ATF4 Capital Funding Proforma - Programme level

Details about your Authority

Q1. What is the name of your transport authority?

Bournemouth, Christchurch & Poole Unitary Authority

Q2. Please provide the following contact information for the Reporting Officer at your authority

Name	Beth Barker-Stock
Telephone number	01202 123393
Email address	beth.barker-stock@bcpcouncil.gov.uk

Q3. Please provide the following contact information for the Senior Responsible Officer at your authority

Name	Julian McLaughlin
Telephone number	01202 127734
Email address	julian.mclaughlin@bcpcouncil.gov.uk

Q4. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority

Name	Adam Richens
Telephone number	01202 123027
Email address	adam.richens@bcpcouncil.gov.uk

Overview of Authority bid

Q5. What is the total amount of capital funding your authority is seeking from Active Travel England Active Travel Fund 4 for 22/23?

4150000

Q6. Please provide the names of all schemes you are seeking funding for. Please include the location of the scheme (e.g. River Tyne Scheme – Hexham) and put the schemes in order of priority.

Please provide the same name and priority order as in the 'scheme level' survey.

Scheme 1	Wallisdown Road Phase 3 plus Turbary Park Link
Scheme 2	School Streets Permanent Measures
Scheme 3	Wallisdown Road Phase 4 (Boundary Roundabout to University Roundabout)
Scheme 4	Wallisdown Road Phase 5 (Crossroads)
Scheme 5	Baiter Footpath and Cycleway Improvements - Poole
Scheme 6	Bournemouth Gardens Path including Branksome Wood Road Crossing
Scheme 7	Barrack Road and Iford Lane Link - Christchurch
Scheme 8	Boundary Roundabout to Redhill Roundabout - Bournemouth
Scheme 9	-
Scheme 10	-
Scheme 11	-
Scheme 12	-
Scheme 13	-
Scheme 14	-
Scheme 15	-
Scheme 16	-
Scheme 17	-
Scheme 18	-
Scheme 19	-
Scheme 20	-
Scheme 21	-
Scheme 22	-
Scheme 23	-
Scheme 24	-
Scheme 25	-
Scheme 26	-
Scheme 27	-
Scheme 28	-
Scheme 29	-
Scheme 30	-

Q7. Please provide an overview of how the programme of schemes you are bidding for delivers on your local strategic objectives for active travel investment. (500 words max).

Please answer in a brief, bullet point format where possible

Your response should reference your authority's LCWIP or equivalent network plan and other wider plans, e.g., for local development, public health, carbon reduction and economic development.

In March 2022, BCP Council published our long-term plan for delivering the infrastructure required to provide a fully connected cycling and walking network - The BCP Local Walking and Cycling Infrastructure Plan (LCWIP). Delivery of the LCWIP is helping to address road congestion, health issues and inequalities within our communities.

All of the construction and development schemes submitted contribute to delivering the objectives of the LCWIP and form the prioritised LCWIP Delivery Plan.

The proposed schemes support the delivery of the following local strategic/policy objectives:

• The BCP Corporate Strategy sets out the Council's five strategic priorities. The LCWIP is fully aligned with them, and the implementation of the LCWIP is directly referenced in the Corporate Strategy delivery plan.

• The delivery of key strategic goals identified in the Local Transport Plan (LTP) 2011-2026. The schemes will support strategic goals for the emerging Local Transport Plan 4 (LTP4) currently being developed by BCP Council in partnership with Dorset Council.

• The Local Plans for Bournemouth, Poole and Christchurch each outline aspirations for development to trigger growth. For example the Bournemouth Core Strategy seeks to accommodate an additional 14,600 dwellings (net) and 16,000 jobs within the urban area between 2006 and 2026. There is a clear and politically-accepted need for adequate supporting transport infrastructure to restrain growth in private car use and to increase cycling and walking.

• Public Health Dorset works with the Council to support it to incorporate measures to promote health and wellbeing into planning policy and decision making. Public Health Dorset recognises the positive role that enabling physical activity through walking and cycling can play in influencing our health and wellbeing.

• The 'Our Dorset Movement Strategy' is the physical activity strategy for BCP and Dorset. The strategy recognises that Active Travel is key to building movement into daily life and ongoing and increased development of appropriate infrastructure will support this.

• The BCP Climate Change Plan will make the BCP area carbon neutral before 2050 and this includes creating a supportive environment with sustainable planning policies, transport infrastructure improvements, energy efficiency and waste minimisation schemes. The LCWIP is a key deliverable.

• The Dorset LEP produced their Strategic Economic Plan (refreshed in 2016). Dorset's Economic Vision is: "By 2033 Dorset will be one of Britain's Core City-Regions, and the most sustainable of these. Its competitiveness will be driven by innovation." A central theme of the plan is to improve electronic and physical connectivity throughout Dorset.

• The BCP Green Infrastructure Strategy 2022-31 will co-ordinate with delivery of the LCWIP to help create, maintain and promote safe, enjoyable and accessible parks and green spaces.

• At a Full Council meeting in November 2022 elected Members approved the following motion:
'In order to meet our climate emergency declaration, we will work to decarbonise [our] transport network [with] 50% of journeys within the BCP area to be done by walking, scooting, cycling or public transport by 2030, in the spirit of the government's 'Decarbonising Transport. A Better, Greener Britain 2021 report'.

Q9. Please describe how you will consider protected groups for the programme of schemes you are bidding for (max 500 words).

Please answer in a brief, bullet point format where possible

Your response should include details of the following: How you intend to identify the protected groups who may be impacted by the schemes outlined in your bid? How you intend to consult and implement feedback from these groups? How will you ensure that you have fully assessed the impact of the scheme on protected groups? How will you ensure that accessibility requirements will be met? This should include accessibility throughout construction and the impact on the wider area. Any evidence of how this has been achieved previously will be valuable in supporting this narrative.

Equality Impact Assessment

• BCP Council follow a robust equality impact assessment (EIA) process for all proposed schemes.
• A screening exercise is undertaken to identify and consider all groups with protected characteristics in line with DfT accessibility guidance.
The screening exercise:
• Provides an understanding of the positive and negative impacts of proposals particularly on people from protected characteristic groups.
• Identifies a list of key stakeholders for consultation.
• Considers how proposals will affect the wider community.
• Identifies and agrees mitigating actions to lessen or remove negative impacts.
• Identifies how proposals will deliver benefits to protected groups including people from less prosperous areas that are less likely to own cars.
• Acknowledges that there are often variations in outcomes within each protected group which need consideration.

Robust research and equality monitoring data will be used to inform this process. For example data from the latest BCP Travel Survey and relevant National transport studies, Census data and other research.
• Feedback from the consultation feeds back into the EIA report to consider how the schemes affect protected characteristic groups
• Where impacts are identified schemes are scrutinised by the BCP Equalities Panel.
• Proposed mitigations are identified and delivered to ensure the proposed schemes comply with the Equality Act 2010.

Engagement

• BCP carry out appropriately diverse engagement when considering, developing and introducing proposed schemes. Level of engagement is proportionate to the scale of the scheme and its impact.
• Inclusivity is maximised by testing designs and schemes with end users e.g. undertaking accessibility audits (as outlined in 4.5.11 of LTN1/20).
• Engagement continues throughout the process of delivering schemes.
• Engagement with local groups representing the interests of disabled people is considered.
• Engagement venues and media are accessible to all where possible.
• Children and young people are encouraged to participate by providing appropriate engagement opportunities.
• We provide online engagement to support members of the public who find it difficult to attend formal meetings e.g. people with physical, sensory and cognitive impairments.
• We consider a range of Stakeholders for engagement as outlined in 3.3 of LTN 1/20.
Consultation
• BCP utilises an online consultation platform which can host questionnaires, maps, comments etc. Paper and other alternative versions are made available on request.
• Multi-channel marketing is used to promote consultations to maximise engagement. To ensure a range of views, engagement sessions may be held with local groups identified through the EIA screening process.
• Robust analysis of feedback captured will be reviewed to ensure the sample of responses is representative of the BCP population.
• A formal consultation report is created, which quantifies the support and the impact of the proposed schemes, for example the report for TCF Phase 2 Sustainable Travel Corridors.

Evidence

• BCP have used the processes described above to inform the delivery of the South East Dorset Transforming Cities Fund (TCF) programme.
• BCP has already consulted on several of our proposed schemes including Schools Streets and the Wallisdown Road corridor .
• On our highways schemes during construction people walking, wheeling and cycling are always considered and enabled safe access through road closures wherever possible.

Q9. Please describe how you will consider protected groups for the programme of schemes you are bidding for (max 500 words).

Please answer in a brief, bullet point format where possible

Your response should include details of the following: How you intend to identify the protected groups who may be impacted by the schemes outlined in your bid? How you intend to consult and implement feedback from these groups? How will you ensure that you have fully assessed the impact of the scheme on protected groups? How will you ensure that accessibility requirements will be met? This should include accessibility throughout construction and the impact on the wider area. Any evidence of how this has been achieved previously will be valuable in supporting this narrative.

Bid conditions

Q10. As outlined in the bid invitation letter, to be eligible for funding, all schemes must be supported by local authority leaders.

Do all the schemes being submitted for your transport authority have specific support from your authority leaders?

Yes

Q11. All schemes must be developed in consultation with local communities. This does not mean that the bid itself needs to be put out to consultation. Effective consultation is a condition of funding and may result in the downgrading of your authority's self-assessment tier rating if not fulfilled.

Do you confirm your authority’s commitment to consult on all schemes proposed for funding?

Yes

Q12. Do you confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid?

Yes

Bid conditions

Q13. Do you agree with the following declaration?

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I confirm that schemes will have the appropriate design review and assurance, to be managed by ATE.

I confirm that I have read and understand commitments to monitoring and evaluation.

I declare that the cost estimates are accurate to the best of my knowledge and that the authority: has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution; accepts responsibility for meeting any costs over and above the Active Travel England contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s) accepts that any additional funding required to complete the scheme will be subject to approval via the Active Travel England change control process; and confirms that the authority has the necessary governance/assurance arrangements in place. I also understand Active Travel England may request further details as to the scheme(s) and costs therein.

Yes

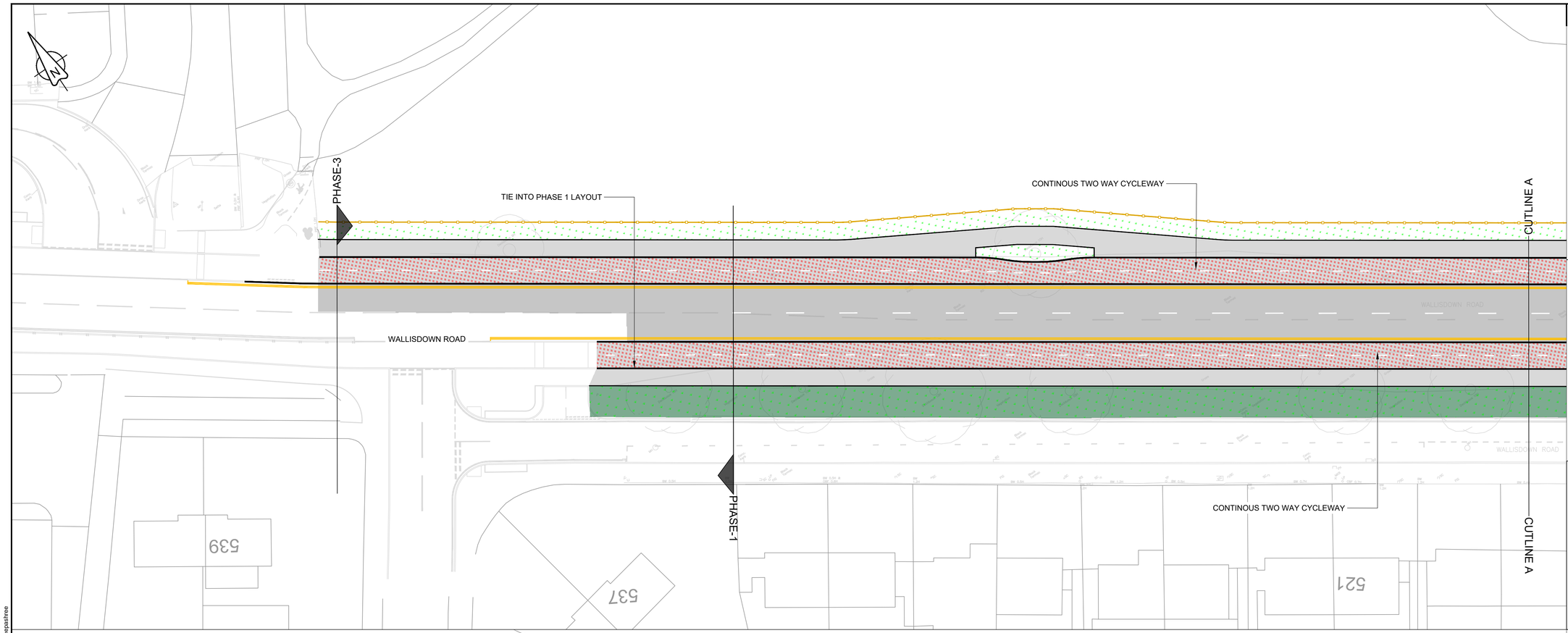
Q14. Please provide any further details or clarification of your submission that you wish Active Travel England to consider (max 250 words) *

