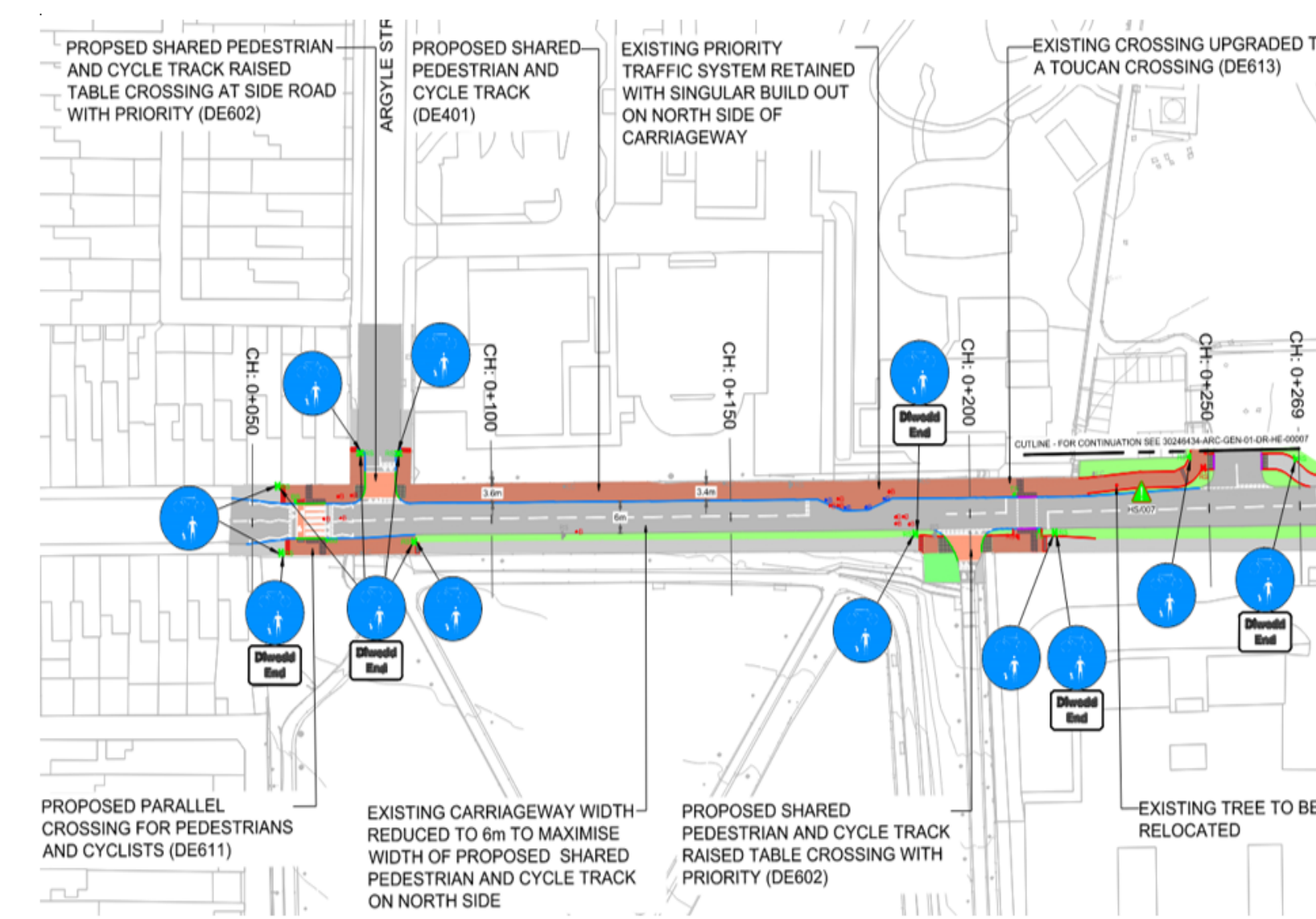


LOCATION: BUSH STREET - HIGH STREET - PROSPECT PLACE  
PEMBROKE DOCK



- The proposed route continuity is retained within the defined Active Travel link, including traffic calmed uncontrolled crossing positions.



