Notice of Cabinet

Date: Wednesday, 11 January 2023 at 10.15 am

Venue: Committee Room, First Floor, BCP Civic Centre Annex, St Stephen's Rd, Bournemouth BH2 6LL

Membership:

Chairman:
Cllr D Mellor

Vice Chairman:
Cllr P Broadhead

Cllr M Anderson	Cllr N Greene	Lead Members	
Cllr B Dove	Cllr J Kelly	Cllr H Allen	Cllr J J Butt
Cllr B Dunlop	Cllr K Rampton	Cllr S Baron	Cllr L Fear
Cllr M Greene	Cllr M White	Cllr N Brooks	Cllr T Johnson

All Members of the Cabinet are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to view the live stream of this meeting at the following link:

https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?MId=5018

If you would like any further information on the items to be considered at the meeting please contact: Sarah Culwick (01202 817615) on 01202 096660 or email democratic.services@bcpcouncil.gov.uk

Press enquiries should be directed to the Press Office: Tel: 01202 118686 or email press.office@bcpcouncil.gov.uk

This notice and all the papers mentioned within it are available at democracy.bcpcouncil.gov.uk

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GRAHAM FARRANT
CHIEF EXECUTIVE

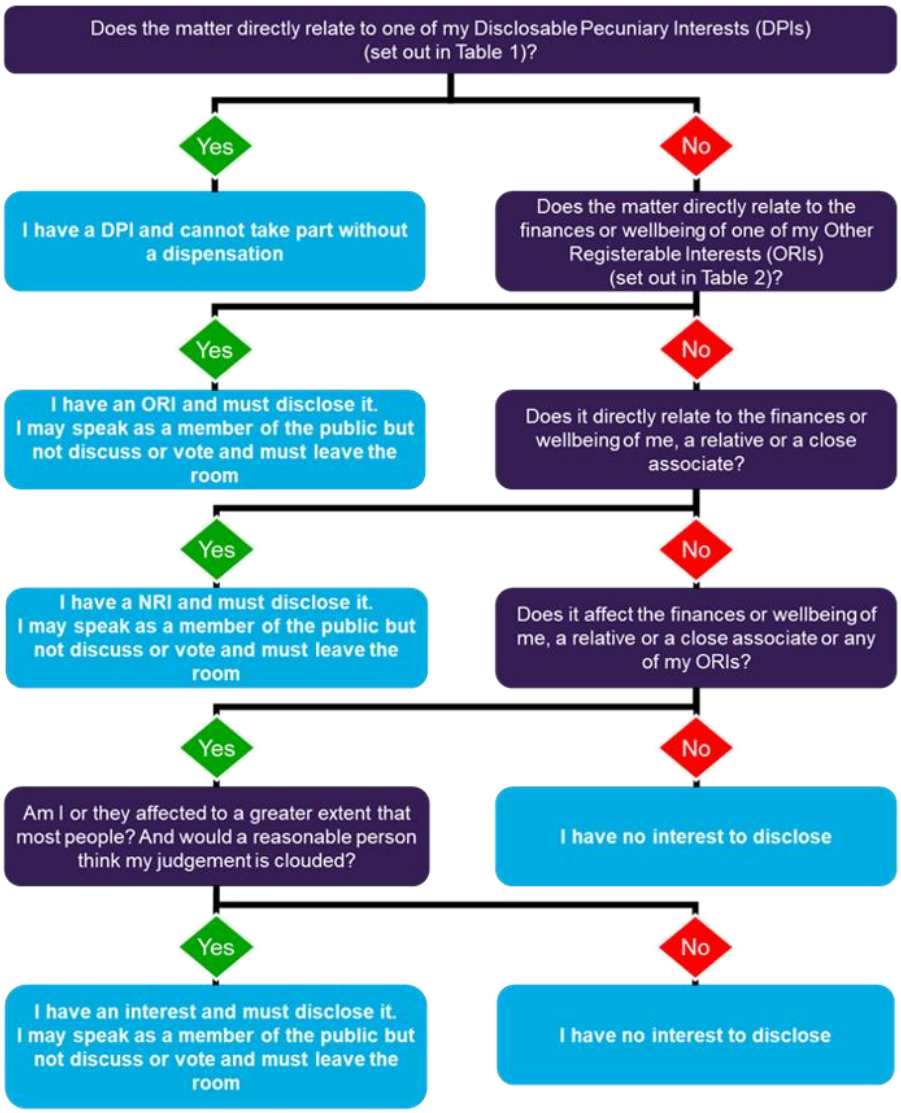
3 January 2023

Maintaining and promoting high standards of conduct

Declaring interests at meetings

Familiarise yourself with the Councillor Code of Conduct which can be found in Part 6 of the Council's Constitution.

Before the meeting, read the agenda and reports to see if the matters to be discussed at the meeting concern your interests



What are the principles of bias and pre-determination and how do they affect my participation in the meeting?

Bias and predetermination are common law concepts. If they affect you, your participation in the meeting may call into question the decision arrived at on the item.

Bias Test	Predetermination Test
In all the circumstances, would it lead a fair minded and informed observer to conclude that there was a real possibility or a real danger that the decision maker was biased?	At the time of making the decision, did the decision maker have a closed mind?

If a councillor appears to be biased or to have predetermined their decision, they must NOT participate in the meeting.

For more information or advice please contact the Monitoring Officer (susan.zeiss@bcpcouncil.gov.uk)

Selflessness

Councillors should act solely in terms of the public interest

Integrity

Councillors must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships

Objectivity

Councillors must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias

Accountability

Councillors are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this

Openness

Councillors should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing

Honesty & Integrity

Councillors should act with honesty and integrity and should not place themselves in situations where their honesty and integrity may be questioned

Leadership

Councillors should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs

AGENDA

Items to be considered while the meeting is open to the public

1. Apologies

To receive any apologies for absence from Councillors.

2. Declarations of Interests

Councillors are requested to declare any interests on items included in this agenda. Please refer to the workflow on the preceding page for guidance.

Declarations received will be reported at the meeting.

3. Confirmation of Minutes 7 - 24

To confirm and sign as a correct record the minutes of the Meeting held on 14 December 2022.

4. Public Issues

To receive any public questions, statements or petitions submitted in accordance with the Constitution. Further information on the requirements for submitting these is available to view at the following link:-

https://democracy.bcpcouncil.gov.uk/ieListMeetings.aspx?CommitteeID=151&Info=1&bcr=1

The deadline for the submission of public questions is 4 clear working days before the meeting.

The deadline for the submission of a statement is midday the working day before the meeting.

The deadline for the submission of a petition is 10 working days before the meeting.

5. Recommendations from the Overview and Scrutiny Committees

To consider recommendations from the Overview and Scrutiny Committees on items not otherwise included on the Cabinet Agenda.

6. Council Tax - Tax base 2023/24 25 - 30

This report calculates and presents the proposed council tax base for council tax setting purposes in line with current legislation and guidance.

7. Bournemouth Towns Fund update 31 - 676

In May 2021 BCP Council was awarded £21.7m from the Ministry of Housing, Communities and Local Government (MHCLG), now Department for Levelling Up Homes and Communities (DLUHC), to support the regeneration of Boscombe. The receipt of the grant is dependent on project business cases being submitted to and approved by DLUHC.

Cabinet has approved the content of the Towns Fund Investment plan detailing the key projects and expenditure in principle and has authorised the necessary support to progress the development of these business

cases for consideration by DLUHC. It is appropriate that further approvals are sought once the business cases are finalised to confirm the allocation of the approved funds for the individual Towns Fund projects and seek approval for the Council's match funding contributions.

The purpose of this report is to provide an update on Towns Fund activity to date and to seek approval for the four business cases listed below and to allocate the necessary grant funds towards these projects:

1. Phase 1 Masterplan
2. Royal Arcade
3. Digital Connectivity
4. Local Transport Projects.

The report also provides a progress update from BCP FuturePlaces on its work to date on the wider masterplan (Phase 2) and regeneration of Boscombe Town Centre.

[PLEASE NOTE: Should the Cabinet wish to discuss the detail of the Confidential Appendices the meeting will be required to move into Confidential (Exempt) Session]

8. Family Hubs: Transformation Fund 1 — 677 - 716

The purpose of this report is to seek Cabinet approval for the Council to accept £883k in grant funding to transform its model of delivery for community family help after successfully submitting a bid to the Department for Education (DfE).

9. Pan-Dorset Safeguarding Children Partnership — 717 - 768

The Pan-Dorset Safeguarding Children Partnership (PDSCP) is the statutory body which oversees multi-agency safeguarding services which covers the local Dorset and BCP council areas. This report contains a background and introduction to the functions of the partnership and the council's responsibilities.

The annual report of the PDSCP is provided as an attachment for consideration by cabinet. The annual report includes reflections on 2021/22; strategic priorities for 2022 to 2024; learning from practice; information from the Child Death Overview Panel; summary of multi-agency training; achievements from each of the statutory safeguarding partner organisations and sub-groups of the partnership.

10. Urgent Decisions taken by the Chief Executive in accordance with the Constitution — Verbal Report

The Chief Executive to report on any decisions taken under urgency provisions in accordance with the Constitution.

11. Cabinet Forward Plan — To Follow

To consider the latest version of the Cabinet Forward Plan for approval.

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

CABINET

Minutes of the Meeting held on 14 December 2022 at 10.15 am

Present:-

Cllr D Mellor – Chairman

Present:	Cllr M Anderson, Cllr B Dove, Cllr B Dunlop, Cllr M Greene, Cllr N Greene, Cllr J Kelly, Cllr K Rampton and Cllr M White
Present virtually:	Cllr P Broadhead Lead Members: Cllr H Allen, Cllr N Brooks, Cllr S Baron and Cllr J J Butt
Also in attendance:	Lead Member: Cllr T Johnson Cllr L Dedman and Cllr M Phipps
Also in attendance virtually:	Cllr A Hadley, Cllr S Moore and Cllr V Slade
Apologies:	Cllr P Broadhead

86. Declarations of Interests

There were no declarations of interest made on this occasion.

The deputy monitoring officer advised that a general dispensation had been granted for all Councillors to be able to vote in relation to agenda item 13, Provision of Beach Huts.

87. Confirmation of Minutes

The Minutes of the meeting held on 14 December 2022 were confirmed and signed as a correct record.

88. Public Issues

The Cabinet was advised that 20 Public statements had been received for this meeting. There were no public questions or petitions. The Democratic Services Officer advised that one question and two statements had been received but did not meet the requirements within the Council's procedure rules for public items. The statements were dealt with as follows:

Statement from Mr Bob Lister (Chairman, Poole Beach Huts Association) read out by Mr Alan Cook on Agenda Item 13 – Provision of Beach Huts

Beach Hut Pricing:

We are disappointed that due process has not been followed, Councillors outside of the Administration, have been side lined and not been given the opportunity to question these policies or proposals.

In Poole 42% increase over 5 years for Beach Hut Tenants is totally unacceptable, the lack of service & facilities has deteriorated, Tenants asked to fund general Seafront costs.

Sadly, 8K circa will vote to replace this Tory Administration. The PFH mistakenly wrote, that taxpayers should not subsidise Beach Huts, yet in Poole £3.2m pa is received only £400K is ringfenced, balance to BCP for Services!

Statement from Mr Alan Cook (Chairman, Friar's Cliff Beach Hut Association) on Agenda Item 13 – Provision of Beach Huts

This proposal before Cabinet is a clear attempt to subsidise all the Seafront Operations and bolster the MTFP by penalising Beach Hut Tenants to the tune of an additional £10M over the next five years.

The tenants already pay rents of £7M a year which contributes £5M to subsidise the Seafront.

The Council sidelined our alternative proposal to uplift the rents by an inflationary 10% which would have given us a year to work on a sensitive and practical harmonisation plan.

Cabinet should not endorse this proposal, it penalises local residents and will cause political damage to this administration.