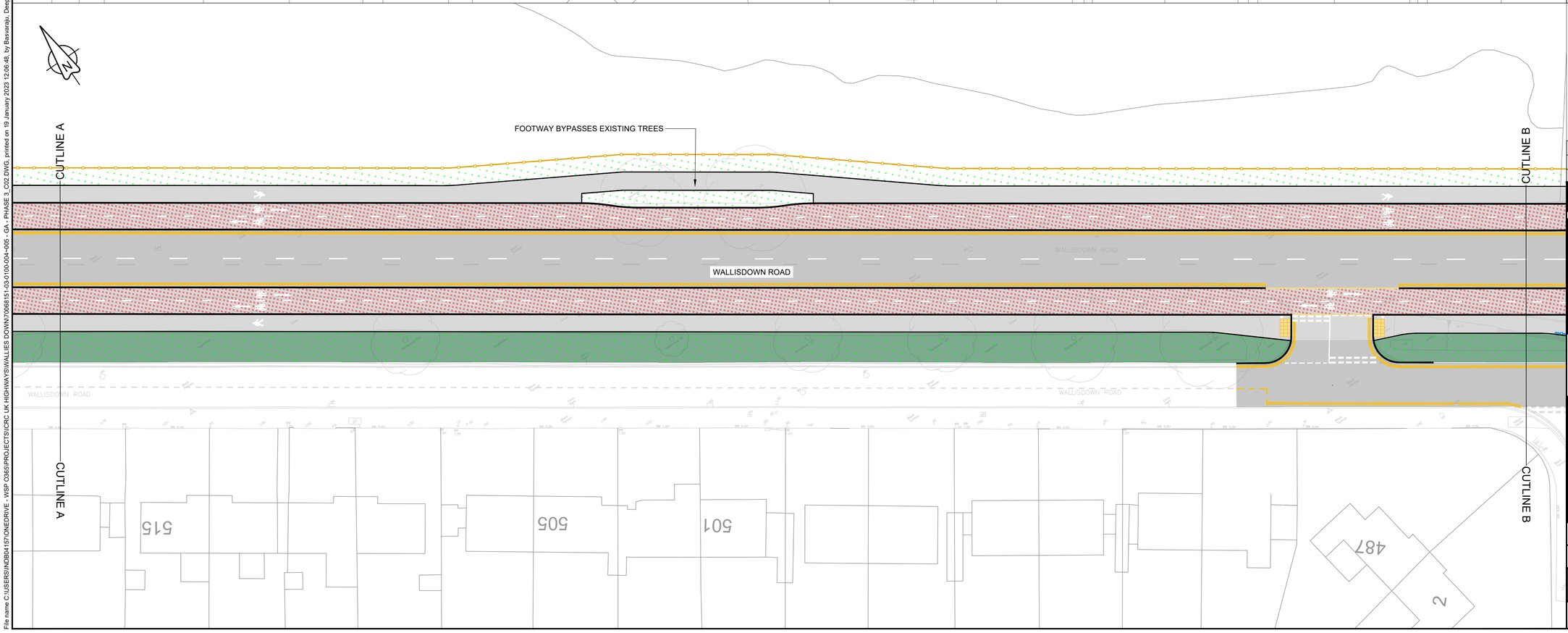
Although no longer a requirement of this bid, a letter of support from the Leader of BCP Council and the Portfolio Holder for Transportation has been emailed to the Contact mailbox.

End of submission

Q15. You are about to submit your response. Please confirm you are happy to submit.

Yes





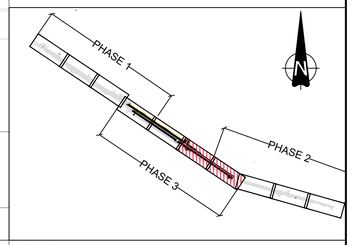
DO NOT SCALE

Key

- Footway / Cycleway
- Carriageway
- Red surfacing
- Grass verge
- Existing Hedge
- Proposed Tree
- Proposed Beryl Bike Bay
- Bus shelter
- Fence (Type TBC)

NOTES

1. All dimensions are in meters unless stated otherwise.
2. Drawing to be printed in colour.
3. This drawing is to be read in conjunction with other series drawings,related documentation and standard details.



KEY PLAN

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REV	DATE	BY	DESCRIPTION	CHK	APP
C01	20/09/2021	KG	KERB LINE AMENDMENTS	PAS	DP
P01	05/06/2020	TCT	FIRST ISSUE	-	-

DRAWING STATUS:
S0 - WORK IN PROGRESS

wsp
Willow House, Brotherswood Court, Great Park Rd,
Bradley Stoke, Bristol BS32 4QW
T+ 44 (0) 117 906 2300
wsp.com

CLIENT:
BCP Council

SITE/PROJECT:
FWP, WALLISDOWN ROAD
WALKING & CYCLING IMPROVEMENTS

TITLE:
General Arrangement
Phase 3
Sheet 1 of 2

SCALE @ A1:	CHECKED:		APPROVED:
1:250	PAS		DP
PROJECT NO: 70068151	DESIGNED: TT	DRAWN: KG	DATE: September 21

DRAWING No: 70068151-03-100-004
REV: C01

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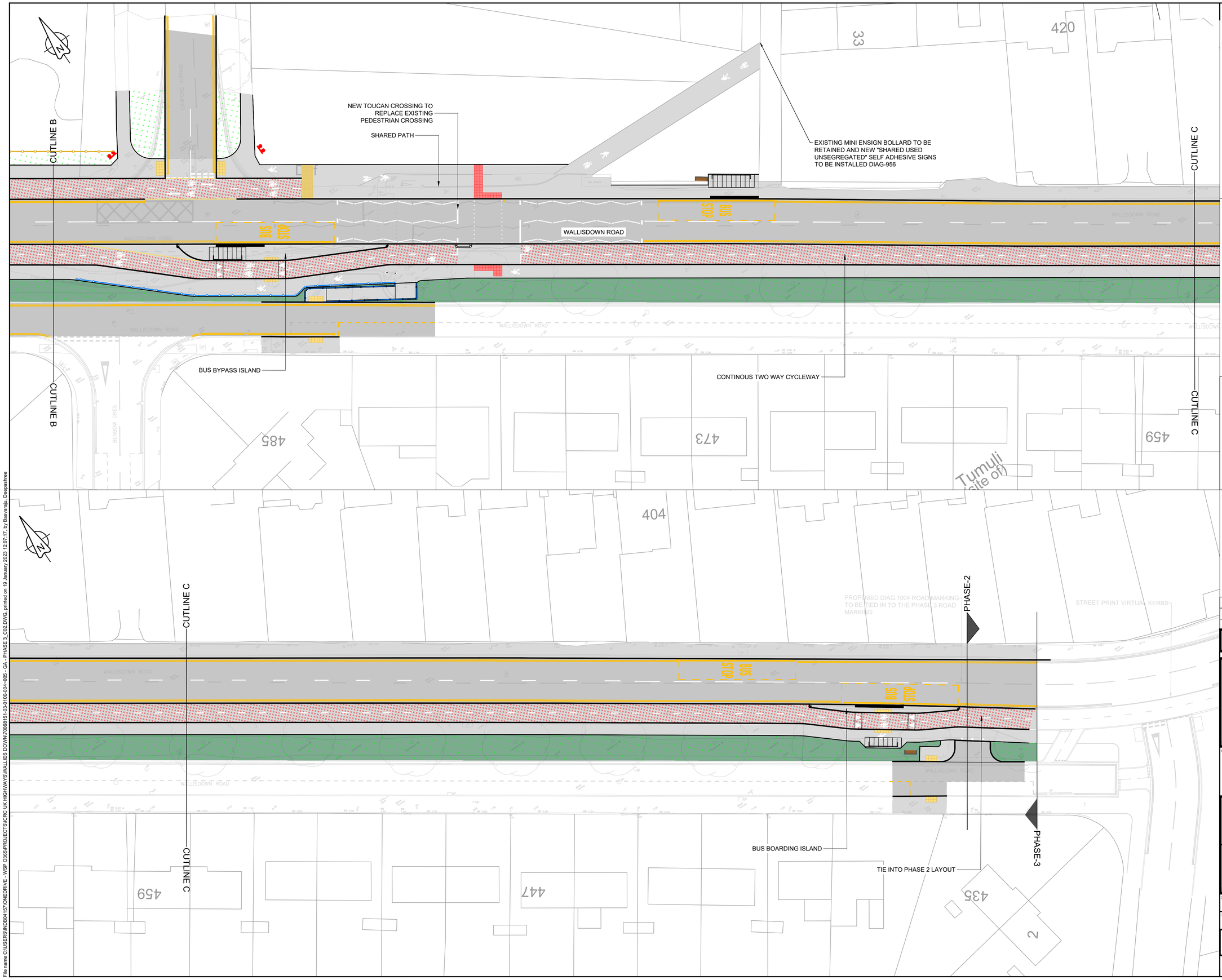
File name C:\USERS\ND804157\ONEDRIVE - WSP O365\PROJECTS\CRC UK HIGHWAYS\WALLIES DOWN\70068151-03-0100-004-005 - GA - PHASE 3. C02.DWG, printed on 19 January 2023 12:06:48, by Basvaraju, Deepashree



DO NOT SCALE

Key

- Footway / Cycleway
- Carriageway
- Red surfacing
- Grass verge
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- Proposed Tree
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NOTES

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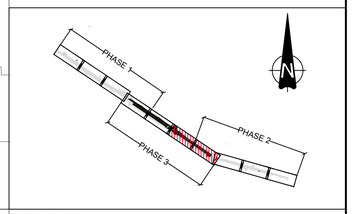

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REV	DATE	BY	DESCRIPTION	CHK	APP
C01	20/09/2021	KG	KERB LINE AMENDMENTS	PAS	DP
P01	05/06/2020	TCT	FIRST ISSUE	-	-

DRAWING STATUS:
S0 - WORK IN PROGRESS

wsp
Willow House, Brotherswood Court, Great Park Rd,
Bradley Stoke, Bristol BS32 4QW
T+ 44 (0) 117 906 2300
wsp.com

CLIENT:
BCP Council

SITE/PROJECT:
FWP, WALLISDOWN ROAD
WALKING & CYCLING IMPROVEMENTS

TITLE:
General Arrangement
Phase 3
Sheet 2 of 2

SCALE @ A1:	CHECKED:		APPROVED:
1:250	PAS		DP
PROJECT NO: 70068151	DESIGNED: TT	DRAWN: KG	DATE: September 21

DRAWING No: 70068151-03-100-005
REV: C01

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File name C:\USERS\ND804157\ONEDRIVE - WSP O365\PROJECTS\CRC UK HIGHWAYS\WALLIES DOWN\70068151-03-0100-004-005 - GA - PHASE 3_C02.DWG, printed on 19 January 2023 12:07:17, by Basvaraju, Deepashree

WALLISDOWN ROAD

Cyclist to join existing facilities on Wallisdown Road / Phase 3 when constructed

Proposed toucan/parallel crossing planned as future scheme

KEY

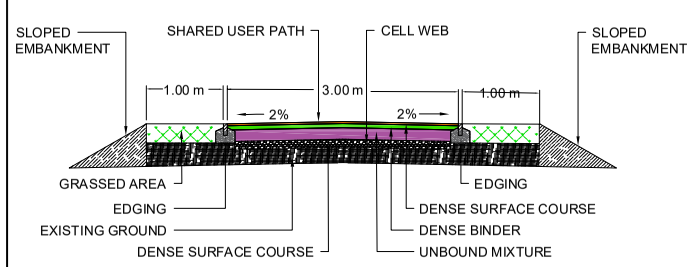
PROPOSED ROAD EDGE

PROPOSED VERGE

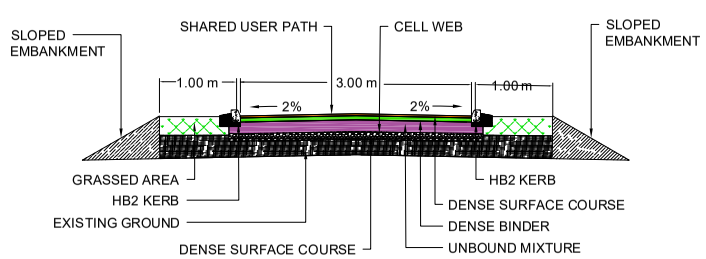
PROPOSED CENTRE LINE

NOTES:

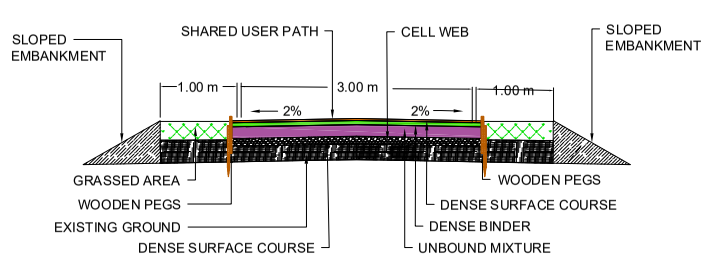
1. ALL DIMENSIONS ARE IN METERS.
2. DRAWING TO BE PRINTED IN COLOUR.
3. ALL THE PROPOSED ROAD MARKINGS ARE BLACK IN COLOUR.