**Plans for illustration purposes only**

- **Improves** pedestrian space and accessibility
- Introduces cycle provision in a contextually **safe** and legible way
- **Provides** a formal cycling provision where one did not exist to current Active Travel guidance
- Increases overall usable pedestrian space with continuous, flush, and widened surfaces; with **traffic calmed** uncontrolled crossing positions to aid users and **increase safety**
- Introduces a **formalised route for cyclists**, who are currently unaccommodated for and must either dismount or share vehicular lanes
- **Reduces** pedestrian / cyclist conflict by encouraging appropriate shared use behaviours
- Behavioural Considerations and User Anticipation: The design is intended to **accommodate cyclists who are less confident sharing the carriageway**, recognising that these users are more likely to include children, older adults, and utility cyclists. These are the groups the Active Travel Act seeks to encourage.

A detailed map of the High Street area in Bournemouth, showing proposed pedestrian routes. The map includes the following features:

- New Off road shared use path:** Indicated by a dashed orange line running along the top of the map, adjacent to the High Street.
- New uncontrolled pedestrian crossing:** Two locations are marked with blue dots: one at the intersection of High Street and Park View Crescent, and another at the intersection of High Street and Pembroke Road.
- New Shared use path:** A blue line runs along the eastern side of the map, starting from the top right, curving around the corner, and then running parallel to the High Street.
- Streets shown:** High Street, Park View Crescent, Pembroke Road, Picton Place, Milton Terrace, and Wyndham Street.
- Other features:** A dashed orange line also runs along the top left, and a solid orange line runs along the bottom left, adjacent to the High Street.

3.5m WIDE GAP MADE IN EXISTING WALL FOR ACCESS BETWEEN PROSPECT PLACE AND PROPOSED SHARED PEDESTRIAN AND CYCLE TRACK

SHARED PEDESTRIAN AND CYCLE TRACK TO TIE-IN TO EXISTING FOOTPATH STEPS TO BE REPOSITIONED TO SUIT

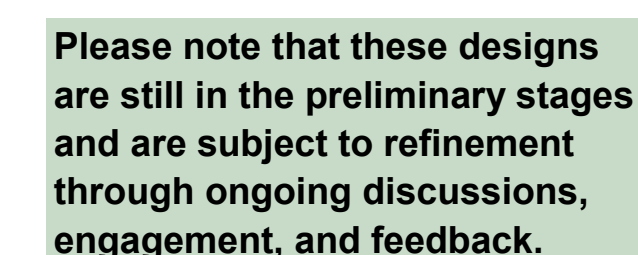
SHARED PEDESTRIAN AND CYCLE TRACK (D) 3m WIDE

**Plans for illustration purposes only**

The map illustrates the proposed changes to High Street. Key features include:

- New uncontrolled pedestrian crossing:** Indicated by red dots on the western end of High Street.
- Shared use path along High Street:** A blue line running along the length of High Street.
- Widen uncontrolled pedestrian crossing:** Indicated by yellow rectangles at the intersections of High Street with Milton Terrace and High Street.

Other streets shown include Victoria Road, Milton Terrace, High Street, and Park View Road.



- Construction of a 3.5 metre ideally 4m metre wide Shared Use Path to the northern side of High Street, with connectivity at each end to the existing or future Active Travel corridors.
- Reduce the existing carriageway in width from 6.1 to 5.5 metres to accommodate the Active Travel improvement. This would fall within the Manual for Streets guidance and is considered acceptable at this stage.
- Retain the continuity of the existing Active Travel route including traffic calmed uncontrolled crossing points.
- Consideration to change the on-street parking provision, with the aim to retain or increase the current arrangements.
- Quite street arrangement.\*

*\*As part of the ongoing route development, mixed traffic solutions (quiet streets) are being presented as alternatives for further consideration. On-carriageway cycling may be acceptable (traffic data dependent) if additional measures, such as speed calming measure and improved safety features, are introduced.*

- Introduction of a 3 metre wide Shared Use Path from Prospect Place to the west side of the Memorial Park.
- Widen the access in the existing perimeter wall to 3.5 metres to accommodate the new path and improve ease of access.
- Shared Use Path to tie in with existing footpath network whilst repositioning the steps to a more suitable location to ensure safe and unobstructed passage.
- Re-surfacing of the access road into the park to ensure continuity and safety along the route.
- Route connection to connect to existing Shared Use Path to further enhance connectivity within the area
- Appropriate signage to be install along the route to clearly indicate shared use and provide wayfinding for users.