Statement from Ms Debbie Dowsett. Vice-Chair Bournemouth Beach Huts Association - read out by Mr Alan Cook on Agenda Item 13 – Provision of Beach Huts

Bournemouth Beach Hut Association strongly urges rejection of the proposal before cabinet.

To say we have been consulted and our views considered is a total misrepresentation. Councillors have failed to respond to our emails. Our costed alternative for 2023/24 and suggestion of a year to find a fairer alternative has been ignored. Promised updates and reports have not been provided so how is that consultation?

We believe this is a blatant attempt to get the proposal agreed without scrutiny. Beach hut users are expected to fund unrelated expenditure as they are deemed to be affluent.

Statement from Mr Darren Pidwell, Chairman Mudeford Sandbank Beach Hut Association, read out by Mr Steve Barratt on Agenda Item 13 – Provision of Beach Huts

Despite the fact that we presented an equitable alternative which would have still delivered the MTFP objectives and allowed both Officers and the various BHA's to build a detailed harmonisation plan over the course of the next 12 months, this is a cynical attempt to raid the pockets of hut licence holders with the vague promise of improved facilities, details of which have not been established or presented to us. The plan as presented is flawed in

its argument, our input has been ignored, and as a result, we object in the strongest possible terms to the plan as presented.

All the following statements were read out by the Democratic Services Officer and all related to Agenda Item 8 – Whitecliff Rd/Keyhole Bridge Further Review.

Statement from Mr Mark Huband, on behalf of Network Rail on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

I understand that the Council is considering relaxing the width restriction on the above structure. This is likely to increase the chances of bridges strikes at this location with an impact on train performance. The Council should be working with Network Rail in accordance with the protocol on bridge strike management to take measures to reduce bridge strikes. The relaxing of the width restriction does not appear to be within the spirit of the protocol. I request that the width restriction is not relaxed or at the very least until the full implication on bridge strikes is considered and discussed.

Statement from Mr Mark Sanders, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

I hope this decision is about people, parks and peace rather than politics.

I regularly walk between sandbanks Road and Poole through Poole Park. The steam of cars and vans assuming 'right of way' have spoilt this walk since keyhole bridge was re-opened.

As a car owner I get their utility to visit parks but NOT to just use them as an alternative through route - that's simply selfish.

Statement from Mr Bob Salter, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

Keeping Keyhole Bridge open to motorised vehicles does not align with the commitment of aiming to get 50% journeys within BCP on foot/scooter/bike/public transport by 2030, which was agreed to by 55:5 in the full council meeting on 5th December 2022. This is partly because when the bridge is flooded, it is a lengthy 1.6km diversion for those on foot/scooter/bike/wheelchair. Option C to close the bridge could allow the footpath to be raised to overcome flooding issues, so that the bridge remains accessible as a walking/cycling/scooting route at all times.

Statement from Keyhole Safety Group on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

There is a 6ft width restriction on Keyhole Bridge. During surveys carried out by Keyhole Bridge Group 100% of motor vehicles using the bridge were in contravention of this order. The Council cannot claim there is an economic case for drivers to use this route when it requires drivers to contravene a traffic order. As this economic case was the only justification for the decision to reopen the bridge it follows that the decision cannot stand.

We also refer Cabinet members to correspondence submitted by Network Rail and our legal representative objecting to any amendment to the width restriction order.

Statement from Ms Sue Smith, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

The consultations on the Keyhole Bridge ETRO identified a category of people whose reason for travelling to the area is to park (free) in Whitecliff Road. The second stage report shows that this is the biggest group asking for the bridge to stay open to traffic and also the biggest group objecting to it being closed or to running a further trial. It would be short-sighted to make policy decisions based on the convenience of this group and where they choose to park, particularly as the parking would still be available to them with the bridge closed to traffic.

Statement from Ms Lucie Allen, Chair BH Active Travel on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

Let's not dwell on Government's Gear Change policy, nor the consultation results - as based on these alone, the decision to close Keyhole would be obvious.

Instead, I'd like you to imagine yourself under the bridge. Now imagine yourself pushing a relative in a wheelchair. Now, pushing a buggy whilst holding the hand of a three-year-old. Now you're a parent, cycling with a six-year-old to the swings. Now you're a pensioner, out for your daily walk to your local park.

Now imagine a blind bend, no pavement, and cars approaching from both directions and being told, to 'Share the Space'….

Statement from Mr Simon Carter, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

I've seen that there is a 6ft width restriction on the Keyhole bridge so don't see how the Council can claim this is an essential route.

Given the current size of cars, 6ft means that there are minimal cars that should be using it, not even a Smart car! Surely this means It can't possibly be called an essential route.

Statement from Mr David Colpman, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

In 2021 a resident survey was carried out to help in the development of BCP Council's Green Infrastructure Strategy. When asked 'What Would You Change' the most frequently mentioned change was to do something about the volume of traffic in Poole Park. Closing Keyhole Bridge to traffic would achieve this. The need to reduce traffic in Poole Park has been raised by residents many times over the years. It's time for the Council to do something about it.

Statement from Ms Kate Salter, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

The Poole Park Life project aimed to make it harder to drive through the park. The evaluation report reveals the failure of it to reduce and calm traffic, identifying continued dissatisfaction about traffic in the park, and states that this issue still needs to be addressed. Traffic in the parks inevitably produces air pollution, which is now clearly linked with serious health impacts. The people of Poole should at least be able to breathe clean air at the parks. Closing the bridge to traffic could achieve the public desire for traffic reduction, whilst also reducing air pollution inside the park.

Statement from Mandy Burt, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

Both the original and new consultation for keyhole bridge clearly indicate that a majority of the public are in favour of option c - shutting the bridge to motorised vehicles. On 15th December 2021 in a 'Call in' of the decision regarding Tatnam road closure, this conservative cabinet set a precedent by justifying reopening that road saying that they needed to listen to the public consultation, which indicated a majority against the road closure. In alignment with this, keyhole bridge should be closed to motorised vehicles.'

Statement from Ms Clare Hadley, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

It is vitally important for our health & the future of the planet to provide safe cycling & walking infrastructure to enable increased take-up of sustainable travel & reduce traffic congestion & pollution. Keyhole bridge must be an important part of this initiative. It is no longer fit for purpose as a route for cars, especially if the legal width requirement is obeyed. Poole Park would also benefit hugely by reducing the traffic flow through it. It seems ridiculous to allow that level of traffic through a park where small children enjoy the space to run around.

Statement from Mr Paul Bradley, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

Keyhole Bridge is intrinsically linked to Poole Park. The bridge is the key enabler for traffic to avoid the Civic Centre Island (to Sandbanks Road). This leads to speeding through the park, and dangerous overtaking (personal experience). Park user surveys (not council) have demonstrated that at peak hours, less than 15% of vehicles use the park to go to Tremlow Avenue or stay in the park. The rest go through Keyhole Bridge. BCP need to declare what their objective is, safety of people (at Keyhole and Poole Park) or traffic economics. To say traffic economics over safety is morally bankrupt.

Statement from Mr Derek Heritage, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

Cars now are much bigger and I feel that an accident could occur at any moment.

You have a unique opportunity to make a stand not only for safety but also for the air quality and general ambiance of the park.

Thank you for considering this appeal for a better safer park for our children.

Statement from Ms Phillipa Clark, Local resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

White Paper 'Gear Change' instructs prioritising active travel over motorists for everyone's health.

Keyhole should be motor free so users of both parks can enjoy tranquil views, sounds and fresh air in safety.

Failure to impose width restrictions encourages unlawful use which endangers others and increasing that restriction is ludicrous.

Cars can easily divert to other routes; pedestrians (including schoolchildren) cannot.

Without cars the floor level could be raised to avoid flooding.

Photos/videos of vehicles blocking the entire width, or brushing past pedestrians should be enough: keeping it open brings more shame on this nationally derided debacle.

Statement from Mr Ransome on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

I am a wheelchair user and not a car driver I often try and wheel through here unaided, but because I cannot use the path to the side, it does annoy the cars as am not very fast, to keep this open to cars would keep it as a no go area for me

Statement from Mrs Susan Stockwell, Local Resident on Agenda Item 8 - Whitecliff Rd/ Keyhole Bridge Further Review

"Common sense" dictates that the earth is flat, aeroplanes will never fly, and allowing vehicles through Keyhole Bridge reduces traffic on parallel routes. This approach to fulfilling BCP's legal duty to manage traffic flow has resulted in world leading congestion and accident rates in Bournemouth. Please allow your council officers to apply their professional qualifications in operation research/analytics/queuing theory instead of bowing to ill informed "common sense" of a few residents, based on ignorance, prejudice and fear. Protect Keyhole Bridge and Poole Park from through traffic to reduce the traffic on roads around the park.

89. Recommendations from the Overview and Scrutiny Committees

Cabinet was advised that there were no additional recommendations from the Overview and Scrutiny Committees on items not otherwise indicated on the Cabinet Agenda on this occasion.

90. 2022/23 Budget Monitoring and Financial Strategy Update

The Leader of the Council presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

Cabinet was advised that the report includes 2022/23 budget monitoring information for the general fund for November 2022 and an updated position for the medium-term financial plan (MTFP) and that it also includes budget monitoring information at quarter two for the capital programme and housing revenue account (HRA).

Cabinet was informed that the general fund outturn is projected to further improve from the previously reported position with a £9m surplus now estimated for the year.

Cabinet was advised that the MTFP has now been updated for an estimate of the implications of the governments Autumn Statement. Consequentially Cabinet is asked to identify £6.2m of currently identified savings for 2023/24 which potentially will now be able to be deferred until 2024/25.

Cabinet was advised that the Government Dispensation on the DSG had been extended for a further three years.

The Leader thanked Cabinet Members and Overview and Scrutiny for their work on the budget.

A non-Cabinet Councillor commented that they did not accept that the budget was being prudent but recognised that the current financial position was difficult.

Cabinet was advised that the Health and Adult Social Care O&S Committee had recognised a problem regarding a lack of staffing for adult social care was improving the budget position but was also leading to unmet care needs.

The Section 151 officer advised for clarification that the expenditure control measures would be in place until the budget for 2023/24 has been set.

RESOLVED that Cabinet: -

1. **Recognise the continued improvement to the 2022/23 in-year position with a £9m net surplus now projected;**
2. **Agree the capital virement for the Housing Revenue Account as set out in paragraph 121;**
3. **Acknowledges the update of the Medium-Term Financial Plan including estimates of the implications of the governments Autumn Statement;**
4. **Acknowledge that, based on the current financial planning assumptions and the approach to risk, that not all of the previously identified savings' proposals may now need to be implemented in 2023/24;**
5. **Request Cabinet to identify up to £6.2m of currently identified 2023/24 savings that can now potentially be deferred to 2024/25;**

6. **Cabinet notes the improvement in timescales and delivery of the Pay and Reward workstream by moving forward the implementation from the previously assumed date of April 2024 to January 2024; and**

7. **Increase the annual investment in unearmarked reserves from £700k to £1.9m in 2023/24.**

It is RECOMMENDED that Council: -

Agree the acceptance of general fund revenue grant for adult social care as set out in paragraph 64.

Voting: Unanimous

Portfolio Holder: Leader of the Council

91. Exploring the options for devolution to BCP Council

The Leader of the Council presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

Cabinet was reminded that in February 2022 Government released its White Paper on Levelling Up, its flagship policy which is intended to impact on all areas of central and local government, and to reduce the differentiation between those people and places who are successful and those who are left behind. A key component of Government's plan is *"to devolve power and give local leaders and communities the tools they need to make better places" (Levelling Up and Regeneration (www.gov.uk).* This report presents the work undertaken to date to explore the opportunities for Bournemouth, Christchurch and Poole in relation to devolution, and recommends that this exploratory work continues until such a time as a decision is required.

The Cabinet were advised that this was in early stages but was very welcomed. The direction of travel was more towards local leaders and some early conversations have taken place.

A non-Cabinet member highlighted the potential loss of local accountability.

Non-Cabinet Councillors also spoke on the different potential options for collaboration, transport network issues and issues around directly elected mayors. The Leader commented on how important full member engagement would be and that at present no decisions had been made.