PROPOSED TYPICAL CROSS SECTION OF SHARED USE PATH WITH KERB EDGING



PROPOSED TYPICAL CROSS SECTION OF SHARED USE PATH WITH HB2 KERB



PROPOSED TYPICAL CROSS SECTION OF SHARED USE PATH WITH WOODEN PEG

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WSP Project Number:

Rev.	Date	Description	Disc' Ch'k	App'd

Client

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

Transforming Travel

INDUSTRIAL STRATEGY TRANSFORMING CITIES FUND

Town Hall Annexe, St Stephen's Road, Bournemouth, BH2 6EA, UK
wsp.com

Project Title

Transforming Cities Fund

Drawing Title

Wallisdown to Turbary Park Avenue Shared Use Path
General Arrangement

Scale @ A1	Date	Drawn	Check	Approved	Authorised
	20.07.2021	RR	VR	PFW	PFW

Suitability	Status	Stage
S1	SUITABLE FOR INFORMATION	2.0

Drawing Number	Revision
Z0882-WSP-S5-5-DR-D-100_S2_10001	P01

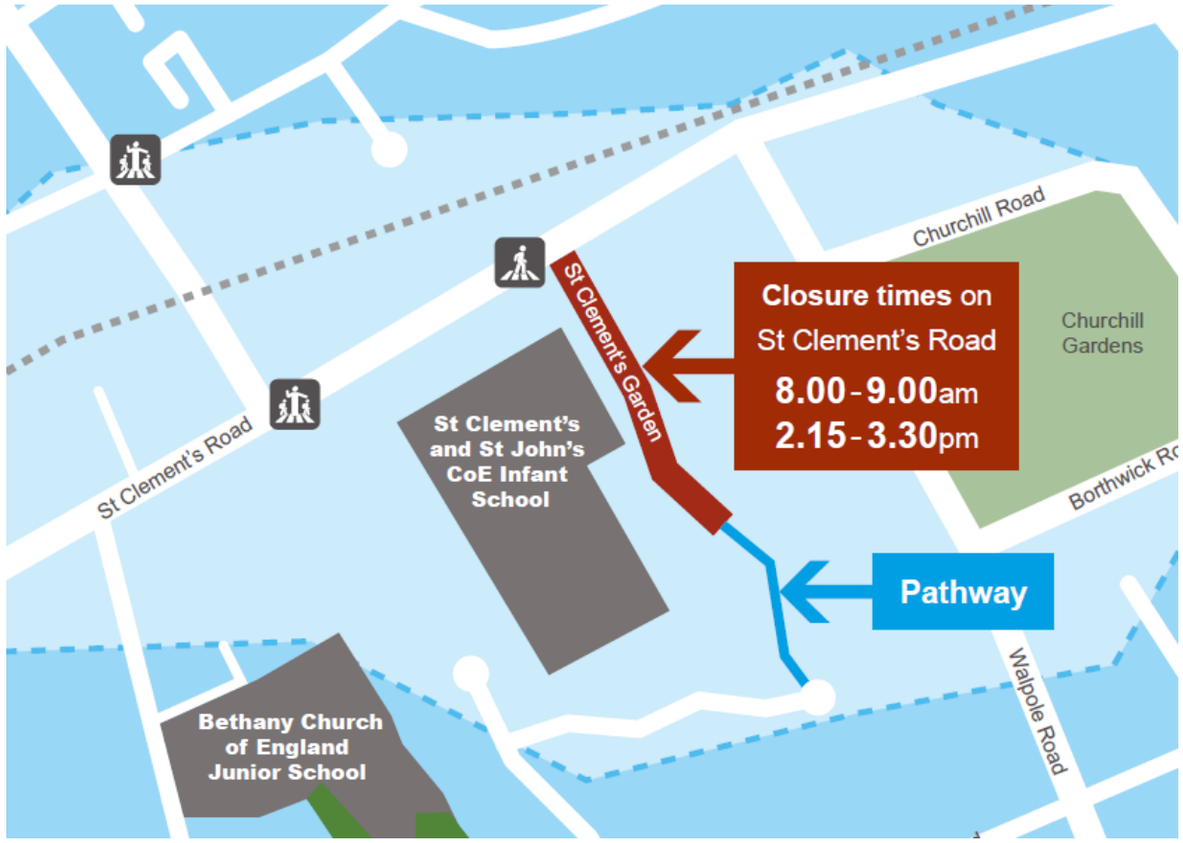
School Streets

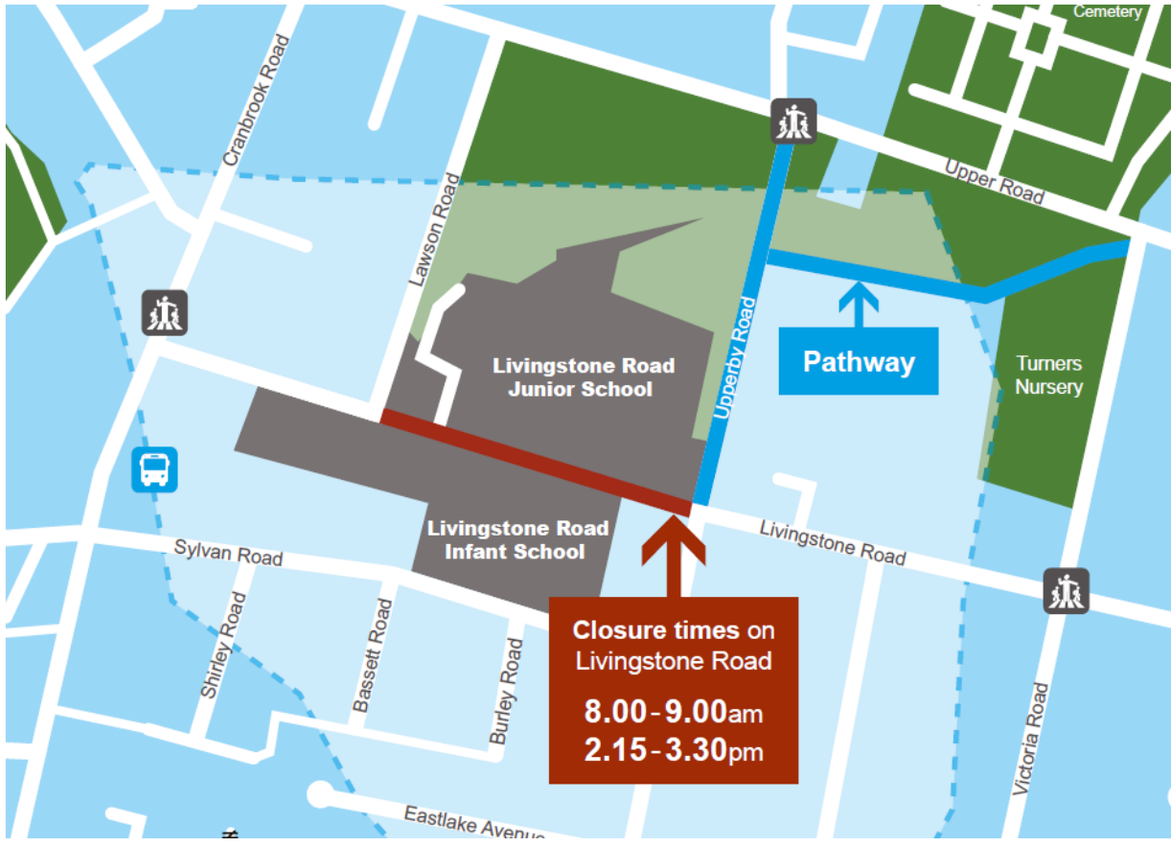
BCP Council want to make four trial School Streets permanent.

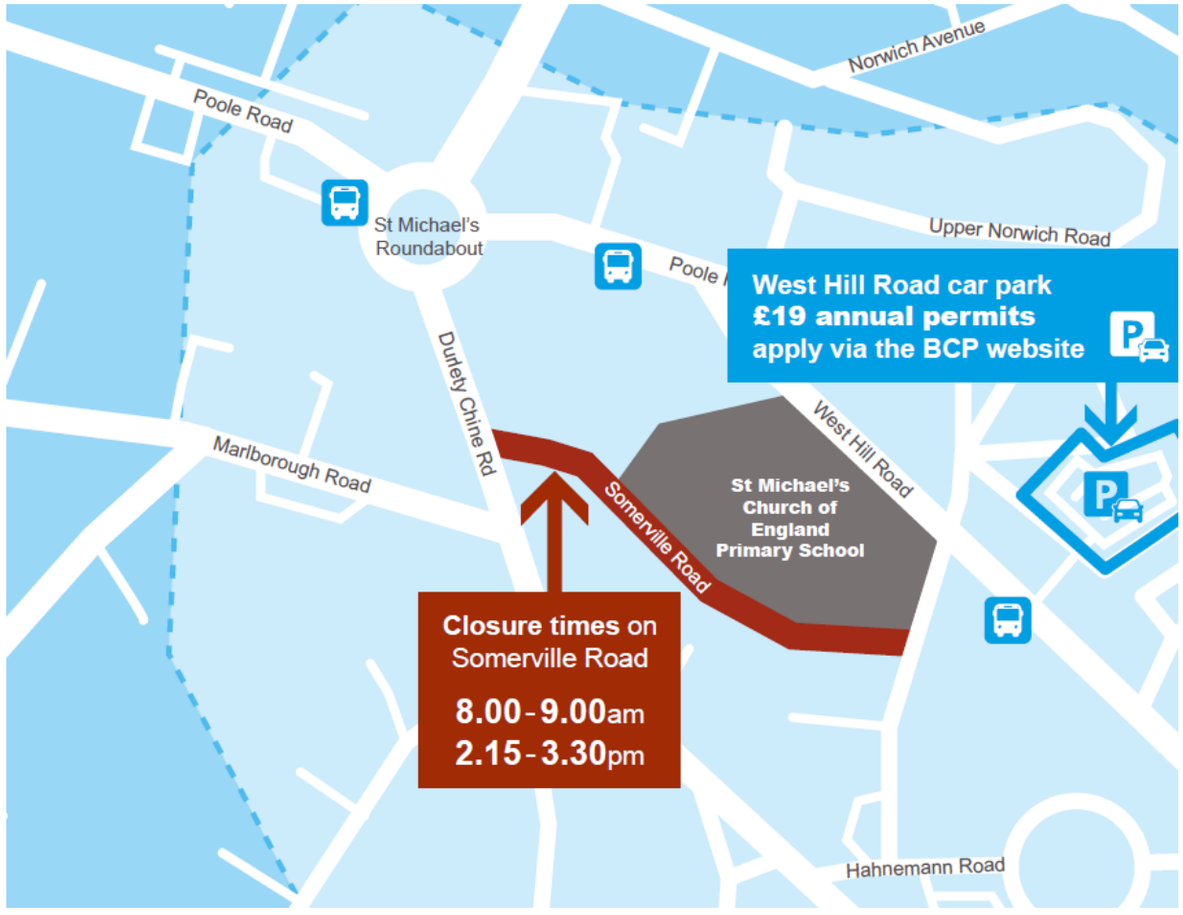
The trials were a huge success but they are not sustainable without additional permanent changes funded through ATF4.

