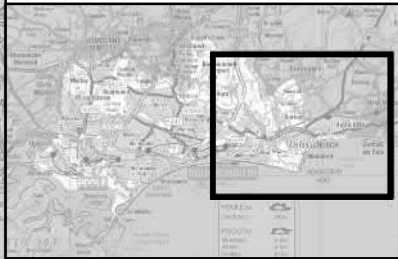



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- Outside BCP boundary
- Primary cycle network
- Primary cycle route - summer restrictions apply
- Secondary cycle network
- Secondary cycle network - alignment to be confirmed



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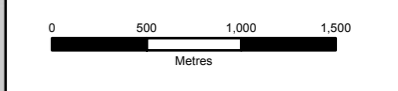
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Job Title
Bournemouth, Christchurch and Poole Local Cycling and Walking Infrastructure Plan

Drawing Title
Primary and Secondary Cycle Route Network Sheet 5

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Appendix B

Delivery Plan

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Outside BCP boundary

Recently completed schemes

Indicative delivery timescale

Short Term

Medium Term

Medium-Longer Term

Longer Term

Priority route for leisure, tourism and recreation investment. May come forward as part of BCP Seafront of Green Infrastructure Strategy

Note: Many of the routes shown on this plan do not at this stage constitute committed schemes, Potential interventions are subject to further study, feasibility and consultation.

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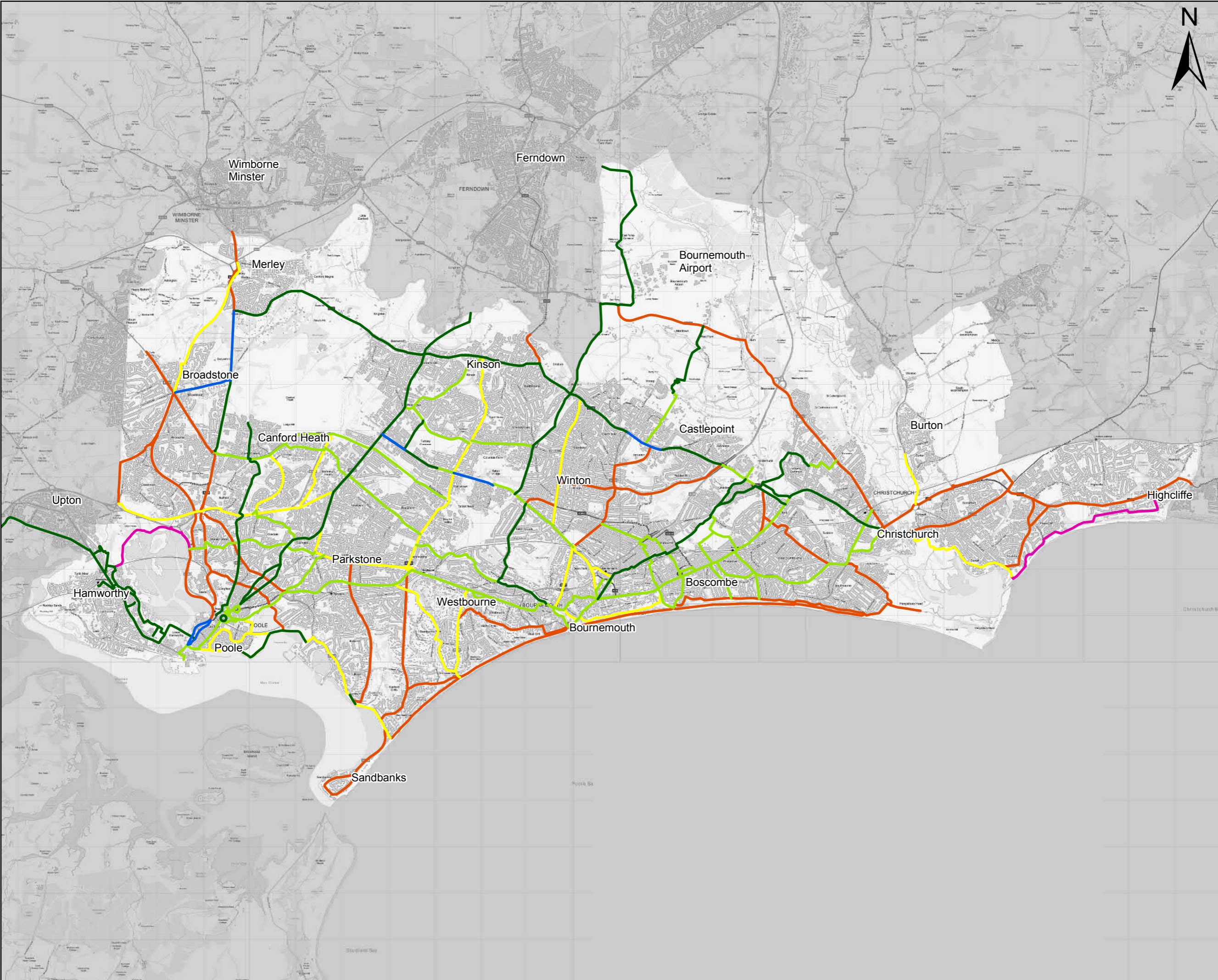
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