RESOLVED that Cabinet: -

(a) Approves the continuation of exploratory work relating to devolution until such time as a final decision is required;

(b) Requests a further report is brought back to Cabinet

Voting: Unanimous

Portfolio Holder: Leader of the Council

92. Whitecliff Rd/ Keyhole Bridge Further Review

The Portfolio Holder for Sustainability and Transport presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

Cabinet was asked to consider all of the existing information obtained historically and in the recent additional consultation period and undertake the necessary review to consider all options following the decision of the High Court dated 18 November 2021. (accessible via a link in the Background Papers)

In relation to this Cabinet was advised that a trial road closure (modal filter) was introduced via an Experimental Traffic Regulation Order (ETRO) on Whitecliff Road at Keyhole Bridge near Poole Park on 19th August 2020, and that following a period of consultation a decision was made to remove the modal filter in March 2021 and the modal filter was removed at that time.

Further to this Cabinet was advised that this decision was formally challenged, and the subsequent High Court judgement directed the Council to re-open the consultation to inform a Cabinet review of the decision, and that this report provides information to inform the review and sets out the potential options and provides the consultation material relating to the original and further consultation periods.

The Portfolio Holder thanked the members of the public for submitting the statements to the meeting. The Portfolio Holder refered to the two analyses which contained very different results and explained that these were then analysed as to why this was the case and which provided the most accurate prediction. The differences between the analyses were outlined to Cabinet, including the vastly different numbers of expected generated trips. The Portfolio Holder considered that most factors had already been well considered and that the key issue to now consider was the economic impacts of the decision. There was a strong body of opinion on either side of the argument with significant numbers of representations on both sides.

A non-Cabinet Councillor commented that it was apparent by the statements received that overwhelming public opinion was in favour of closing the bridge to traffic and hoped that Cabinet would listen to this.

A Cabinet member commented that there were around 9.5k visits to the park itself. It was noted for clarity in response to a comment from a non-Cabinet Councillor that the closure of routes in other parks were the result of the implications of the Five Parks act rather than a Council decision.

A Lead Member commented that closure of the bridge would impact on traffic in other local roads and that the weight of public opinion was actually for the bridge to remain open. It was noted that it would be difficult to get a decision which will be acceptable to everyone and that some protections could be put into place around the bridge with an aim to find a way forward which would satisfy everybody.

Clarity was sought on the potential for traffic evaporation outlined in an analysis. Officers advised that there were many other factors to be taken

into consideration within the local context and that without trialling this it would be difficult to make a judgement on this.

Clarity was also sought on what the potential consequences and road safety issues were with vehicles diverted on Parkstone Road if the bridge was closed. The report was clear that if putting more traffic along a route there was the potential for an increase in incidents but without actually doing this it was difficult to make a judgement. It was noted that there were 2 collisions on Parkstone Road during the closure.

The Portfolio Holder summarised the position and proposed that Cabinet agree option A, to keep the Bridge open as it was considered that, on balance, the data from the Dorset Council report appeared most likely.

RESOLVED that: -

Having considered all responses, evidence and information, that Option A (as outlined in the report), to keep Whitecliff Road open as it is at present be approved.

Voting: Unanimous

Portfolio Holder: Sustainability and Transport

93. Economic Development Strategy – Skills Plan

The Cabinet Lead Member for Levelling Up presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'D' to these Minutes in the Minute Book.

Cabinet was advised that the BCP Skills Plan, identifies BCP's skills and productivity challenges and defines a programme of key priorities and actions to address.

In relation to this Cabinet was informed that it is part of the Economic Development Strategy (approved Nov 2021) and developed in collaboration with Dorset LEP and in consultation with a wide range of stakeholders, summarises an extensive evidence base and provides a priority framework for skills development to meet the needs of business in Bournemouth, Christchurch and Poole.

Cabinet was advised that the report highlights the main elements of the plan and seeks cabinet's approval, and that the plan sets the objectives and forms the framework for a project-specific action plan which is already in development.

The Portfolio Holder for Development, Growth and Regeneration advised that he was pleased to see the progress on this issue and that it had been a positive, collaborative piece of work.

RESOLVED that: -

That BCP Skills Plan which is part of the Economic Development Strategy (EDS) be approved

Voting: Unanimous

Portfolio Holder: Development, Growth and Regeneration

94. Levelling Up - progress report

The Lead Member for Levelling up presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'E' to these Minutes in the Minute Book.

Cabinet was advised the report was a progress report on the Council's work on Levelling Up across Bournemouth, Christchurch and Poole (BCP), and that this follows an initial Cabinet report in January 2022 which set out a preliminary response to the Levelling Up agenda in advance of the Government's Levelling Up White Paper being released and committed to bringing a more detailed report to Cabinet once the recommended work had been progressed.

Further to this Cabinet was advised that the report provided an update on progress to date since January 2022, as well as further information on what the data is telling us, including the commissioned Impact Report from This Is Purpose (appendix 1), and also sets out the next steps.

Cabinet was informed that it is recommended that work continues to progress Levelling Up across Bournemouth, Christchurch and Poole as it remains a key national policy, and that our overarching local objective for Levelling Up is to use the frameworks of the Levelling Up White Paper and Levelling Up Goals to support the delivery and ambitions of our Corporate Strategy and Big Plan.

In response to a suggested recommendation from a non-Cabinet Councillor the relevant Portfolio Holder advised that there was already an item on the Cabinet Forward Plan to review the early help offer and they would take on board the Councillors comments. The Lead Member advised that as outlined in the report an increase in support and development opportunities for children and young people was already covered by the recommendations.

RESOLVED that Cabinet: -

(a) Note the excellent work of officers to positively take forward the Levelling Up agenda;

(b) Acknowledge the information and recommendations in the Impact Report from This is Purpose and consider which of these if any could be taken forward subject to there being available budgets; and

(c) Agree work should continue across the Council with a focus on the agreed priorities to level up the BCP Council area

Voting: Unanimous

Portfolio Holder(s): Development, Growth and Regeneration

95. Equality & Diversity Policy Review

The Portfolio Holder for Community Safety and Regulatory Services presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'F' to these Minutes in the Minute Book.

Cabinet was advised that as a Public Authority BCP Council have legal obligations under the Equality Act 2010 and the Human Rights Act 1998, and that the commitment to equality is embedded in the Big Plan and Corporate Strategy which together set out our vision, mission, ambition, priorities and values that underpin the council and the delivery of its services.

Cabinet was informed that an agreed review of the Equality and Diversity Policy first adopted by the Cabinet on 19 October 2019 has been undertaken, and that in July 2021 BCP Council introduced an Equalities Footprint that contributes to monitoring and measuring progress on equality, and how well the responsibilities of the PSED and HRA are being met.

Cabinet was further advised that key changes to the policy for Cabinet to note is the inclusion of the Equalities Footprint, and extensions to the local characteristics to now include children in care and care experienced young people, local business, community organisations, Military veterans, and Socio-economic status, and that the Internal Governance Framework is further strengthened and has been expanded and the roles and responsibilities within it have been subject to change to reflect the increased commitment and adjustments that have been made to the framework.

The Portfolio Holder for Childrens and Young People advised that it was excellent that the council was recognising children in care and care experienced young people in equality issues in decision making for the future.

RESOLVED that Cabinet: -

(i) Approved the draft Corporate Equality & Diversity Policy and Governance Framework; and

(ii) Noted the changes to roles and responsibilities

Voting: Unanimous

Portfolio Holder: Community Safety and Regulatory Services

96. Protecting our coastal and open spaces

The Leader of the Council and Portfolio Holder for Finance and Regeneration presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'G' to these Minutes in the Minute Book.

Cabinet was advised that the Seasonal Response Programme, delivered at peak visitor periods over the last two years, has seen a number of negative behaviours presented by some individuals which have impacted upon our environment and on visitor and resident enjoyment of our beaches and open spaces – which has required significant additional resource to manage.

Cabinet was informed that the annual Seasonal Response review has made a recommendation to consider the use of Public Spaces Protection Orders (PSPO's) where appropriate, in order to prohibit these behaviours,

thereby creating a strong deterrent and enabling the Council to take effective action in a timely manner.

In relation to this Cabinet was advised that a feasibility assessment had identified six behaviours which meet the legislative criteria for consideration of a PSPO, based on consideration of evidence and enforcement options, and that the next step is to launch a public consultation which is an essential requirement in considering whether to proceed with any Order.

Cabinet was informed that the report sought approval to continue the detailed work required to prepare for public consultation, including final mapping of evidence in order to define the areas where behaviours are proposed to be prohibited, and that further to this the report sought delegated authority for the Portfolio Holder for Community Safety and Regulation to approve the final proposals subject to completion of this work as well as consideration of external legal advice from counsel.

Cabinet was advised that the consultation results will inform a detailed assessment of responses which will be considered along with a final options appraisal, and that final proposals will be presented to Cabinet for approval.

A non-Cabinet Councillor commented that the LGA guidance was that there should be a balance with civil liberties, in relation to the restriction on taking non-disposable barbeques onto the Beach. The Cabinet was informed that the PSPO implementation was fully based on evidence and there would be further consultation prior to approval of the final proposals.

RESOLVED that: -

(a) Cabinet approve the further consideration of potential Public Spaces Protection Orders as noted at paragraph 9;

(b) Cabinet approve the progression to public consultation on Public Spaces Protection Orders within the scope noted, subject to finalisation of the evidence assessment; and

(c) Cabinet delegate authority to the Director of Communities in consultation with the Portfolio Holder for Community Safety and Regulation, to approve the final proposals and consultation documents by way of a Portfolio Holder Decision Record.

Voting: Unanimous

Portfolio Holder: Community Safety and Regulatory Services

97. Provision of Beach Huts

The Portfolio Holder for Environment and Place presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'H' to these Minutes in the Minute Book.

Cabinet was advised that the report sets out proposals, following a review of BCP Beach hut assets, to harmonise the service offer, provide equality of access for BCP residents and enable new levels of investment in the beach hut offer, and that like all Councils in the UK, due to rising inflationary pressures, BCP Council is having to review its financial position, find new

ways to be more efficient in meeting the needs of our communities, ensure cost recovery and income generation. This involves reviewing all our commercial services, including the provision of beach huts.

Cabinet was advised that in September, the Corporate and Community Scrutiny Committee was advised of the decision and reasons for not pursuing the use of a Special Purpose Vehicle (SPV) to commercialise beach hut assets and that the Council would instead develop proposals for changes to the in-house management, harmonisation of prices and policies, and the enabling of capital investment.

Further to this Cabinet was advised that BCP Council manages over 3,700 beach huts between Highcliffe and Hamworthy, with annual gross income of circa £7m, and that Officers have undertaken a review of the differing legacy management and financial arrangements with the aim of harmonising the service, widening access, raising maintenance standards and improving commercial performance.

Cabinet was informed that the review has included engagement with key stakeholders including the four Beach Hut Associations.

A number of non-Cabinet Councillors commented on the proposals. Comments included that the proposals were unfair, that the consultation had not been effective, that the proposed increases above inflation were not acceptable, the differences in the level of increases across bands, what the investment would be used for, the number of beach huts not in use in comparison with the waiting list, sub-letting of beach huts, different types of lets available, and the accessibility to those on a lower budget.

A Cabinet member advised that they were grateful for the dispensation to allow the vote upon this and commented on what could be considered what is fair and unfair in relation to access to beach huts.

Cabinet was advised that the consultation on this and the engagement had been complex and should be carefully considered in making these decisions.

The Leader commented that where a service was being sold if it did not increase in at least with the price of inflation, taxpayers would be effectively subsidising this, which needed to be considered

The Portfolio Holder addressed a number of the comments made and advised that the comments regarding waiting lists would be taken on board in opening the lists along with comments on the marketing of shorter rental length beach huts.