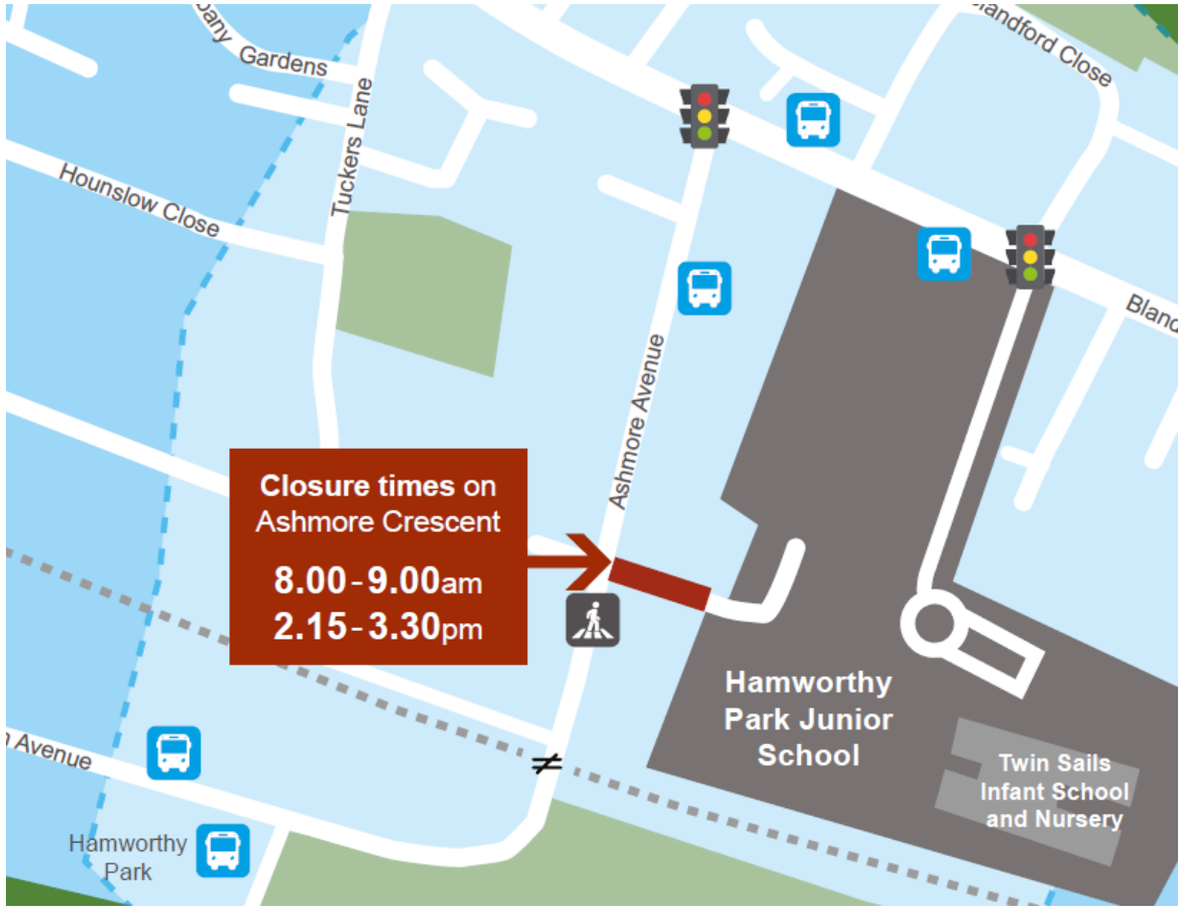
Co-design work is underway and due to be completed this spring, with construction starting this summer, if funded.

BCP Council


Closure times on
St Clement's Road
8.00-9.00am
2.15-3.30pm
Pathway
St Clement's Garden
St Clement's Road
St Clement's and St John's CoE Infant School
Churchill Road
Churchill Gardens
Borthwick Rd
Bethany Church of England Junior School
Walpole Road


Cemetery
Cranbrook Road
Upper Road
Lawson Road
Upperby Road
Pathway
Turners Nursery
Livingstone Road Junior School
Livingstone Road Infant School
Sylvan Road
Livingstone Road
Shirley Road
Bassett Road
Burley Road
Closure times on
Livingstone Road
8.00-9.00am
2.15-3.30pm
Victoria Road
Eastlake Avenue


Norwich Avenue
Poole Road
St Michael's Roundabout
Upper Norwich Road
West Hill Road car park
£19 annual permits
apply via the BCP website
Durley Chine Rd
West Hill Road
Marlborough Road
Somerville Road
St Michael's Church of England Primary School
Closure times on
Somerville Road
8.00-9.00am
2.15-3.30pm
Hahnemann Road


Gardens
Tuckers Lane
Hounslow Close
Ashmore Avenue
Closure times on
Ashmore Crescent
8.00-9.00am
2.15-3.30pm
Hamworthy Park Junior School
Twin Sails Infant School and Nursery
Hamworthy Park

“My little boy rides his bike now going down this road, it’s a lot safer, I can let him go and not have to watch him so closely.”

Parent, Livingstone

“It is a lot calmer for my son, who is autistic. It’s a lot calmer for him arriving to school, so he can start the day a lot better.”

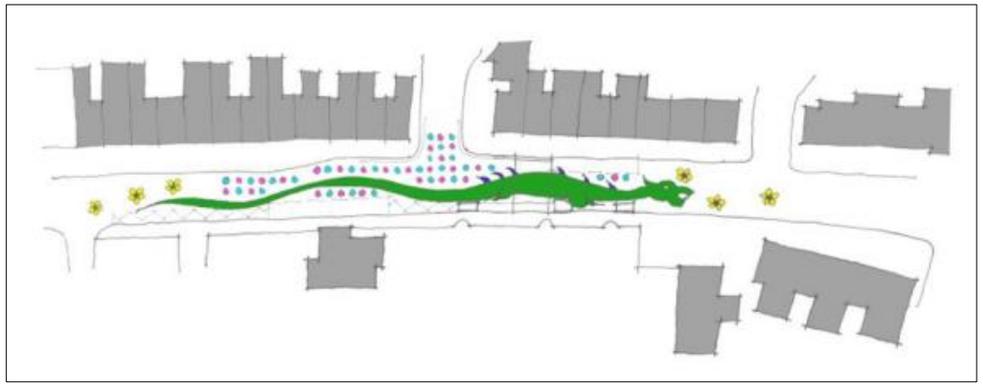
Parent, St Clement’s

“I can say hello to people.”

Year 2 pupil, St Michael’s

School Streets

> It's safer for the children, less pollution, obviously the residents are really happy. I honestly think it should stay.
>
> Parent, St Clement's



Permanent measures being considered, through a fully collaborative co-design process currently underway with the school communities, include gateways, paint/patterns on the ground, planting, traffic calming and more.

The trial School Streets showed what can be achieved when cars are removed. The next step is to deliver permanent interventions to replace the temporary plastic barriers, to improve the public realm and make the School Streets sustainable in the longer term.

School Streets

Proposed new bus stop location

Ramps and steps to subway to be filled in to create new level footway area to crossing.

Existing shared use pedestrian and cycle footway

Ramps and steps to subway to be filled in to create new level footway area to crossing.

Proposed new parallel crossing

Proposed 2.5m wide segregated cycle facility

Proposed new toucan crossing above existing subway

Subway filled in or gated to create storage area

Proposed 2.5m wide segregated cycle facility

Proposed new toucan crossing

Proposed new parallel crossing

Proposed new bus stop

WALLISDOWN ROAD

MULLINS CLOSE

FERN BARROW

BUS LANE

BUS LANE

BUS LANE

BUS ONLY

CTCBs

El Sub Sta

Existing pedestrian crossing upgraded and relocated

Proposed 2.5m wide segregated cycle facility

Emergency entrance to University

KEEP CLEAR

Sub Sta

Rev.	Date	Description

Key

- New kerb line
- Existing kerb line
- New edging kerb line
- Buffer zones
- New road markings to TSRGD
- Existing road markings to be removed
- Existing road markings to remain
- Cycle facilities
- Existing footway
- New Footway/build-out
- University land required for new footway - 403m approximately.
- Tactile Paving
- Indicates raised table/raised cycleway
- New Bus Stop 4m x 1.5m
- Existing Trees to remain
- Existing Trees to be removed
- Road Gullies - to be relocated

Project Title:

Transforming Cities Fund

Wallisdown Road

Drawing Title:

SHEET 001

Feasibility

Segregated cycle lane - Opp 2

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Drawn:	Checked:	Approved:
MB	SH	SH
Date: 26/01/2022	Scales: 1/500 @A1	
Drawing Number: Z0802_BCP_C2_4_1_10001_S3		Rev: -

DRAFT

Transport and Engineering

J. McLaughlin
Service Director of
Transport and Engineering

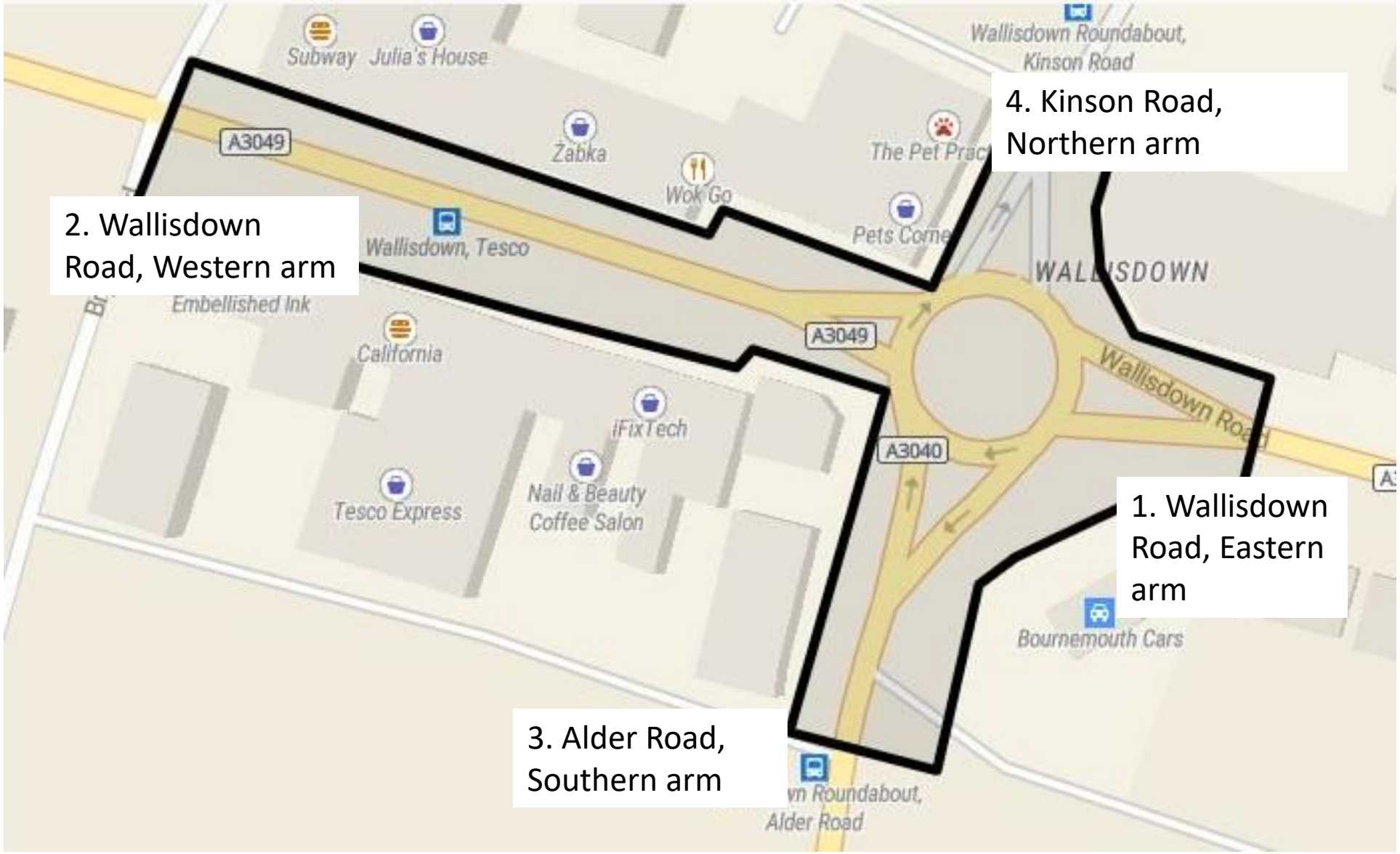
BCP Council

Transforming Travel

INDUSTRIAL STRATEGY
TRANSFORMING CITIES FUND

C:\Users\barnsleym\ACCDocs\BCP Council\TCF\Transforming Travel\WZ83\Z0800\Z0802 C2 1-5\C2.4\C2.4.1A BRabt to Uni Rabt\Drawings\Feasibility

Wallisdown Road (Crossroads)



Wallisdown Crossroads - Road safety collision summary – 01/12/2017 to 30/11/2022

There were 24 accidents in the last 5 years, resulting in 26 casualties: 5 were cyclists, 6 pedestrians, 8 motorcyclists and 7 were vehicle occupants.

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding	0	1	9	10
2-wheeled motor vehicles	0	1	7	8
Pedal cycles	0	0	5	5
Horses & other	0	1	0	1
Total	0	3	21	24

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	6	6
Passenger	0	0	1	1
Motorcycle rider	0	1	7	8
Cyclist	0	0	5	5
Pedestrian	0	2	4	6
Other	0	0	0	0
Total	0	3	23	26

1. Wallisdown Road Eastern arm

2. Wallisdown Road Western arm

No formal pedestrian crossing facility provided at present.

Footways narrowed by parked vehicles.

Cyclists required to cycle in the carriageway.

Combined 7am to 7pm traffic flow (all vehicles) = 14,765 (June 2022)

2. Wallisdown Road Western arm (view from Byrant Rd junction towards Wallisdown Rdbt)

Informal parking issues/ restricts pedestrian access/movement.

Cyclists required to cycle on carriage mixed with motor traffic – ADTC =. Many cyclist choose to cycle on the footway, creating conflict with pedestrians.

Scheme will link in with Wallisdown Rd Phase 2 scheme (in delivery by BCP Council).

2. Wallisdown Road Western arm (view from Wallisdown Rdbt towards Byrant Rd junction)

Narrow pedestrian footways, often impeded by informal parking and street clutter.

3. Alder Road – Southern arm

No formal pedestrian crossing facility provided at roundabout. Pelican crossing provided 42m south of roundabout on Alder Road.

Cyclists required to cycle in carriageway, mixed with motor traffic.

Combined 7am to 7pm traffic flow (all vehicles) = 18,020 (June 2022)

4. Kinson Road – Northern arm

No formal pedestrian crossing facility provided at roundabout. Pelican crossing provided 73m north of roundabout on Kinson Road.