RESOLVED that Cabinet: -

(a) Agrees to allow all BCP residents to join the waiting lists for standard huts/sites;

(b) Agrees the 5-year beach hut pricing strategy set out in Appendix 1a to increase income and harmonise rental and transfer fees;

(c) Agrees to widen use of long-lease arrangements to generate additional capital and support future development schemes;

(d) Agrees to the financial plan in Appendix 1c to invest additional income from rental fees, transfers and long-leases to improve service standards and enable further capital investment in seafront assets;

(e) Notes that the implications of the recommendations above will be included in the Council's Budget and Medium Term Financial Plan (MTFP) 2023/24 report, due to be considered in February 2023 by the Cabinet and Council; and

(f) Delegates authority to the Chief Operations Officer, in consultation with the Portfolio Holder for Environment & Place, to:

(i) finalise operational changes and harmonise terms & conditions across Beach Hut: licence hire agreements; handbooks; & waiting lists.

(ii) make further changes to the pricing structure and eligibility criteria in response to market demand.

Voting: Unanimous

Portfolio Holder: Environment and Place

98. Externalisation of the Russell-Cotes Art Gallery & Museum

The Portfolio Holder for Tourism, Culture and Vibrant Places presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'I' to these Minutes in the Minute Book.

Cabinet was advised that the Russell-Cotes Art Gallery and Museum (RCAGM) with its Grade 2* listed house and internationally significant collections was gifted to the people of Bournemouth in 1908 and was held in trust by Bournemouth Borough Council and its successors, as sole Trustee, ever since. (Charity Reg No 306288).

Cabinet was informed that when making decisions on the Russell-Cotes, the Council, as Trustee, is required to act in the best interests of the charity (rather than the Local Authority).

Cabinet was advised that the Bournemouth Borough Council Act, 1985 superseded previous indentures, and required Cabinet to act as the Museum's Management Committee, and that Cabinet has delegated its responsibilities to the Russell-Cotes Management Committee which acts as a subcommittee and consists of Councillors and non-voting independent members, and that it has determined, after detailed investigation that full independence is the best way to safeguard the long-term future of the Museum.

Cabinet was further advised that the governance, relatively unchanged for 100 years, is a mix of Local Authority and charity practice which cannot provide appropriate oversight, financial transparency or strategic leadership and does not meet the required standards for a modern charity, and that

due to the current charitable arrangements there is no opportunity to combine the Russell-Cotes with other local museums.

Cabinet was informed that the Museum building and collections are at risk without substantial investment and the financial burden on the Council will be considerable, and that the best way to mitigate this risk is to enable the museum to fundraise, but grant-giving bodies have been very clear that whilst the current governance arrangements continue substantial funding is unlikely, and the Arts Council rejected a recent application for NPO funding, citing inadequate governance.

Cabinet was advised that whilst there are risks for both the Council and the future charity in pursuing the route of independence, the risks of not doing so are far greater, that the Charity Commission has examined the issues and invited the Council to submit a request for change, and that a detailed negotiation of the funding and Service Level Agreement arrangements will be held between BCP Council and the new Trustee during the transition period as the governance issues are resolved.

A non-Cabinet Councillor commented that this appeared to the best solution for the situation currently. The Portfolio Holder agreed and confirmed that there wasn't a single approach to how Council Museum assets would be managerd.

It is RECOMMENDED that Cabinet agrees and approves the progress of externalisation and submits the following recommendations:

The Council agrees:

(a) that the future of the Russell-Cotes Art Gallery & Museum, for which it is sole trustee, would be best served by externalisation in the form of the transfer of Sole Trusteeship to a new corporate entity (CLG or CIO) to operate and manage the charity;

(b) as Sole Trustee of the Russell-Cotes Art Gallery & Museum to make a formal application to the Charity Commission for a change of governance under Section 73 of Charities Act 2011 to replace the Council as sole trustee with a new corporate entity (CLG or CIO) acting as sole trustee and for the modernisation of governance articles;

(c) to establish a Corporate Entity (CLG or CIO) and appoint a Shadow Board of 5 nominees to oversee the transition to independence, provide continuity and stability and to maintain an on-going supportive relationship with the new CLG/CIO;

(d) to negotiate, during the transition phase, future years grant support for the new Trustee, along with the transfer of assets, lease arrangements etc with an expected vesting day of 1 April 2024 at the earliest; and

(e) To delegate authority to the Director of Finance, Director of Law & Governance and the Chief Operations Officer to determine the best financial model in consultation with the Portfolio Holder.

Voting: Unanimous

Portfolio Holder: Tourism, Culture and Vibrant Places

99. Urgent Decisions taken by the Chief Executive in accordance with the Constitution

The Chief Executive advised that an urgent decision had been taken regarding the appointment of Pat Hayes as non-executive director on BCP FuturePlaces.

100. Cabinet Forward Plan

The Leader advised that the latest Cabinet Forward Plan had been published on the Council's website.

The meeting ended at 1.40 pm

CHAIRMAN

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CABINET

Report subject	**Council Tax - Tax base 2023/24**
Meeting date	11 January 2023
Status	Public Report
Executive summary	This report calculates and presents the proposed council tax base for council tax setting purposes in line with current legislation and guidance.
Recommendations	**It is RECOMMENDED that:** **(a) Approves the report for the calculation of the council's tax base for the year 2023/24 and recommends the tax base to Full Council.** **(b) Pursuant to the report, and in accordance with the Local Authorities (Calculation of Council Tax Base) Regulations 1992, as amended, the amount calculated as the council tax base for Bournemouth, Christchurch and Poole Council for 2023/24 is 144,839.**
Reason for recommendations	The Council is required by the Local Authorities (Calculation of Tax Base) Regulations 1992, as amended, to calculate the council tax base for the financial year 2023/24.
Portfolio Holder(s):	Councillor Drew Mellor, Leader, Finance & Transformation
Corporate Director	Graham Farrant, Chief Executive
Report Author	Matthew Filmer, Assistant Chief Financial Officer
Wards	Council-wide
Classification	For Recommendation

Background

1. Bournemouth, Christchurch and Poole (BCP) Council is required to calculate its tax base in accordance with the Local Authorities (Calculation of Tax Base) Regulations 1992, as amended, and provide this information to the Dorset Police & Crime Commissioner, the Dorset & Wiltshire Fire & Rescue Authority as well as the

relevant parish, town and neighbourhood councils and charter trustees in the BCP Council area.

Calculation of the council tax base

2. Under the Local Government Finance Act 1992 and accompanying regulations, detailed procedures exist for calculating the tax base which will be used for calculating the levels of council tax charged to residents. The tax base for BCP Council is expressed as the number of band D equivalent properties and will be used to calculate BCP Council's element of council tax as well as the council tax charged by other preceptors.
3. The detailed calculation of the BCP Council tax base is provided in Appendix A.
4. The calculations include estimated changes in the Valuation Office's Valuation List that will take place during 2023/24 by reference to the following:
    a) Provision for successful appeals
    b) Provision for exempt properties
    c) Changes in the number of properties (demolitions and new additions)
    d) Cost of local council tax support scheme (LCTS)
    e) Estimated single person and other discounts
    f) Estimated collection rate
5. The total estimated tax base for BCP Council has increased from 142,814 in 2022/23 to 144,839 in 2023/24. This is down to an improved collection rate and higher growth expected in the number of additional properties in 2023/24.
6. Throughout 2022/23 the cost of LCTS has decreased and collection rates marginally improved, although both features remain adverse compared to pre pandemic levels.
7. The cost of the LCTS is estimated at £26.7 million (£26.9 million 2022/23) which is a decrease of £0.2 million compared to last year. The weighted average collection rate is estimated at 98.2% (97.6% 2022/23).
8. In addition to calculating the tax base for BCP Council, a separate tax base must be calculated for each part of the council's areas to which a special item of expenditure relates. Parish, town and neighbourhood councils and charter trustee precepts are all treated as special items for these purposes and their precepts are charged only over the tax base for the relevant area. This is provided in Appendix B to this report.
9. The council tax requirement for 2023/24, which will be approved by BCP Council in February 2023, will be divided by the calculated tax base to arrive at the charge for a band.

Options Appraisal

10. The council can make differing assumptions regarding the estimated additions, deletions, exempt properties, discounts, cost of LCTS and the collection rate and their impact on the tax base. However, these have been set at a level based on historical trend and with due regard to the current economic environment in order to ensure as far as possible that a deficit does not occur on the collection fund.

Summary of financial implications

11. As set out in the body of this report.

Summary of legal implications

12. The calculation and approval of the tax base is a crucial step in the council being able to set a legal balanced budget for 2023/24.
13. The council must set its tax base in accordance with the Local Authorities (Calculation of Tax Base) Regulations 1992, as amended, and inform other preceptors of their relevant tax base.

Summary of human resources implications

14. None

Summary of sustainability impact

15. None

Summary of public health implications

16. None

Summary of equality implications

17. None

Summary of risk assessment

18. None

Background papers

None

Appendices

Appendix A – BCP Council tax base 2023/24

Appendix B – Parish, town and neighbourhood council and charter trustee tax bases 2023/24

Appendix A – BCP Council tax base 2023/24

BAND	Disab A	Band A	Band B	Band C	Band D	Band E	Band F	Band G	Band H	Total
Total Properties	**0**	**26,902**	**34,115**	**54,111**	**35,781**	**21,661**	**9,316**	**5,705**	**1,282**	**188,873**
Exempt Properties	**0**	**1,784**	**717**	**1,566**	**1,740**	**405**	**146**	**57**	**19**	**6,434**
Demolished Dwellings	**0**	**1**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**6**
No. of chargeable dwellings subject to disabled reduction	**0**	**19**	**54**	**245**	**172**	**164**	**102**	**51**	**51**	**858**
No. of dwellings effectively subject to Council Tax for this band by virtue of disabled relief	**19**	**54**	**245**	**172**	**164**	**102**	**51**	**51**	**0**	**858**
No. of dwellings entitled to a 25% discount	10	15,974	15,344	16,514	9,625	5,088	1,905	1,021	151	**65,632**
No. of dwellings entitled to a 25% discount as all but one resident being disregarded for Council Tax purposes	0	206	345	563	359	240	74	44	2	**1,833**
No. of dwellings entitled to a 50% discount due to all residents being disregarded for Council Tax purposes	1	22	33	65	62	38	46	61	24	**352**
No. of dwellings classed as 2nd home with 50% discount	0	377	2	4	1	4	2	0	0	**390**
No. of dwellings classed as empty and being charged the Empty Home Premium @100%	0	124	94	87	33	32	18	17	4	**409**
No. of dwellings classed as empty and being charged the Empty Home Premium @200%	0	25	16	15	4	4	1	2	1	**68**
No. of dwellings classed as empty and being charged the Empty Home Premium @300%	0	12	9	5	4	2	5	0	0	**37**
Total number of dwellings receiving a discount	11	16,579	15,724	17,146	10,047	5,370	2,027	1,126	177	**68,207**
Total number of dwellings being charged a premium	0	161	119	107	41	38	24	19	5	**514**
Reduction in taxbase as a result of the Family Annexe discount	0	30	1	0	2	0	0	0	0	**32**
Number of dwellings where there is a liability to pay 100% Council Tax	**8**	**8,412**	**17,745**	**35,219**	**23,945**	**15,784**	**7,066**	**4,503**	**1,030**	**113,712**
Number of dwellings with reduction under the Local Council Tax Reduction Scheme	6	5,618	5,029	4,470	1,368	405	90	24	0	**17,011**
Total equivalent number of dwellings after discounts, premiums, exemptions and disabled relief	**10**	**15,470**	**24,771**	**43,830**	**30,189**	**19,480**	**8,543**	**5,348**	**1,168**	**148,809**
Estimated number of additions	0	127	203	359	248	160	70	44	10	**1,220**
Net Total	**10**	**15,597**	**24,975**	**44,189**	**30,436**	**19,640**	**8,613**	**5,392**	**1,177**	**150,029**
Ratio to Band D	5/9	6/9	7/9	8/9	9/9	11/9	13/9	15/9	18/9	
Number of Band D equivalents	**6**	**10,398**	**19,425**	**39,279**	**30,436**	**24,004**	**12,441**	**8,987**	**2,355**	**147,330**
MOD Properties										**161**
Less Loses 1.8%										**-2,652**
Tax Base 2023/24										**144,839**

Appendix B – Parish, town and neighbourhood council and charter trustee tax bases 2023/24

Parish / Town / Charter Trustee	Tax Base
Burton	1,619.1
Hurn	248.6
Christchurch Town Council	12,279.0
Highcliffe and Walkford	6,506.4
Unparished Christchurch	20.5
Throop and Holdenhurst Parish	301.5
Bournemouth Charter Trustee	64,842.4
Poole Charter Trustee	59,021.5
Total	**144,839.0**

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CABINET

Report subject	**Bournemouth Towns Fund update**
Meeting date	11 January 2023
Status	Public report with confidential Appendices
Executive summary	In May 2021 BCP Council was awarded £21.7m from the Ministry of Housing, Communities and Local Government (MHCLG), now Department for Levelling Up Homes and Communities (DLUHC), to support the regeneration of Boscombe. The receipt of the grant is dependent on project business cases being submitted to and approved by DLUHC. Cabinet has approved the content of the Towns Fund Investment plan detailing the key projects and expenditure in principle and has authorised the necessary support to progress the development of these business cases for consideration by DLUHC. It is appropriate that further approvals are sought once the business cases are finalised to confirm the allocation of the approved funds for the individual Towns Fund projects and seek approval for the Council's match funding contributions. The purpose of this report is to provide an update on Towns Fund activity to date and to seek approval for the four business cases listed below and to allocate the necessary grant funds towards these projects: 1. Phase 1 Masterplan 2. Royal Arcade 3. Digital Connectivity 4. Local Transport Projects. The report also provides a progress update from BCP FuturePlaces on its work to date on the wider masterplan (Phase 2) and regeneration of Boscombe Town Centre.

Recommendations	**It is RECOMMENDED that CABINET:** **1. Agrees to declare part of Hawkwood Road Car Park surplus to requirements and appropriate the land for planning purposes to facilitate the delivery of Phase 1 of the Masterplan;** **2. Authorises officers to undertake work to prepare for the possible use of compulsory purchase powers for the acquisition of the third-party land and interests necessary to implement both the Masterplan and the Royal Arcade proposals as set out in paragraphs 12–32 and 42-55 of this report. These preparatory steps are set out in paragraphs 96 -100 of this report.** **3. Instructs officers to bring a further report to Cabinet, requesting a decision to exercise Compulsory Purchase powers together with a proposed Statement of Reasons, setting out the justification for the use of these powers, if necessary should negotiations by private treaty not be possible;** **4. Authorises officers to enter into a planning performance agreement and the submission of planning applications for Phase 1 Masterplan and the Royal Arcade projects;** **5. Agrees that the Council will acquire a high street unit required for the Masterplan Phase 1 and delegates authority to the Chief Executive to conclude the transaction in consultation with the S151 Officer, Monitoring Officer and the Portfolio Holder for Development Growth and Regeneration;** **6. Acknowledges that the Royal Arcade project is dependent on a successful bid to the Heritage Fund, and should that be unsuccessful the project will be brought back to Cabinet for further consideration.** **CABINET RECOMMENDS that COUNCIL:** **7. Accepts and approves the remaining allocation of £18.229m Towns Fund grant as outlined in Table 1 for the delivery of the following**

	projects; the Town Centre Masterplan Phase 1, the Royal Arcade, Digital Connectivity and Local Transport projects, subject to the approval of the business cases by DLUHC; **8. Approves borrowing of £11.784m towards the Phase 1 Masterplan and Royal Arcade project and adjusts the MTFP to reflect the £420k pressure between 2024/25-2028/29;** **9. Acknowledges the allocation of £2.25m of grant from the Local Transport Plan Capital Programme. This funding is profiled to be utilised over the 2023/24, 2024/25 and 2025/26 financial years.**
Reason for recommendations	In May 2021, the MHCLG (now DLUHC) confirmed the conditional award of £21.7m to support the regeneration of Boscombe Town Centre. The Council is accountable for these funds and will need to ensure that they are properly invested to deliver the intended outcomes. Cabinet approved the Bournemouth Towns Fund Investment Plan and authorised expenditure from the Towns Fund grant on the preparation of the project business cases. Approval is now required to allocate the funds to deliver the approved business cases. To contribute to the Council's Corporate strategy priorities, specifically helping to create dynamic places and fulfilled lives. To optimise the use of public land assets in accordance with the Local Development Plan. To deliver the Bournemouth Town Investment Plan and long- term regeneration plans for Boscombe, creating new homes, jobs and public facilities for the community. Authorising officers to prepare for the use of CPO powers will enable officers to progress the due diligence required to be able to present a further report to Cabinet, with a clear statement of reasons, as to why a resolution should be passed by Council to make the order. This will be important for meeting the Towns Fund delivery timescales. The government recognises in the CPO Guidance, that if acquiring authorities wait for negotiations to break down, this can have

	detrimental impacts on the timing of delivery of projects. Therefore, depending on when the land is required, the guidance considers it sensible for an acquiring authority to plan a compulsory purchase as a contingency measure; and initiate formal procedures. The main benefit of the use of compulsory purchase is the certainty of being able to obtain possession if needed, to enable the Council to deliver the scheme in accordance with the planned programme. This in turn allows the Council to enter into commercially sound construction contracts. This is because, once the CPO is confirmed and the legal challenge period has passed, the CPO can be implemented and a date for possession fixed in accordance with the project programme which can immediately follow or coincide with the programme for the first phase of redevelopment. In addition, a CPO will provide clean title to the land, thereby removing impediments to development.
Portfolio Holder(s):	Cllr Philip Broadhead, Portfolio Holder for Regeneration, Economy Strategic Planning and Cllr Mike Greene, Portfolio Holder for Sustainability and Transport.
Corporate Director	Chief Executive
Report Authors	Sarah Longthorpe, Director of Delivery, Regeneration Irene Ferns, Senior Strategic Estates Manager Martha Covell, Towns Fund Programme Manager Paul Whittles, Finance Manager, Regeneration and Capital
Wards	Boscombe West; Boscombe East & Pokesdown
Classification	For update and Decision

Background

1. The Towns Fund is a £3.6 billion funding allocation from central government available to 101 selected towns. It is designed to support and build prosperous futures, improve connectivity, provide vital social and cultural infrastructure and boost growth – with communities having a say on how the money is spent. The selected towns are working with the government to develop innovative regeneration plans to transform, broadband connectivity, skills and culture in partnership with the communities, businesses and local leaders.

2. The overarching aim of the Towns Fund initiative is to drive the sustainable economic regeneration of towns to deliver long term economic and productivity growth. This will be done through:

   a. Urban regeneration: Increasing density in town centres:
   - Strengthening local economic assets including local cultural assets;
   - Site acquisition, preparation, remediation, and/or development; and
   - Making full use of planning tools to bring strategic direction and change.

   b. Skills and enterprise infrastructure:
   - Driving private sector investment and small business development;
   - Ensuring towns have the space to support skills and small business development.

   c. Connectivity:
   - Developing local transport schemes that complement regional and national
   - networks; and
   - Supporting the delivery of improved digital connectivity.

3. In May 2021 DLUHC approved the Bournemouth Town Investment Plan (TIP) and awarded £22.7m in total to the programme (including £1m Accelerator Funding awarded in 2020) split between the projects detailed in table 1 below with minor amendments approved with DLUHC in 2022.

Table 1 Bournemouth Town Deal: Boscombe –Projects

PROJECT	Budget allocation from MHCLG
ROYAL ARCADE	£6,792,500*
BOSCOMBE SKILLS HUB AND DIGITAL INCUBATOR (ROYAL ARCADE)	£950,000
TOSH	£152,249
KINGS PARK	£714,730
HIGH STREET	£327,750
MASTERPLAN DELIVERY	£7,125,000*
TOFT STEPS BEACH BOX PARK	£143,371
EVENTS	£98,000
DIGITAL CONNECTIVITY	£1,943,629*
LOCAL TRANSPORT & ACCESS	£2,367,400*
PROGRAMME MANAGEMENT	£1,080,472
TOTAL	**£21,695,101**

**** Business cases totalling £18.229m recommended for approval***

Towns Fund Project delivery update

4. To date the project business cases listed below have been approved, with grant funds allocated in accordance with the investment plan and are in the delivery phase:

- Boscombe Skills and Engagement Hub
- Kings Park
- Events Programme
- The Old School House (TOSH)
- Toft Steps Beach Box Park
- High Street
- Digital Connectivity (accelerated funding)

5. The Digital Connectivity project received some accelerator funding in 2020 and as a result the business case has already been approved by DLUHC. Due to the receipt of accelerator funding and business case approval, project delivery has commenced. It should be noted that this report is seeking approval to allocate the remainder of the Towns Fund grant allocation to this project to enable its continued delivery.

6. An update on each project is provided in appendix 1.

Towns Fund Business Cases for grant allocation

7. DLUHC require that project business cases follow the HM Treasury Green Book 5 case model. The business case specifies outcomes, a preferred detailed delivery plan that covers: risks; interdependencies and mitigation measures; detailed milestones and timelines; operational and management plans; roles and responsibilities; clear costings for each element; and sources of finance.

8. DLUHC has granted the following extensions to finalise the business cases for;

    - Phase 1 Masterplan & Royal Arcade – 30th January 2023
    - Local Transport – 20 December 2022

9. The extensions have enabled a further public engagement and consultation exercise to be held throughout June and July 2022 and allowed for subsequent viability testing and adjustments to be made upon consideration of the results of this exercise.

10. The Towns Fund Strategic Board, consisting of key stakeholders and community representation, has approved the scope of these three remaining projects for which business cases are now being finalised.

11. The projects and the associated grant allocation and match funding for which approval is sought are summarised below:

Towns Fund Masterplan Phase 1

12. The TIP outlined a masterplan for Boscombe which incorporated a significant infrastructure project involving the partial demolition of the Sovereign shopping centre and restructuring the local highway network to provide a mixed-use neighbourhood with at least 560 new homes. Following a reduced grant allocation and a need for detailed modelling of the highway network, DLUHC have agreed to the masterplan being split into phases, with Towns Fund only delivering Phase 1.

13. The TIP identified potential delivery routes including traditional land sales, joint ventures and direct delivery and concluded that an assessment of the financial viability and market demand plus the identification of additional funding sources would be required to create a viable and deliverable project.

14. The phase 1 masterplan focuses on the south side of Christchurch Road pedestrianised precinct, namely the redevelopment of part of the main Hawkwood Road car park and the whole of the smaller car park behind the Costa Coffee unit and WH Smith. It includes proposals to form a new link from the High Street to Hawkwood Road, activated by five retail kiosks and a new 431m2 community centre on the smaller car park. The scheme retains 146 public parking spaces and provides a new 1049m2 medical/health care facility, a public pocket park and 53 new homes on the main Hawkwood Road Car Park. Minor changes will be undertaken to Hawkwood Road to accommodate a new pedestrian crossing, loading bay and bus stop.

15. The creation of the proposed link between Christchurch Road and Hawkwood Road requires the acquisition of a retail unit, indicated on the masterplan in appendix 2 and would require demolition. Positive acquisition negotiations have taken place with the freeholder to date and approval to delegate this transaction is being sought as part of this report, subject to the necessary valuation, legal and building due diligence. This acquisition will be funded by the Towns Fund Grant and is expected to be within the Council's financial regulations delegated approvals limit.

16. In order to determine viability and ensure the maximum outcomes can be achieved several iterations of the scheme have been considered. These included omitting the community centre element, reducing its size and reducing the number of homes from 80 to 53. The phasing of the delivery of the new homes has also been considered to ensure the scheme remains viable and deliverable in full over the longer term.