Cyclists required to cycle in carriageway, mixed with motor traffic.

Combined 7am to 7pm traffic flow (all vehicles) = 13,386 (June 2022)

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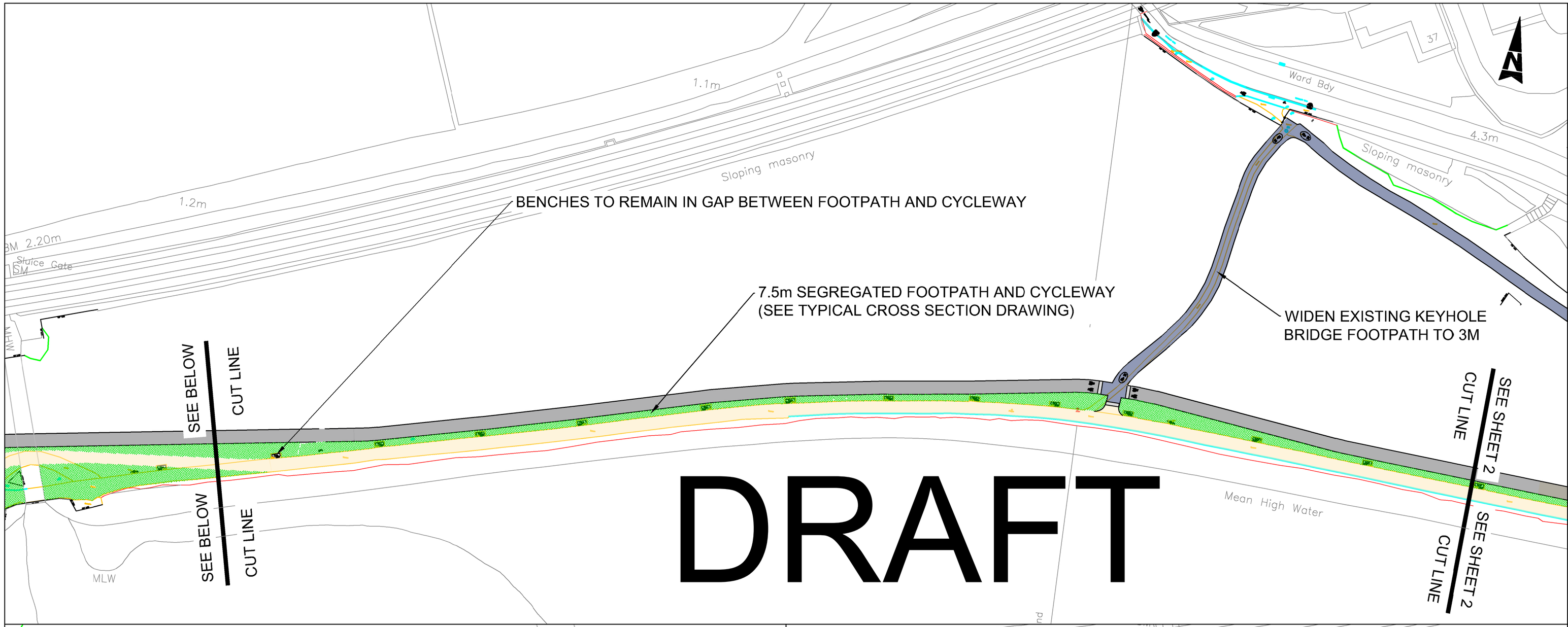
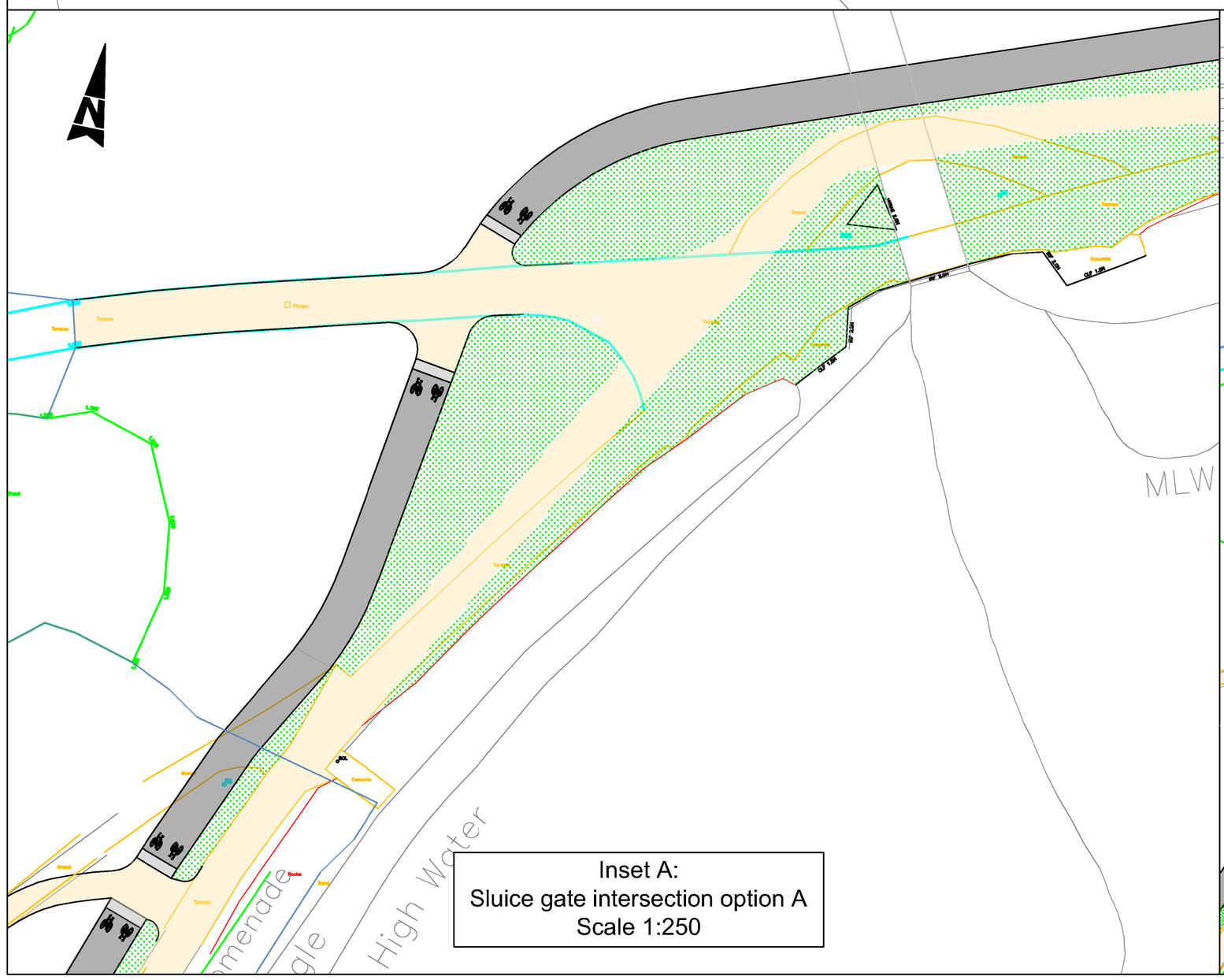
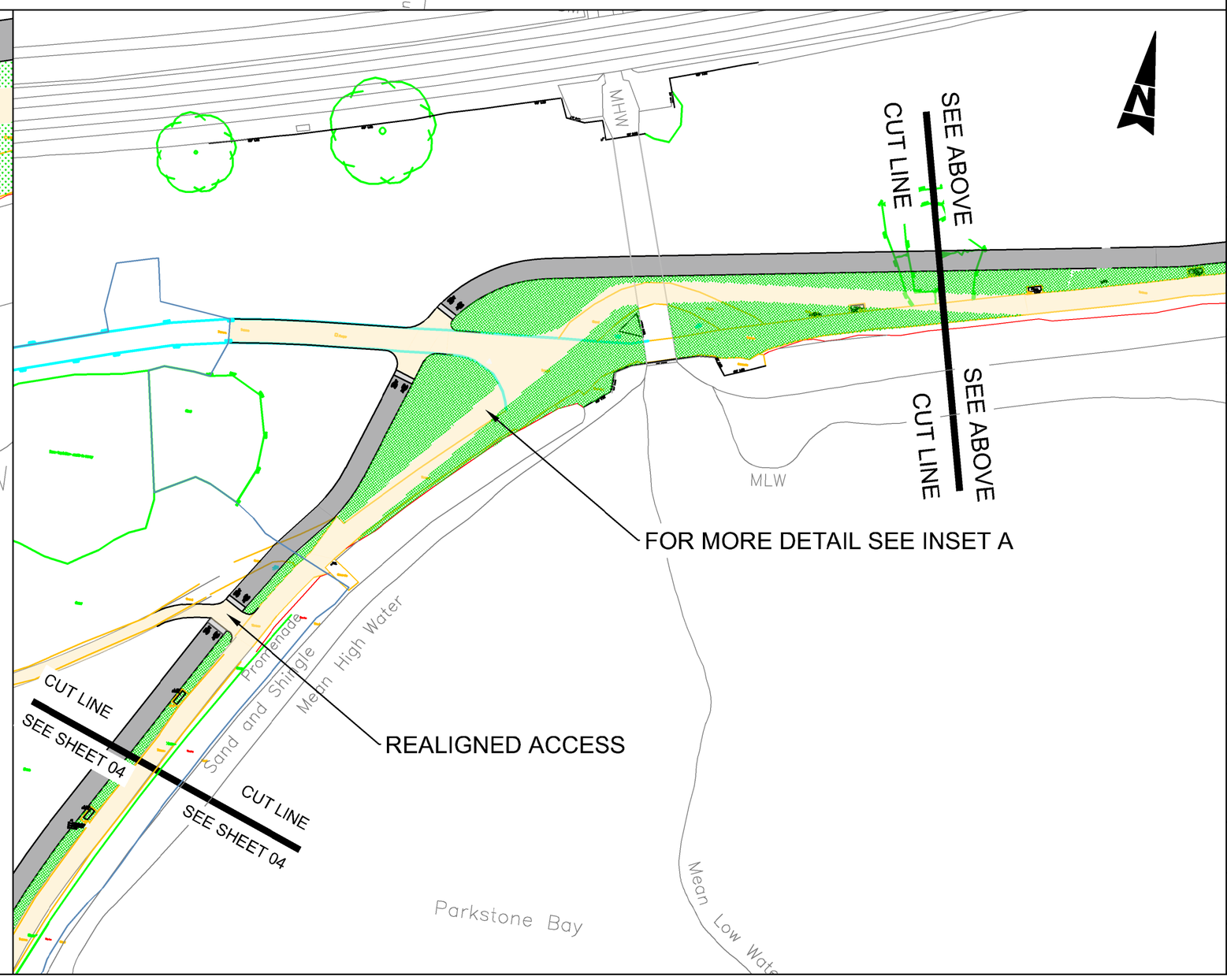
NOTES:
1. ALL DIMENSIONS IN METERS UNLESS OTHERWISE STATED
2. DO NOT SCALE FROM THIS DRAWING
3. REFER TO DRAWING Z5004-BWC-P-007 FOR TYPICAL CROSS SECTION

Key:
- Footway
- Grass
- Cycle Way
- Shared use footway
- Tactile paving - buff
- Tactile paving - corduroy
- Bollard





Inset A:
Sluice gate intersection option A
Scale 1:250



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REVG	DATEG	DESCG
REVF	DATEF	DESCF
REVE	DATEE	DESCE
REVD	DATED	DESCD
REVC	DATEC	DESCC
P02	12/11/2021	ISSUED-FOR-RSA1
P01	13/09/2021	FEASABILITY_STAGE_ISSUE