17. A summary of the shortlisted Options 9, 9a and 12 are shown in the confidential Appendix 3 financial summary.

    - Option 9 includes 80 homes (51% affordable) health centre and pocket park but does not include a community centre and therefore retains 28 more public car parking spaces (102 in total).
    - Option 9a is the full scheme (80 homes, 51% affordable housing) health centre, pocket park and smaller (431m2) community centre and 74 public car parking spaces.
    - Option 12 supports a phased development approach and is based on an initial 53 homes (77% affordable housing), the smaller community centre and 72 additional public parking spaces. (146 spaces in total). When the viability gap can be closed, a later phase will deliver the remaining 27 homes and reduce the parking to 74 spaces.

18. All options offer a significant and one-off opportunity to kick-start the regeneration of Boscombe town centre, within our most deprived ward. The community centre will deliver numerous economic, social, health and wellbeing benefits as will the proposed GP surgery and open space. The plans reflect long-term ambitions of the former Bournemouth Borough Council Boscombe Regeneration Partnership, Boscombe and Pokesdown Neighbourhood Forum, Boscombe Forum and Boscombe Community

Benefit Society, all of whom have expressed strong support for the scheme and are active, key stakeholders in the project.

19. The delivery of the full scheme (Option 9a with 80 homes) currently has a significant viability gap. Whilst this would enable the maximum delivery of much needed new family homes of which 51% will be affordable, and meets all the Towns Fund outcomes, it is challenging to fund this gap due to the current financial position of the Council and borrowing headroom availability.

20. It is however, possible to phase delivery and initially progress with Option 12 (53 homes) as this is anticipated to break even from year 1. Progression of this option would leave part of the site available for public car parking in the interim before the remaining 27 new homes can be constructed when the viability gap can be addressed.

21. A breakdown of the scheme components and housing mix, based on the preferred option in the Towns Fund business case is detailed in the tables below.

53 unit option 12 (77% affordable housing)						
Unit Type	**Block location**	**Number of units**	**Market Sale**	**Affordable Rent**	**Shared Ownership**	**Size m2**
1 bed flat	**A**	8		4	4	43
1 bed flat	**A**	1		1		44
1 bed flat	**A**	2		2		45
2 bed flat	**A**	23		15	8	61
2 bed flat	**A**	1		1		70
2 bed flat	**B**	2	2			69
3 bed flat	**A**	1		1		79
2b duplex	**B**	2	2			75
2b duplex	**B**	3	3			70
3b duplex	**A**	5			5	84
3b townhouse	**B**	5	5			107
Total units	**A+B**	**53**	12	24	17	3483
Communal areas	**A+B**					1130
Doctors	**A**	1				1049
Community		1				431
Retail		5				70
Sub total Comml		7				1550
Grand total		60	**23%**	**45%**	**32%**	6163

Table 2 Scheme components

Housing mix	**Proposed No. of homes**	**Boscombe & Pokesdown Neighbourhood Plan, adopted planning policy requirement**
1-Bed	11 (21%)	10%
2-Bed	31 (58%)	40%
3-Bed	6 (12%)	50%
3-Bed Town House	5 (9%)	

Table 3 Housing mix

22. All 3-bedroom town houses have an off-street parking space. The housing mix is based on targeting the Boscombe and Pokesdown Neighbourhood Plan requirements, financial viability and site constraints. They are in accordance with the National Residential Standards and many of the 2- bedroom homes are large enough to accommodate a 3- person family.

23. The housing will be mixed tenure, including affordable and shared ownership and these elements will be transferred to the HRA. All homes will meet the national minimum standards, larger than many homes recently built in this area. Approximately 10% will be accessible for people with disabilities (lifetime homes). It is proposed that the delivery of the scheme will be overseen by the housing development team.

24. All homes are to be sustainable, built to rigorous energy efficient design standards so that they maintain an almost constant temperature, with solar panels and very efficient heating to include communal boilers and / or air source heat pumps (no gas boilers).

25. The majority of homes are to have access to a balcony / shared garden / own small garden and have one secure cycle storage space for each bedroom.

26. The scheme will attract additional Homes England grant funding of c £800k towards affordable homes over the 40% that is required by planning policy.

27. It is proposed that the scheme is funded from a combination of borrowing by the general fund and the Housing Revenue Account (HRA), towns fund grant, Homes England grant, sales income and S106 contributions and Right to Buy Receipts. A breakdown is detailed in confidential appendix 3.

28. The investment plan approved by DLUHC allocated £7.125m of grant towards this project and in August 2022 in order to address the viability issues the Towns Fund Strategic Board agreed to reprofile £1.4m of local transport project funds to the Masterplan Phase 1 which includes transport improvements to Hawkwood Road as this project would deliver greater benefits and improved outcomes for the community. DLUHC have agreed in principle to this project reprofiling, subject to the resubmission of a Project Adjustment Form and securing the required borrowing from BCP Council.

29. To date various surveys have commenced or have been completed, including ecology and biodiversity, topographical, arboriculture, services locations, and car parking assessment. Further surveys including ground investigation will need to be undertaken.

30. Planning pre-application advice has been sought on the Phase 1 Masterplan and it is now proposed that a planning performance agreement (PPA) is entered into with the Local Planning Authority and designs are finalised in order to submit a planning application. The use of a PPA will ensure momentum is maintained and that Towns Fund delivery targets will be met.

31. A planning application will be submitted based on Option 9a rather than Option 12 as this will secure planning consent for the full masterplan scheme and allow delivery to be phased so option 12 can be progressed initially. It should be noted that the exact mix of homes and funding apportionment may change as a result of planning. The full scheme will be developed out once funding permits.

32. A copy of the full business case can be found in confidential appendix 4.

BCP FuturePlaces – Masterplan Phase 2 update

33. Phase 2, which considers the remainder of the masterplan for Boscombe Town Centre, is being progressed by the Council's urban regeneration company, BCP FuturePlaces in accordance its approved company business plan.

34. BCP FuturePlaces are represented on the Towns Fund Strategic Board and on the project working group to ensure there is co-ordination during the master planning and phased development approach.

35. An update on work undertaken to date is attached in appendix 5 including an executive summary of the Boscombe Scoping Charette and the Place Principles.

Local Transport Projects

36. The original investment plan approved £2.4m of grant funding to deliver six transport schemes to improve connectivity between the revitalised town centre, Pokesdown Railway Station and the seafront, creating a connected and vibrant area for residents, businesses and visitors, making journeys in and out of the area easier, safer and more attractive.

37. Extensive community engagement on the Phase 1 Masterplan and Transport projects was undertaken in June and July 2022. This highlighted a preference for the projects listed in para 39 below.

38. The Strategic Board considered the results of the community engagement and agreed to reprofile local transport project funds and reduce the scope of the projects to just focus on four projects totalling £3.217m.

39. The four projects are;

Project 2:	Network improvements – A35 between Woodland Walk and Boscombe Precinct. Dedicated cycle and footpaths and public realm.
Project 3:	Mini-bus service – Pokesdown Station to Boscombe Pier via Hawkwood Road. Pilot service for 2023 running between April – October during off peak hours.
Project 4:	Local walking improvements – Ashley Road. Focus on safety and improving walkability between Centenary Roundabout and Kings Park Academy.
Project 5	Local walking and park improvements – Woodland Walk. Small changes to open space and encouraged use including wayfinding and signage improvements.

40. This project will be funded via a Towns Fund grant allocation of £967k and £2.25m from BCP Council Local Transport Plan Capital grant.

41. This LTP grant allocation was agreed in principle when the TIP was submitted and will be included as a commitment in the 2023/24 LTP Capital Programme, this funding is profiled to be utilised over the 2023/24, 2024/25 and 2025/26 financial years. The LTP grant can only be used to provide LTP related capital infrastructure projects. A copy of the full business case is available in appendix 9.

Royal Arcade

42. The vision is to re-invent and curate the Royal Arcade as a destination leisure offer featuring a food market hall with creative independent retail including showrooms, independent 'pop-ups', quasi retail/light workshop uses, makers and creators, and amenity retailers on the ground floor. The upper floors would provide 5G enabled co work/serviced offices, hosting digital development companies, locally based micro-SME entrepreneurs, creative makers, back of office and meeting space for local retailers and others, as well as a Council run HUB campus for digital skills learning, that would collaborate with Bournemouth University, Arts University Bournemouth, AECC University College and Bournemouth & Poole College.

43. The preferred option for the business case would see the Council purchase and regenerate the Royal Arcade in line with the above vision.

44. The Royal Arcade is a significant local landmark in Boscombe town centre and Heritage asset of national importance (Grade 2 listed) and is predominantly vacant. The building lends itself to conversion to provide workspace with the potential to create 183 jobs. The upper floors have been predominantly vacant for over 50 years, despite best efforts of various owners. BCP Council with support from national funding agencies is the only authority capable of bringing this building forward. The grant will enable the facades to be restored and structural repairs undertaken. Our structural surveys confirm there is a real danger that this could become a Heritage Asset at Risk in the next ten years.

45. The Council has been working on initiatives to regenerate the Royal Arcade since 2012, through the Boscombe Commitment (2015) led by the Boscombe Regeneration Partnership. The Boscombe and Pokesdown Neighbourhood Plan (adopted 2019) identifies the Royal Arcade as a priority improvement project.

46. The Royal Arcade is critical to delivering the Bournemouth Town Investment Plan and links the other 9 Towns Fund projects. The Towns Fund grant of almost £7m is a once in a lifetime opportunity to deliver a significant number of jobs and long-term physical regeneration to this building and neighbourhood. It will lever in other investment for the building, place and local jobs. This together with the Smart Place programme and the architectural nature of the building will put Boscombe on the national map.

47. A summary of the deliverable outputs is detailed in the table below.

No.	Outputs and outcomes	Quantity
1.	Number of heritage buildings renovated/restored	1
2.	Number of substantially derelict buildings refurbished	1
3.	Number of improved cultural facilities	1
4.	Increase in the amount of high quality affordable and sustainable commercial workspaces	27
5.	Number of enterprises utilising high quality affordable and sustainable commercial spaces	18
6.	Number of permanent FT jobs created through the project	146
7.	Number of new customers to the Royal Arcade	800,000 per annum
8.	Amount of floor space repurposed on ground and first floors, including arcade mall space	3,347 m^2 NIA
9.	Improve public perceptions of the Royal Arcade	20% increase in positive survey responses

Table 4 Royal Arcade outputs/Business case targets

48. The scheme was originally anticipated to cost £11.54m funded via £7.4m Towns Fund Grant and £4.14m Council borrowing as detailed in the outline business case within the TIP.

49. Following approval of the TIP and outline business case, the team have been undertaking extensive due diligence and viability work on this asset. The due diligence has highlighted that extensive structural and internal building works will be required to bring the building back into use for the proposed activity.

50. As a result, the total scheme costs, including estimated acquisition costs, essential repairs to the whole building, refurbishment/conversion costs and letting/ legal fees have increased to c£18.5m for a full conversion scheme, excluding the basement (Option 1) and £14.2m if the second and third floors are brought forward for conversion at a later date (Option 2). These costs reflect the cautious assumptions outlined in the financial implications section.

51. The Towns Fund Strategic Board's vision for the careful curation of occupiers at affordable rents will require a long-term stewardship approach with the lead authority, BCP Council acting as custodian for this iconic heritage building. The social benefits of Royal Arcade project include supporting small businesses and creating new jobs. This, in combination with a more attractive retail offer, will help to kickstart regeneration in the immediate area to create a healthier, safer and more prosperous local environment.

52. The ground floor units will be finished to a plug and play standard with lighting and small power. On the upper floors allowance has been made for wall, floor (carpet) and ceiling finishes with small power, lighting and heating / cooling installations, and 2-3 lifts will serve the upper floors.

53. In order to address this increase in scheme costs additional grant funding options have been explored and an application is being prepared for c£4m grant from the Heritage

Fund (formerly Heritage Lottery Fund). The Council's expression of interest (EoI) was formally approved by the Heritage Fund on 1st December 2022. Whilst officers of the Heritage Fund are very supportive of the project in principle, the preparation of a Heritage Enterprise Grant application is a 12-month process and will be managed through the appointment of an experienced consultant team, undertaking an extensive project development review and engagement to ensure it meets the objectives of the Heritage Enterprise Grant scheme.