Growth and Infrastructure: Transportation

BCP Council

Projec: Title:
BAITER-WHITECLIFF
-

Drawirg Title:
BAITER-WHITECLIFF
GENERAL-ARRANGEMENTS
SHEET-3

Drawn:	Checked:	Approved:
HW	AS	SP

Date:	Scales:
SEP-21	1:500

Drawing Number:	Rev:
Z5004-BWC-P-003	P02

FILEPATH

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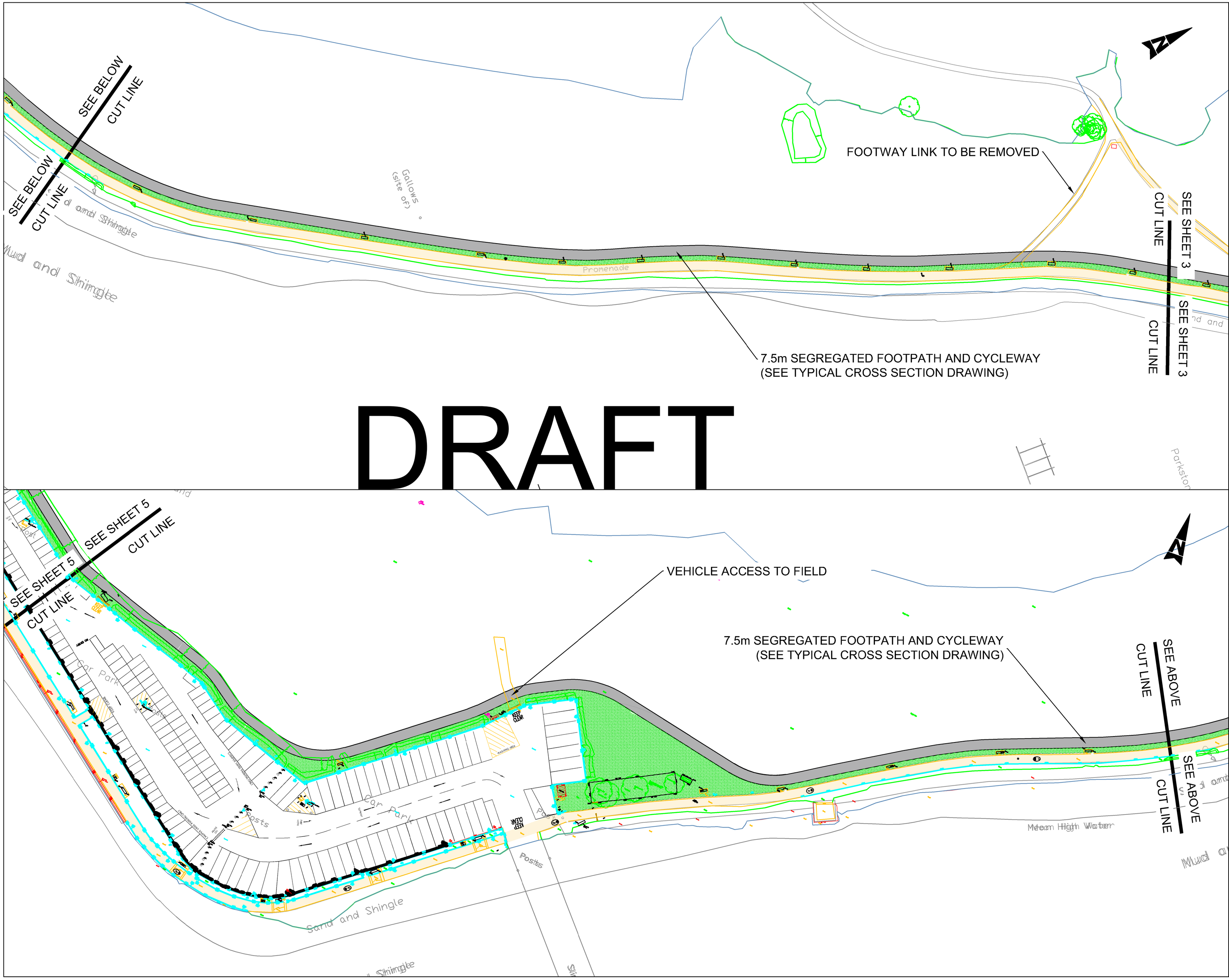
3. REFER TO DRAWING Z5004-BWC-P-007 FOR TYPICAL CROSS SECTION

Key:
- Footway
- Grass
- Cycle Way
- Shared use footway
- Tactile paving - buff
- Tactile paving - corduroy
- Bollard



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REVC	DATEC	DESCC
P02	12/11/2021	ISSUED-FOR-RSA1
P01	13/09/2021	FEASABILITY_STAGE_ISSUE
Rev.	Date	Description

Growth and Infrastructure: Transportation

BCP Council

Projec: Title:
BAITER-WHITECLIFF
-

Drawing Title:
BAITER-WHITECLIFF
GENERAL-ARRANGEMENTS
SHEET-4

Drawn:	Checked:	Approved:
HW	AS	SP

Date:	Scales:
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Drawing Number:	Rev:
Z5004-BWC-P-004	P02

FILEPATH

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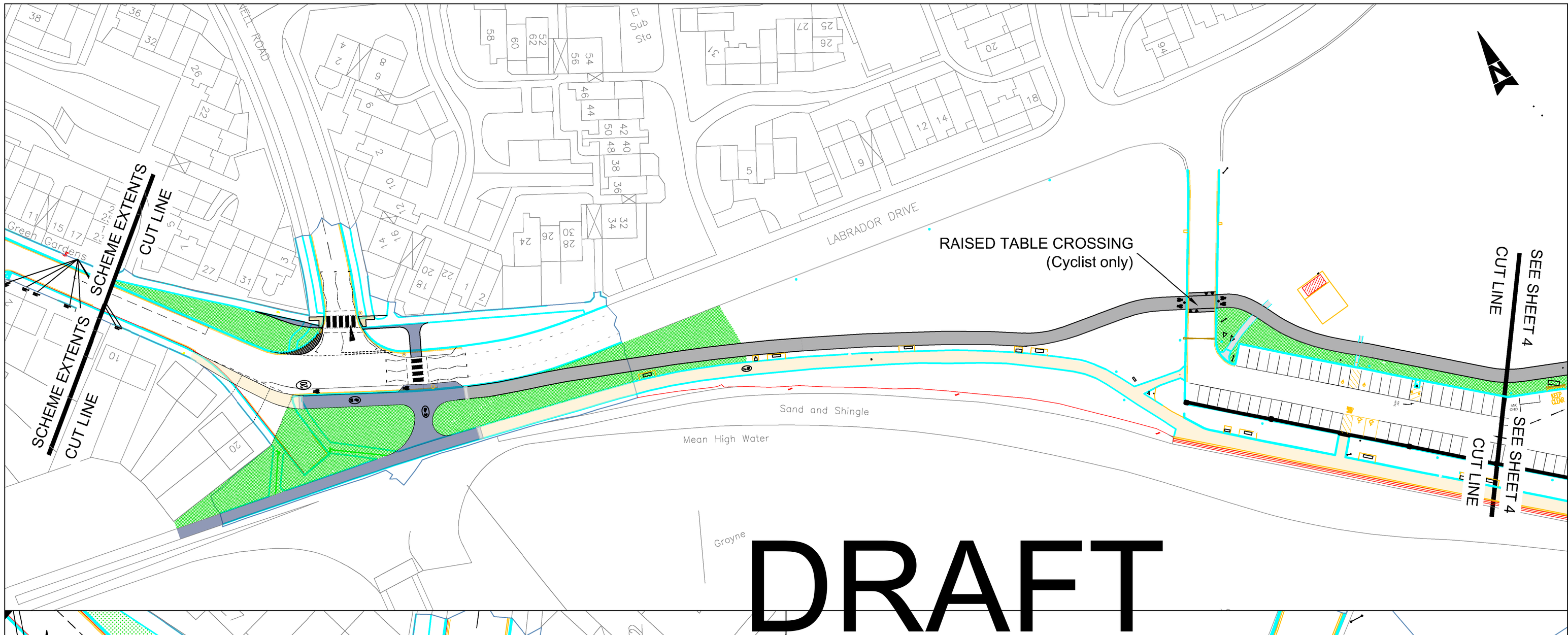
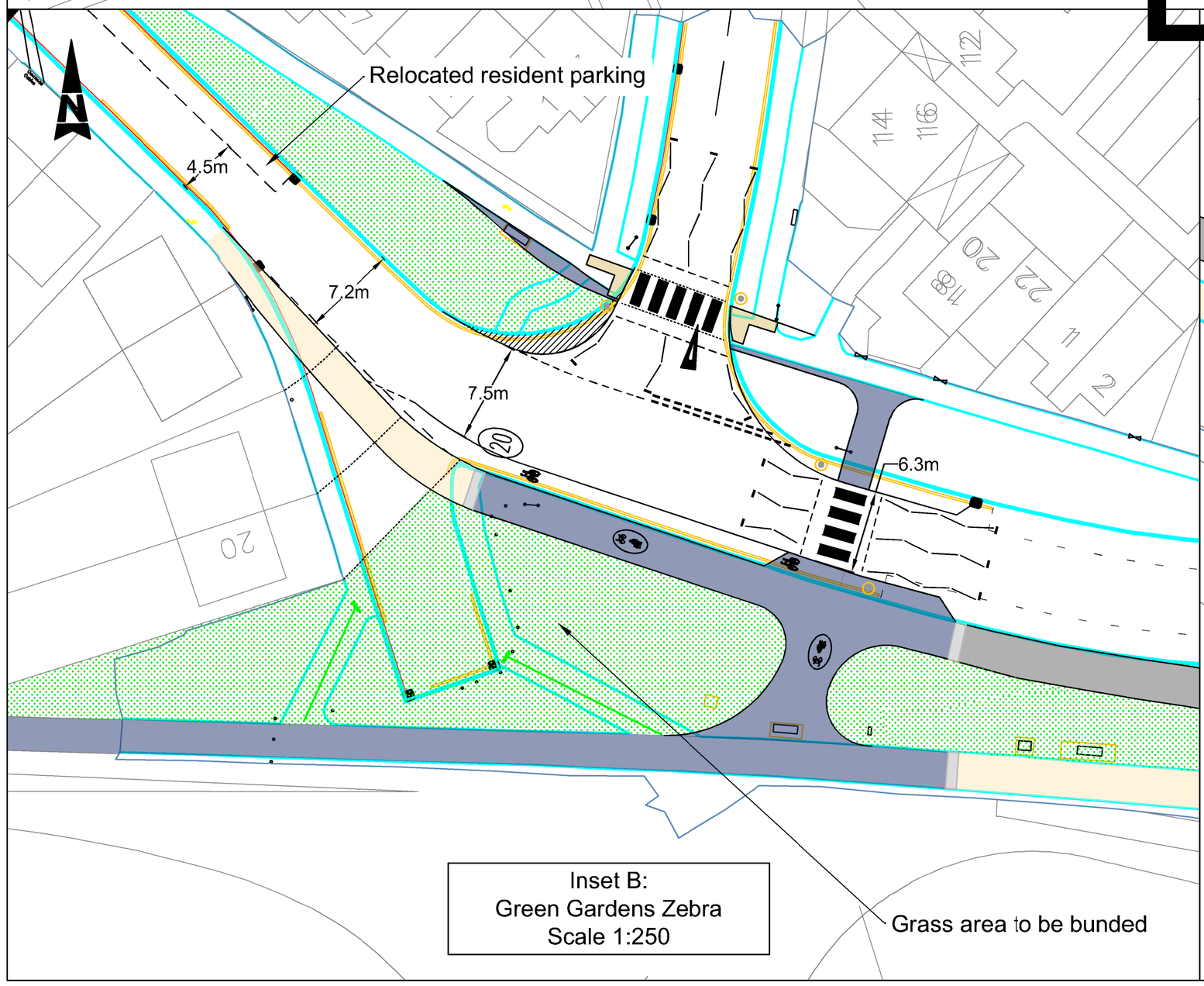
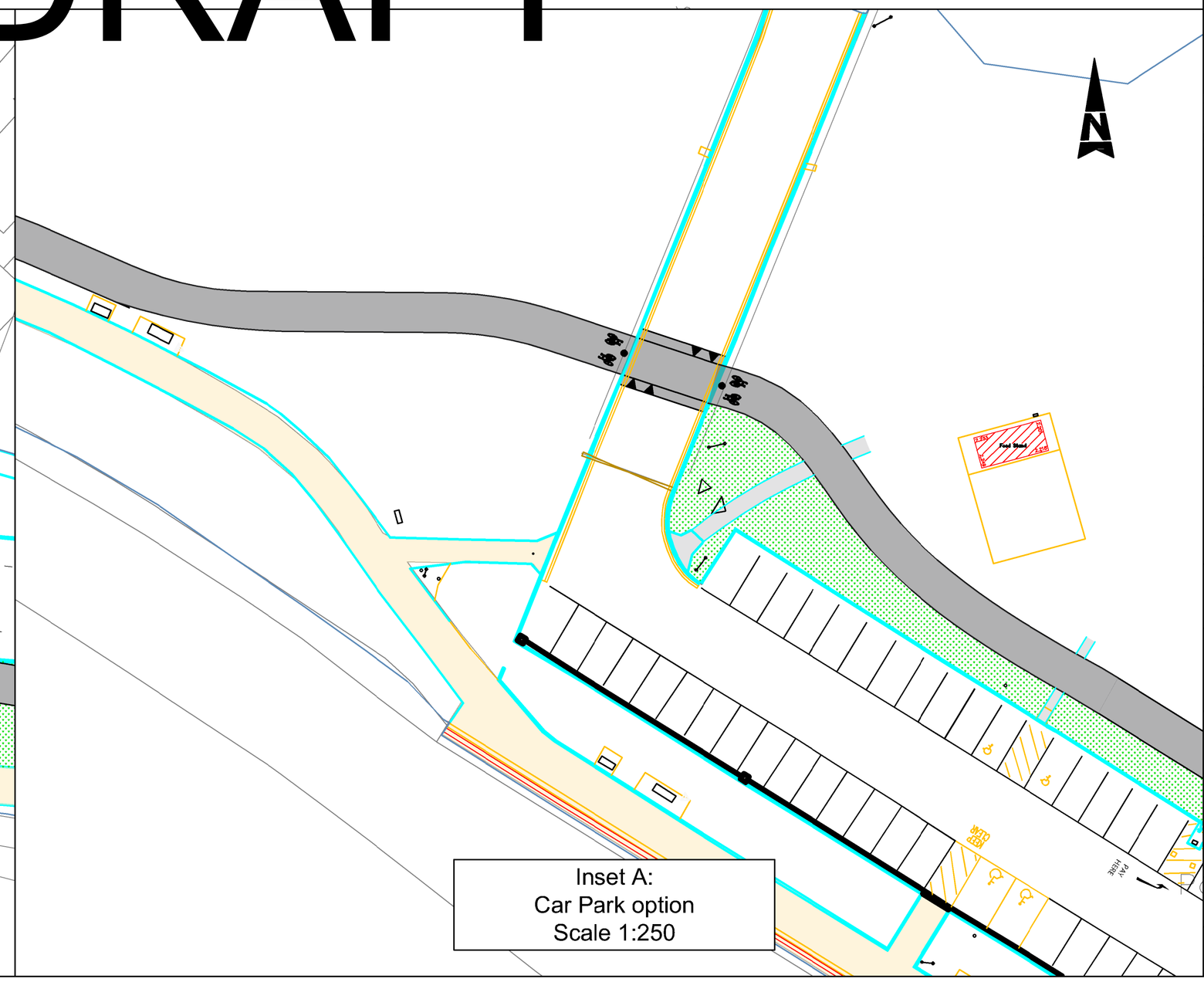
3. REFER TO DRAWING Z5004-BWC-P-007 FOR TYPICAL CROSS SECTION

Key:
- Footway
- Grass
- Cycle Way
- Shared use footway
- Tactile paving - buff
- Tactile paving - corduroy
- Bollard





Inset B:
Green Gardens Zebra
Scale 1:250



Inset A:
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Rev.	Date	Description
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REVG	DATEG	DESCG
REVF	DATEF	DESCF
REVE	DATEE	DESCE
REVD	DATED	DESCD
REVC	DATEC	DESCC
P02	12/11/2021	ISSUED-FOR-RSA1
P01	13/09/2021	FEASABILITY_STAGE_ISSUE

Growth and Infrastructure: Transportation

BCP Council

Projec: Title:
BAITER-WHITECLIFF
-

Drawirg Title:
BAITER-WHITECLIFF
GENERAL-ARRANGEMENTS
SHEET-5

Drawn:	Checked:	Approved:
HW	AS	SP

Date:	Scales:
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Drawing Number:	Rev:
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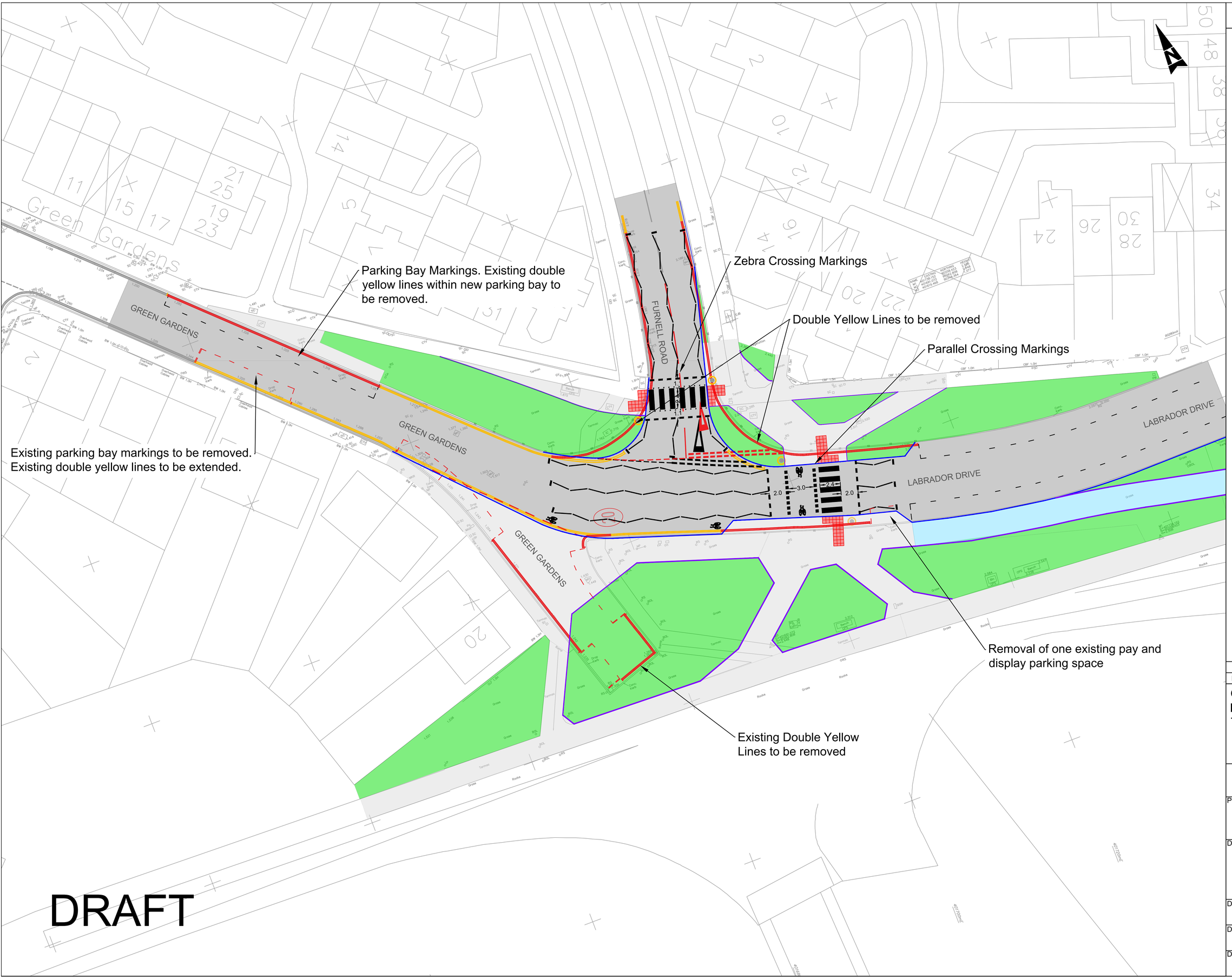

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NOTES:

1. All measurements are taken in metres unless otherwise stated.
2. All markings to corresponded with the TSRGD 2016 document

Key:

- Kerbline
- Edging
- Road Markings
- Footway
- Verge
- Blister Tactile Paving
- Belishia Beacon

Rev.	Date	Description
P01	10/10/2022	FIRST ISSUE

Growth and Infrastructure: Transportation

BCP Council

Project Title:

BAITER WHITECLIFF

Drawing Title:

BAITER WHITECLIFF
GREEN GARDENS GENERAL ARRANGEMENT OPTION 2

Drawn:	Checked:	Approved:
AVI	AS	SP

Date:	Scales:
OCT 22	1:200

Drawing Number:	Rev:
Z3240.8-GG-P-100-002	P01

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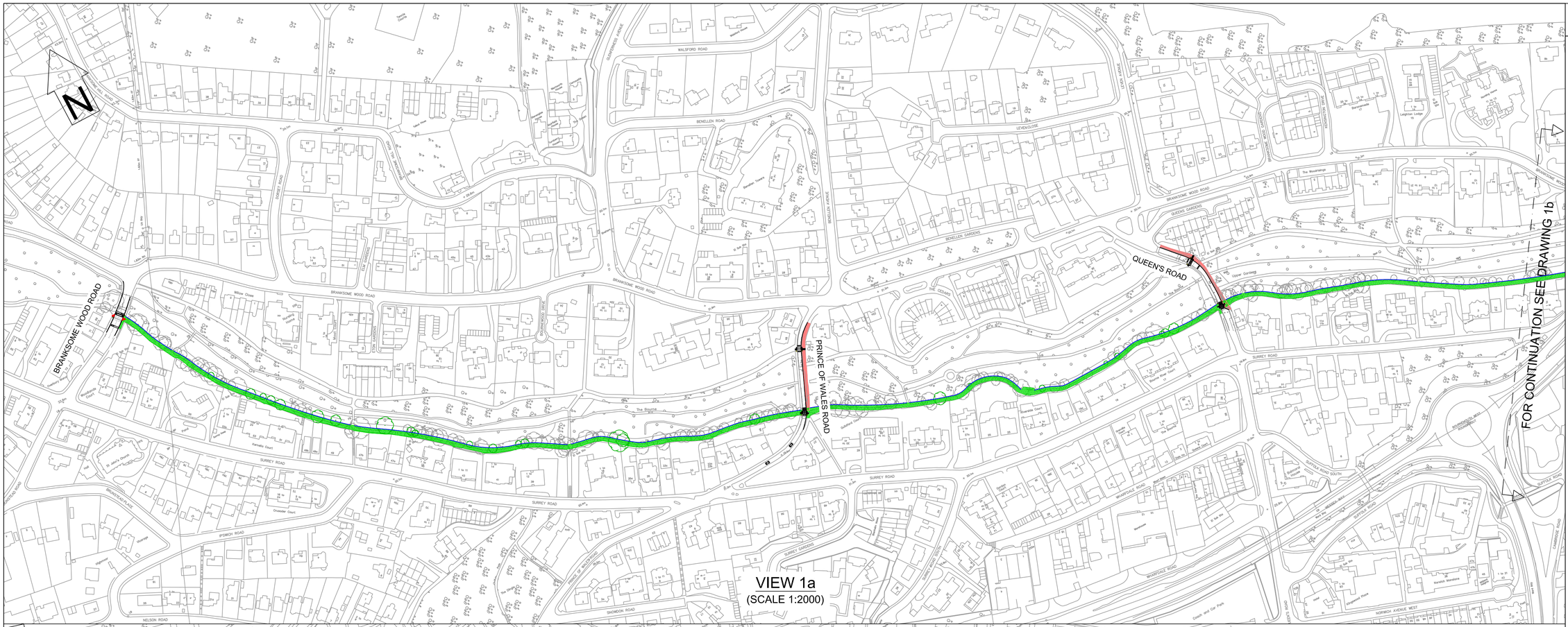

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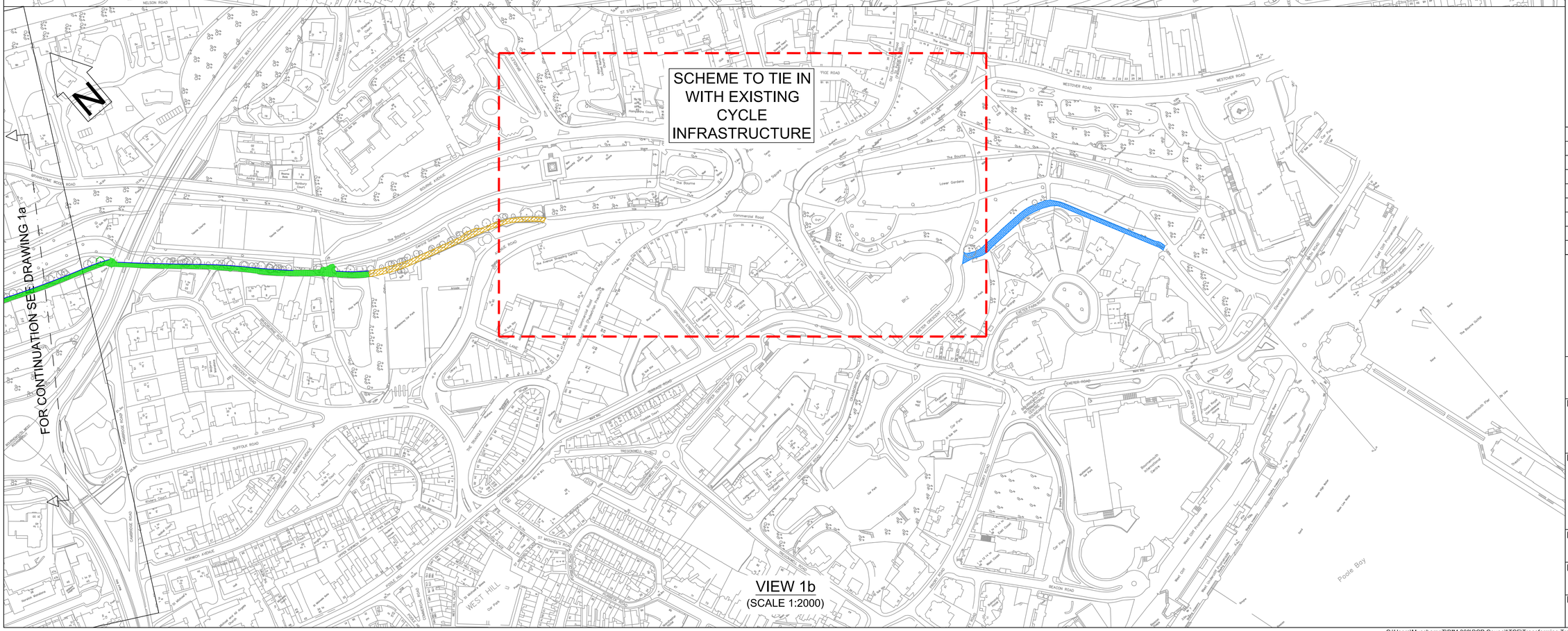