54. Given the increase in costs and the impact on viability, it is proposed that the Council undertakes remedial works to the whole of the building, excluding the basement, and refurbishment works to the ground and first floors only (Option 2). Subject to additional grant funding and viability, refurbishment of the second and third floors would then form a future phase of works.

55. A financial summary of the preferred option 2 is detailed in confidential appendix 6 and a copy of the full business case can be found in confidential appendix 7.

Consultation

56. A public consultation exercise was held between 13 June and 10 July 2022 when information was made available online with a survey and exhibition panels on display at the Towns Fund engagement hub in the Royal Arcade. 504 survey responses were received, with 72% from residents of the Towns Fund area. This followed a comprehensive public consultation on the Bournemouth Town Investment Plan in June 2020.

57. A copy of the consultation material is attached in appendix 2.

58. The projects have been developed in partnership with a number of key stakeholders in the area, who are on the Masterplan and Royal Arcade Working Groups, which report directly to the Towns Fund Board. The masterplan working group is currently made up of the following stakeholders: the appointed architect, Director of Regeneration, Towns Fund Programme Manager, BCP Housing Development Team, BCP Urban Design Officer, BCP Senior Strategic Estates Manager, Boscombe and Pokesdown Community Benefit Society, Boscombe and Pokesdown Neighbourhood Forum, South Coast Medical Practice and more latterly, BCP Future Places. The Royal Arcade project working group comprises the appointed architect and consultants, Director of Regeneration, Towns Fund Programme Manager, Senior Strategic Estates Manager and the Principal Building Surveying Manager. Stakeholder engagement includes BCP Future Places and the Towns Fund - Art, Culture & Heritage Group overseen by the Service Director Destination & Culture.

59. Officers have consulted internally with members of the Corporate Property Group on 14 September 2022 on the requirement to declare part of Hawkwood Road Car park surplus to requirements to enable this regeneration.

60. Detailed parking surveys undertaken on Hawkwood road car parks in 2019, 2021 and August 2022 identified a surplus requirement to support the release of part of the car park for redevelopment. The public requested that some parking was kept and as a result 146 public car parking spaces have been retained on the main car park (reducing to 74 spaces when a future phase is fundable). The survey also identified Boscombe as one of the most accessible areas by sustainable transport

mode and the Boscombe West ward has the lowest car ownership rates in south-east Dorset.

61. It should be noted that currently there is no internal documented process to declare BCP Council assets surplus to service requirements, although a work stream is underway within the Estates Operations and Legal teams to progress this.

62. A previous Capital Strategy and Corporate Asset Management Plan from the legacy Bournemouth Borough Council included a process for "The Identification of Under-Used Property Assets and Procedures for their Re-Use or Disposal". Under this process, a property is considered under-used if the return from the site (either in terms of its contribution towards Council objectives or financially) is significantly below that which could be achieved from:

    a. an alternative use
    b. disposing of the site and investing the income, or
    c. intensifying the existing use.

63. Consequently, the Corporate Property Group concluded that the disposal of part of the Hawkwood Road Car parks would support the delivery of the Phase 1 Masterplan and the Big Plan regeneration objectives of the Council and Towns Fund and endorsed this proposal.

Summary of financial implications

Towns Fund - General

64. BCP Council is the accountable body for receiving and managing the Towns Fund grant which involves the completion of regular monitoring reports to DLUHC who require assurance that the projects are being delivered in accordance with the agreed conditions, budgets, timescales, project objectives, and outputs.

65. The total remaining amount of Towns Fund Grant to be allocated is £18,228,529 Following the formal approval of the Project Adjustment with DLUHC, this will now be split between Masterplan Phase 1 (Hawkwood Road) £8,525,000, Royal Arcade £6,792,500, Transport £967,400 and Digital £1,943,629.

66. In order to progress these Towns Fund projects, the Council is being asked to approve £11.784m financial support, funded by prudential borrowing. £8.384m to support the Masterplan Phase 1 (Hawkwood Road) and £3.4m regarding the Royal Arcade project.

BCP Debt Thresholds

67. When considering undertaking prudential borrowing as a means of financing a capital project, councillors are reminded that the repayment of debt has precedence over all other forms of council expenditure. This includes expenditure of both a revenue and capital nature on statutory services.

68. Council in November 2022 agreed to increase the Council's debt threshold from £855m to £1.334bn. On a Net Revenue Expenditure (NRE) basis this will move the council's threshold from the mid-point range compared to upper tier authorities including metropolitan boroughs to the top of the 3rd quarter. The two main drivers for extending the councils debt thresholds are.

68.1 To enable service-based capital expenditure to be financed from debt with the cost spread over the time-period that will benefit from the expenditure.

68.2 To support the big plan objective including the delivery of regeneration and housing business cases which will provide an ongoing resource base for the authority, as a minimum, once the borrowing is repaid.

69. However, in recognition of the acute financial challenges the council is currently facing, pressures in future year budgets, and to demonstrate fiscal discipline, the council agreed not to support any further debt being undertaken that would require the general fund budget of the council to finance the revenue implications of taking on that additional debt.

Prudential Borrowing Statutory Framework

70. The Council's s151 Officer is required to use their judgement and be comfortable that any borrowing accords with the prudential code and therefore is affordable, prudent, and sustainable. In considering the affordability of its capital plans, the authority is required to consider its forecast financial position, including all resources currently available to it, and estimated for the future, together with the totality of its capital, borrowing and investment plans, income and expenditure forecasts and risks.

71. In that regard the Council's s151 Officer concurred with the approach of Council not to endorse any borrowing not supported by a self-financing business case. It should also reflect long and hard around the financial risks and liabilities associated with any debt proposal even if supported by a self-financing business case. Consideration should also be given to the reputational risk of having debt levels above those of similar sized local authorities.

72. HM Treasury will rely on the judgement of the s151 Officer in respect of compliance with guidance.

73. There are therefore two tests that need to be applied to any business case which requests the use of prudential borrowing at this time.

1) **Statutory** - Is it self-financing – Long Term - Can the forecast net operating surplus from the proposal generate sufficient resources to repay the capital and interest repayments relating to the debt over the life of the asset?

2) **Local** – Short Term - Does the proposal require the council to set aside resources in its budget and or MTFP to cover any capital and interest costs that cannot be covered by the net operating position. To do so would mean the council is prioritising the proposal ahead of the other current activities of the council and mean it would need to bring forward additional, potentially very challenging savings proposals, than it would otherwise need to maintain a balanced budget.

Phase 1 Masterplan

74. The proposed option for the Masterplan project at Hawkwood Road is forecast to cost £24.3m.

75. Funding will come from a variety of sources including Towns Fund and Homes England grants, s106 and Right-to-Buy receipts, market sales and the Council.

76. The scheme requires the Council to invest £8.384m using prudential borrowing. This would be repaid over a 50-year term.

77. Based on the low invest to save rate (5%) the project is forecast to be self-funding from year 1 and subject to the level of major repair provision/reserve allocations is self-financing over the whole term. Therefore, subject to consideration on the general fund borrowing headroom it can be financially supported.

78. The cashflow generates a cumulative £235k surplus by year 10 and a total surplus of £8.1m by year 50.

79. The investigation of the use of other funding sources such as CIL, s106 and Right to Buy receipts is ongoing due to the reassessment of allocations on other schemes given current inflationary pressures. These sources of funding are dynamic as new funding is regularly received by the Council.

80. External advice has been sought from CBRE, Savills and Montague Evans regarding the assumptions used.

81. Current car parking income is assumed to remain unchanged due to displacement to other council car parks in the vicinity. A car parking review is ongoing and will inform this assumption better as part of the next stage of due diligence.

82. The financial summary, long-term cashflows and assumptions for the Masterplan Phase 1 (Hawkwood Road) are included in the confidential appendix 3.

Royal Arcade

83. As part of the outline business case (OBC) within the Town Investment Plan (TIP) submitted to MHCLG 30 October 2020 the project was anticipated to cost £11.54m utilising £7.4m of Towns Fund grant with the remaining £4.14m via the Council using prudential borrowing

84. The subsequent due diligence has increased the estimated project costs to £18.5m for the full scheme and £14.2m for the recommended option, option 2.

85. A grant application of £4m will be submitted to the Heritage Fund (HF) for the Royal Arcade project, and if successful will help to address this increase. Initial discussions with the Heritage Fund have been positive but the process is likely to take at least 12 months to conclude, therefore should the bid be unsuccessful the project will need to be brought back to cabinet for further consideration.

86. If the HF bid is successful, the £14.2m total cost of the scheme will be funded by £6.8m Town's Fund, £4m HF, and £3.4m council prudential borrowing.

87. The initial investment in refurbishment and redevelopment includes prudent inflation (17.7%) and contingency (25%) allowances. These are based on the Quantity Surveyors advice given the nature of repairs needed to the listed building and registered heritage asset, plus the wider supply chain, material, and energy cost volatility.

88. Further due diligence will be ongoing as designs are finalised and tenders undertaken which may affect the assumptions and risk currently expected. Should significant variations occur then an update will be provided and additional authorisation to proceed (including any additional Council funding) sought as required.

89. The financial summary, cashflow and assumptions, including rental assumptions, on-going management and maintenance costs for the Royal Arcade project are included in the confidential appendix 6.

90. Over the whole term (54 years) the impact of investing in the Royal Arcade is forecast to be positive (£5.36m surplus). However, the total MTFP pressure over its first five-year period will be £420k (using prevailing PWLB rates) spread as follows: -

    2024/25 £31k

    2025/26 £32k

    2026/27 £33k

    2027/28 £171k

    2028/29 £153k

91. Therefore, the Royal Arcade fails the second local test as set out above and as recently endorsed by Council.

92. At this point this test needs to be considered alongside a principle of the council's capital programme which the consideration of local contributions which lever in capital grants or external capital contributions. The Royal Arcade proposal will lever in £10.8m (76%) towards its total cost. Therefore, the recommendation of the report is that approval is based on this conditionality and if the Heritage Fund application is unsuccessful then the scheme is represented for further Cabinet and Council consideration.

Summary of legal implications

93. The report notes the Council is taking steps to acquire the necessary land ownerships for the delivery of the master plan and Royal Arcade projects and that the Council may need to use CPO powers if land cannot be acquired by private treaty. A full and detailed assessment of the legal and financial implications and costs of making and implementing a CPO should be prepared and presented to Cabinet in a further report should a CPO be required. Cabinet should be aware that where it is clear that land is likely to be the subject of a CPO it maybe considered blighted and its value impacted. As a result, owners may serve a Blight Notice compelling the Council to purchase the land at its full unaffected value.

94. Section 122 of the Local Government Act 1972 gives the Council a general power to appropriate Council-owned land that is no longer required for the purpose for which it is held for any other purpose for which the Council has statutory power to acquire land. Section 226 of the Town and Country Planning Act 1990 ("TCPA") authorises the Council to acquire land for planning purposes where the Council believes the acquisition will facilitate development or improvement of the land and achieve or promote the economic, social or environmental well-being of any part of its area.

95. Section 233 of the TCPA further permits the appropriation of land for planning purposes where that land is to be sold or leased to a 3rd party to secure the best use of the land and any buildings or works upon it or to secure such development of the land as is needed for proper planning purposes. That section also requires the Council to obtain the best consideration reasonably obtainable for the land

96. The Council is empowered under section 226(1)(a) of the Town and Country Planning Act 1990 as amended, to acquire any land in its area if it is satisfied that the proposed acquisition will facilitate the carrying out of development, redevelopment or improvement on or in relation to the land. The Council may utilise its compulsory purchase powers under section 226 of the TCPA:

(a) if it thinks the acquisition will facilitate the carrying out of development, or redevelopment or improvement on, or in relation to the land or

(b) which is required for a purpose which is necessary to achieve in the interests of the proper planning of an area in which the land is situated.