VIEW 1b
(SCALE 1:2000)

Legend

- Geotextile Flexible Footway Construction
- 'Slurry' Seal
- Plane Off and Resurface
- Footway Buildout
- Edgings
- Existing Tree to Remain
- Existing Tree to be Removed

Rev.	Date	Description

Growth and Infrastructure: Transportation

J. McLaughlin
Director of Growth and Infrastructure

BCP Council

Transforming Travel

INDUSTRIAL STRATEGY
TRANSFORMING CITIES FUND

Project Title:
Transforming Cities Fund
Bournemouth Gardens Cycleway

Drawing Title:
SHEET 1 of 5
Feasability Design
Entire Corridor

Drawn:	Checked:	Approved:
SDL	TJM	SH

Date:	Scales:
16/11/2020	1:2000@A1

Drawing Number:	Rev:
Z0802_BCP_C2_1_DR_D_10001_01	-

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VIEW 2a
(SCALE 1:500)

VIEW 2b
(SCALE 1:500)

Legend

- Geotextile Flexible Footway Construction
- 'Slurry' Seal'
- Plane Off and Resurface
- Footway Buildout
- Edgings
- Existing Tree to Remain
- Existing Tree to be Removed

Rev.	Date	Description

Growth and Infrastructure: Transportation

J. McLaughlin
Director of Growth and Infrastructure

BCP Council

Transforming Travel

INDUSTRIAL STRATEGY
TRANSFORMING CITIES FUND

Project Title:
Transforming Cities Fund
Bournemouth Gardens Cycleway

Drawing Title:
SHEET 2 of 5
Feasability Design
General Arrangment

Drawn:	Checked:	Approved:
SDL	TJM	SH

Date:	Scales:
16/11/2020	1:500 @A1

Drawing Number:	Rev:
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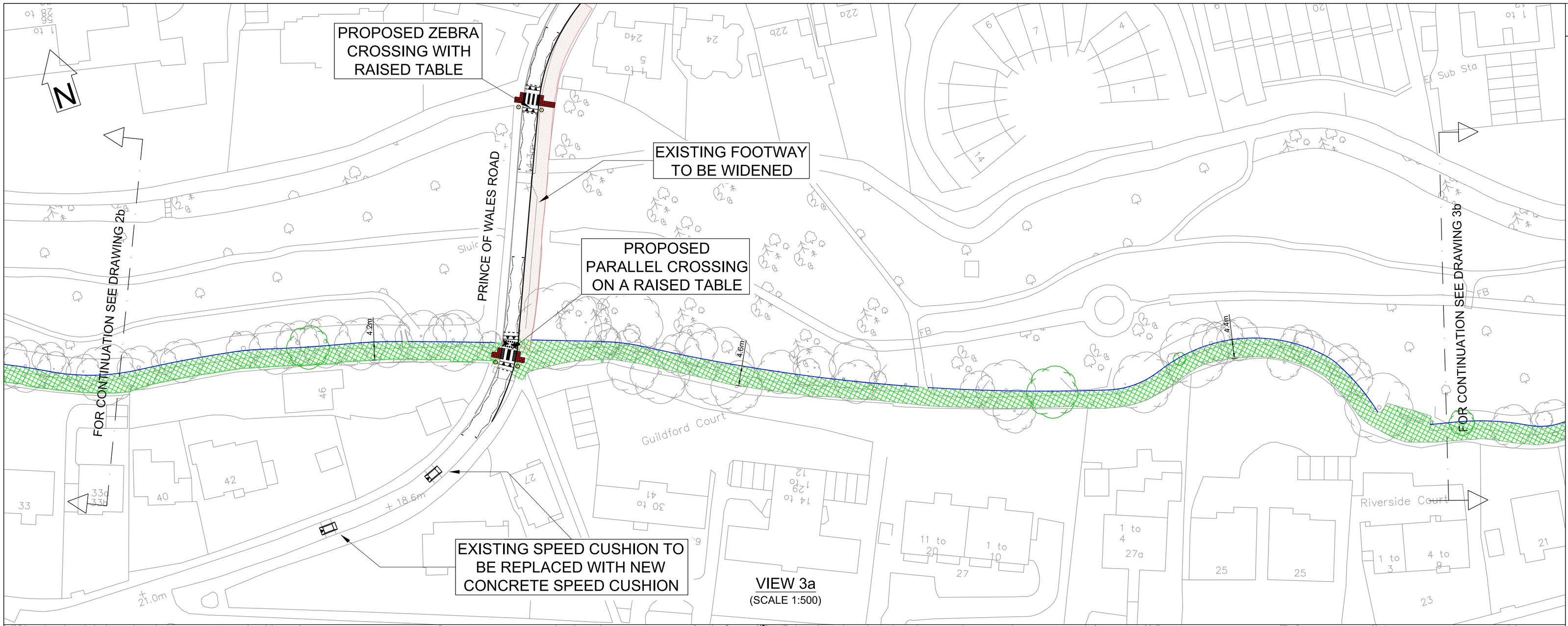

VIEW 3a
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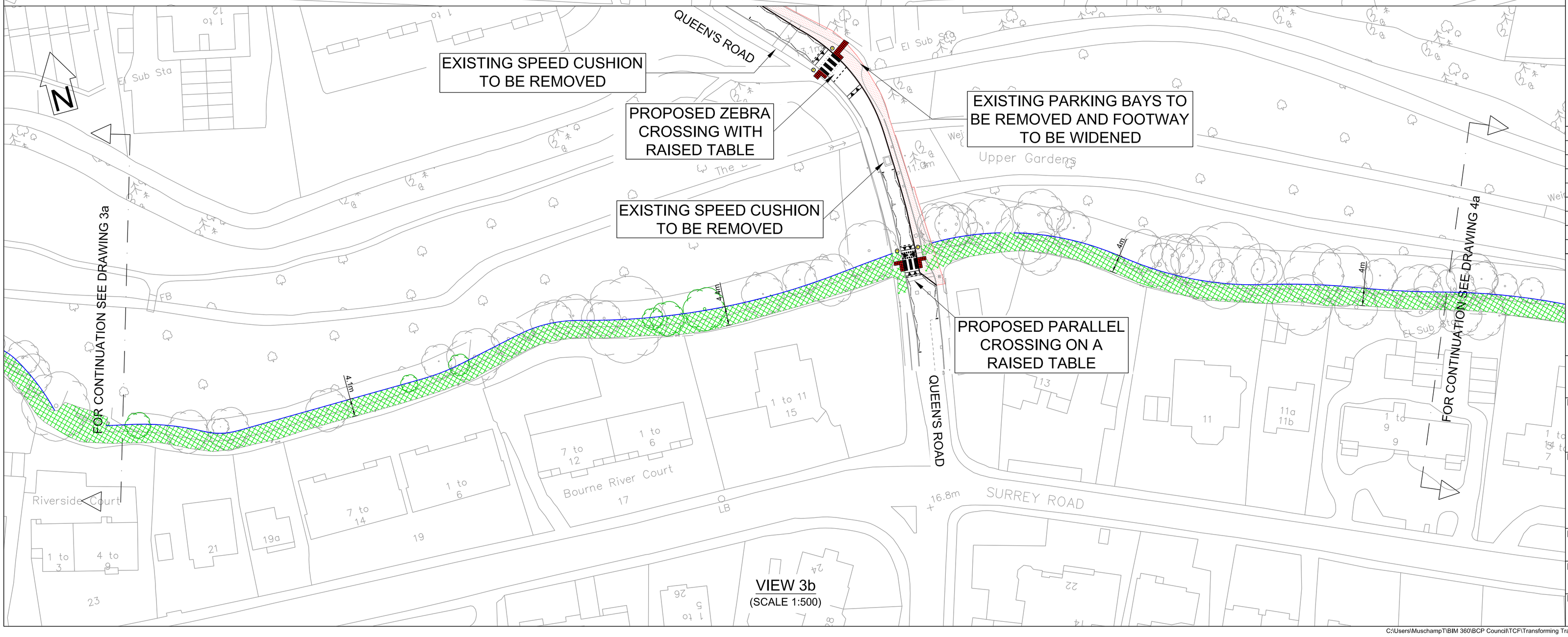

VIEW 3b
(SCALE 1:500)

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Legend

- Geotextile Flexible Footway Construction
- 'Slurry' Seal'
- Plane Off and Resurface
- Footway Buildout
- Edgings
- Existing Tree to Remain
- Existing Tree to be Removed

Rev.	Date	Description

Growth and Infrastructure: Transportation

J. McLaughlin
Director of Growth and Infrastructure

BCP Council

Transforming Travel

INDUSTRIAL STRATEGY
TRANSFORMING CITIES FUND

Project Title:
Transforming Cities Fund
Bournemouth Gardens Cycleway

Drawing Title:
SHEET 3 of 5
Feasability Design
General Arrangement

Drawn:	Checked:	Approved:
SDL	TJM	SH

Date:	Scales:
16/11/2020	1:500 @A1

Drawing Number:	Rev:
Z0802_BCP_C2_1_DR_D_10001_03	-

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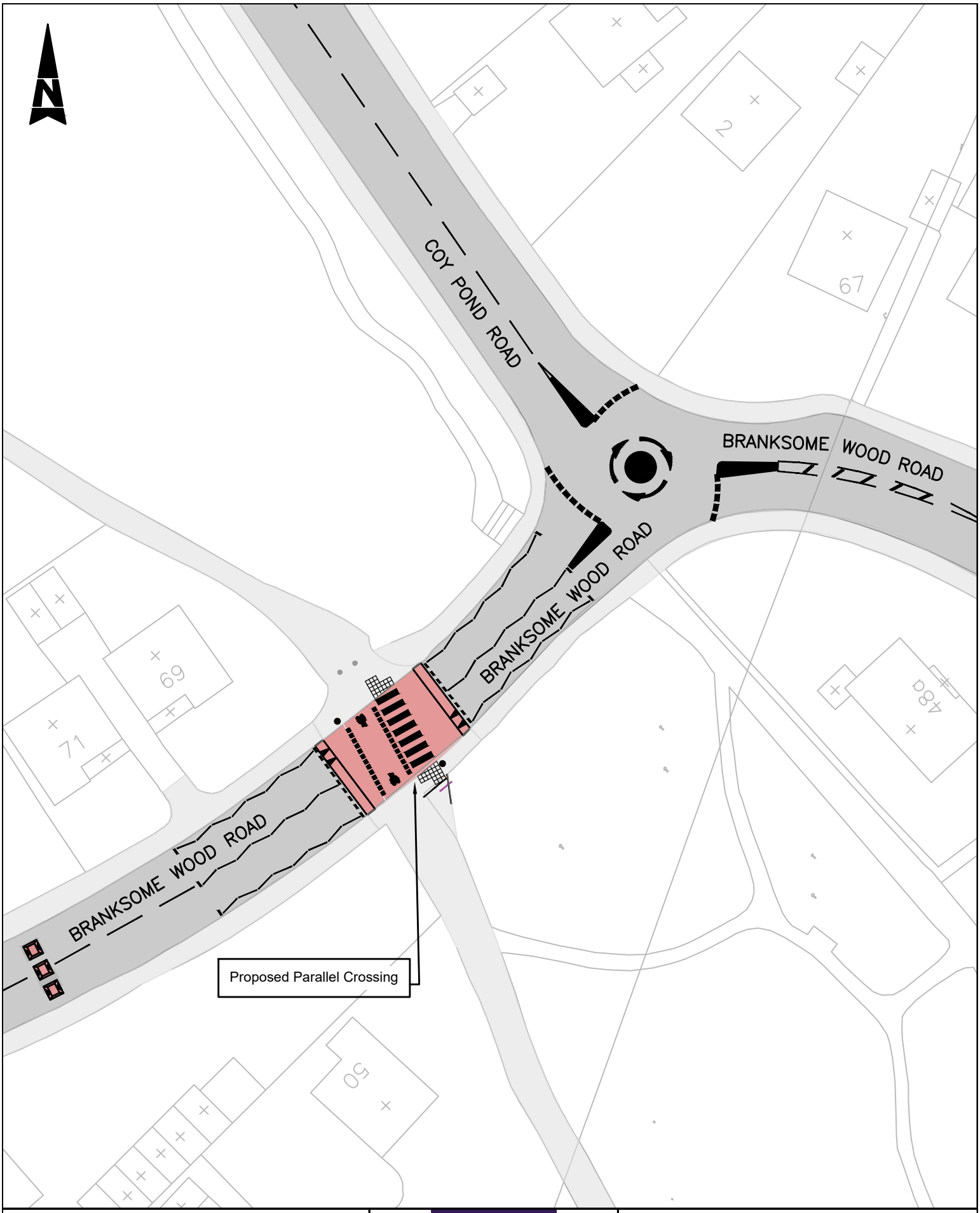

Notes

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BCP Council

Walking and Cycling Improvements

Branksome Wood Road / Coy Ponds

Parallel Crossing Scheme Plan

Date: January 2023	Checked: MLB	Drawing Number: Z3302-100-002	Rev: P01
Drawn: AVI	Scale: 1:500 @ A4		