97. In order to make an acquisition under (a), the Council must also consider that the development, redevelopment or improvement will contribute to the promotion or improvement of the economic social or environmental well-being of its area.

98. The use of Compulsory Purchase powers is a valid method by which the land and rights can be acquired, but is intended as a last resort as the confirming authority (the relevant government minister) will expect the acquiring authority (the Council) to demonstrate that they have taken reasonable steps to acquire all relevant land and rights by agreement. Such negotiations will be expected to continue up until any public inquiry into the compulsory acquisition.

99. The Council would need to be able to demonstrate to the confirming minister that negotiations have been pursued without success, and that the proposed interference with the property rights of the landowner are fully justified and in the public interest.

100. The Acquisition of Land Act 1981 governs the procedures which apply to compulsory acquisition. The Compulsory Purchase Act 1965 governs post-confirmation procedures and the Land Compensation Act 1961 governs the amount and assessment of compensation. The Local Government (Miscellaneous Provisions) Act 1976 governs the granting of new rights. Further implications relating to requirements of the CPO Guidance would need to be considered by Cabinet in detail at the time of making any CPO. Such considerations will include a careful consideration of any equalities and human rights issues.

101. Payment of the Grant referred to in this report to the Council would constitute a subsidy in accordance with the provisions of the Subsidy Control Act 2022. Any potential over payment by the Council for land or property in connection with the development may also constitute a subsidy. The Act provides that subsidies are permitted provided they are in line with certain subsidy control principles and an assessment must be carried out in accordance with those principles. In certain circumstances a reference must be made to the Subsidy Advice Unit for independent evaluation before the subsidy is given. In the case of the Grant to the Council, DHLUC would need to carry out the relevant assessment and make any necessary reference. In the case of any over payment by the Council for land or property, the Council would need to make the necessary assessment and any reference required to the Subsidy Advice Unit. Further legal advice should be sought to ensure a full and proper assessment at this point.

Summary of human resources implications

102. The programme has specific dedicated Council posts resourced to enable its delivery. Additional third-party advice and support will be procured in accordance with the Councils financial and procurement regulations.

Summary of sustainability impact

103. The Council has declared a climate emergency. The Council's role is to consider the future planning policy and transport solutions which will also promote sustainable modes of transport, including greater use of public transport, cycling and walking. It also ensures that its contractors and consultants take into account best practice on sustainability issues when designing, refurbishing and constructing new buildings and respond to the Council's Corporate Strategy.

104. The Housing proposed in the Phase 1 Masterplan is expected to be in line with the Council's Newbuild Housing and Acquisition Strategy CNHAS, and be built to a fabric First design principle, which will require less energy to heat the home. This is likely to be based on Passivhaus standards. The Royal Arcade project will see the re-use of a large historic building, creating a range of job opportunities in the centre of the Boscombe area of BCP. This is making the best use of a brownfield site in a sustainable location.

Summary of public health implications

105. The phase 1 Masterplan will have a positive affect by providing additional medical/health and community facilities in a sustainable and accessible town centre location.

Summary of equality implications

106. The Equality Impact Needs Assessment (EINA) indicates that overall the programme will deliver positive equalities outcomes for the Bournemouth Towns Fund area. The investment will deliver facilities locally reducing the need for the community to have to travel elsewhere.

107. Individual EINA screening has been undertaken for each project and are attached in appendix 8.

108. The EINA for the Phase 1 Masterplan has indicated an AMBER outcome and identified there are some minor equality implications. But overall, the project will benefit, in particular, those with poor health, social and economic deprivation, disabilities, existing and new businesses in the area and those on lower incomes. The homes in the Phase 1 Masterplan are to achieve a higher than Building Regulations requirements of M4(1) and will target M4(2) wheelchair accessible/adaptable and M4(3) wheelchair user dwellings.

109. The EINA for the Royal Arcade has indicated an AMBER outcome, Overall, the short-term inequality implications are outweighed by the longer-term benefits of the project. The project will benefit all groups defined within the protected characteristic criteria. In addition, outcomes will focus on poor health, social and economic deprivation, disabilities and access, existing and new businesses and lower income households.

110. The EINA for the Digital Connectivity project- highlighted no equality implications. The project will benefit in particular those on lower incomes and existing and new businesses in the area.

111. The EINA for the Local Transport project was considered at the EIA Panel in October. It highlighted some minor equality implications, but overall, post implementation, the LTIPs

will offer benefits to most users of the highway network, in particular those with poor health, social and economic deprivation and/or disabilities.

112. This enables an area, currently with high levels of social deprivation to access more amenities within the TIP area. Reducing the need to travel elsewhere, notably in an area with low car ownership, delivers inclusivity.

113. All individual project leads have initially considered likely equalities impacts from inception. Through development of business cases the initial evaluation will be progressed, with further detail and evidence provided through consultation as projects continue.

Summary of risk assessment

114. Risk Assessments have been carried out at key stages in the development of these projects and the appropriate risks and mitigation measures have been detailed in the individual business cases.

Background papers

Bournemouth Towns Fund Update - Cabinet Report 16 December 2020

https://democracy.bcpcouncil.gov.uk/documents/g4258/Public reports pack 16th-Dec-2020 10.00 Cabinet.pdf?T=10

Accelerating regeneration and Investment in the BCP area - Cabinet Report 29 September 2021

https://democracy.bcpcouncil.gov.uk/documents/g4836/Public reports pack 29th-Sep-2021 10.00 Cabinet.pdf?T=10

BCP Council website – Towns Fund and Town Investment Plan

Town Investment Plan (bcpcouncil.gov.uk)

Towns Fund Engagement and Consultation

Bournemouth Towns Fund - Boscombe projects (Phase One) | Have Your Say Bournemouth, Christchurch and Poole (bcpcouncil.gov.uk)

Appendices

Appendix 1 – Towns Fund project update

Appendix 2 - Towns Fund Consultation – Masterplan Phase 1 plan

Appendix 3 – Confidential - Masterplan Phase 1 - Financial Summary, Long term cashflows, Appraisal assumptions

Appendix 4 – Confidential Master plan Phase 1 - Full Business Case

Appendix 5 – BCP FuturePlaces – Masterplan Phase 2 update

Appendix 6 – Confidential – Royal Arcade Financial Summary

Appendix 7 – Confidential Royal Arcade – Full Business Case

Appendix 8 – Equality Impact Assessments

Appendix 9 – Confidential – Transport Projects – Full Business Case

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Appendix 1 – Towns Fund Project Delivery update

Project	Progress Update
Boscombe Skills and Engagement Hub	This project aims to create an inclusive digital and creative-tech knowledge centre, providing residents with high aspirational learning opportunities and businesses with opportunities to constantly improve productivity through technology adoption. The key elements, milestones and timescales for the Digital Skills, Innovation and Learning Hub are: (i) **Hub Concierge and Signposting Service** – a physical 'one-stop shop' service for the local community and businesses, providing digital support advice, information and education signposting to digital skills, innovation and learning activities in the community, to expose them to and excite them about the digital and creative tech sector and opportunities. The Digital Skills, Innovation and Learning Hub will be built as a 'Hub and Spoke' model with skills and education providers in the locality, to eradicate duplication. **Location:** Royal Arcade (ground floor of Towns Fund Engagement Hub) **Timescales:** Due to open in 2023 (ii) **Virtual Skills Platform** – a virtual service to improve residents' access to local digital learning and skills information, by making it easy to search for skills and training opportunities in their local area, offering training and career paths to individuals based on their job aspirations, their abilities and their desire to upskill/reskills themselves to access a higher-level job market using digital skills and knowledge. **Location:** Virtual (An interactive web site for education institutions and potential students with a wide range of training needs) **Timescales:** Pilot complete. Commence in early 2023 (iii) **Digital Learning Rooms** – to provide Technical and Future Skills training and knowledge not currently offered in the community, digital transformation programmes for businesses, in demand digital workshops, computer space and elementary IT skills support for those without access and a safe digital technology learning space open for all. **Location:** Royal Arcade (ground floor of Towns Fund Engagement Hub) **Timescales:** Due to open in 2023

	(iv) **Digital Tech Incubator / Accelerator** - hosting up to 35 digital and creative tech entrepreneurs and/or start-ups at any one time, providing structured business growth, collaborative tech and R&D project support, moving them on to 'investment-ready' status and onwards to their own Royal Arcade digital tech scale up space. **Location:** TBC- there are several options in Boscombe town centre **Timescales:** Due to open in 2024/2025 (v) **Digital Tech Lab and Showroom** – building off the back of the BTD digital connectivity infrastructure project this Tech Lab will be used by local companies to test, develop and demonstrate their products using the most advanced features of the respective technologies, co-creating new innovative solutions for industry. **Location:** TBC- there are several options in Boscombe town centre **Timescales:** Due to open in 2024 **Timescales and Key Milestones:** • 18-22 October 2021: Successful pilot week in Royal Arcade • 6.7.2022: Business Case approved by DLUHC • Autumn 2022: Tendering for supplier
Kings Park Indoor Bowls Club with Parks in Mind	This project uses Towns Investment Funds to provide BCP Council the opportunity to acquire the leasehold interest in the Bournemouth Indoor Bowls Centre (the Council is the freeholder) to develop a new and improved 'Activity and Learning Hub' facility, securing the long term tenancy of Skills and Learning Adult Community Education on the first floor and on the ground floor an enhanced range of fitness, health and well-being activities and programmes, building partnerships with local charities and providers. Skills and Learning will provide, in partnership with a range of organisations a range of accredited/non-accredited courses including leisure, health, fitness, arts and well-being courses, digital and vocational skills courses, functional skills (English, maths, ESOL) Apprenticeships, Traineeships, Internships; a Job Club supporting employment in the leisure and recreational sector. An ancillary revenue project with Parks in Mind (Bournemouth Parks Trust) will deliver a three-year programme of gardening activities in Kings Park, aimed at people out of work and with mental health issues.

	Timescales and Milestones: • 20.5.2021: Business Case approved by DLUHC • 2021-2022: Purchase of Kings Park Bowling Club • 2021-2026: First Floor-Skills and Learning deliver skills and training courses in a wide range of areas • 2022-2023: Ground Floor- Initial refurbishment delivering limited new activities and preparation of a detailed leisure strategy • 2023-2026: Ground Floor- Refurbishment to provide improved space for a variety of activities; new services delivered; Parks in Mind project delivered
Events Programme	The Events Programme seeks to strengthen the cultural offer in Boscombe in order to enhance economic activity. The Programme will run for four years and will consist of around five events a year in the centre of Boscombe - either in the pedestrianised precinct or in the Royal Arcade, although only one pilot event will be delivered in the first year. It will be delivered by a local creative business or charity. **Timescales and Key Milestones:** • 6.7.2022: Business case approved by DLUHC • 16.11.2022: Networking event for Boscombe creative community • 2022: Tender and selection of a supplier • 2023-2026: Regular events, workshops and new art commissions
Toft Steps Beach Box Park	The beach box park will establish a health, sports and wellness business incubator hub at the seafront. The project will provide new start-up opportunities and may include activities such as water sports and beach sports hire and teaching activities, yoga and mindfulness businesses, beach saunas, craft-based class activities, health food operators and sea-swim club activities. **Timescales and Key Milestones:** • 2020: Planning permission received • 6.7.2022: Business case approved by DLUHC • 1.11.2022: demolition of existing units

	• Winter 2022-2023: New facility built • April 2023: New box park and toilets open • 2023-2026: Project delivered and 15 enterprises receiving support
High Street	The High Street project seeks to rejuvenate the High Street through the re-use of vacant floor space and improving shopfronts to celebrate the Victorian heritage. The key interventions are: (i) Initial public realm improvements- deep clean, new 'smart' rubbish bins, new planting, festoon lighting and murals and projector (ii) Partnership working with owners of priority buildings to re-use floorspace (iii) Design of replacement shopfronts (iv) Grant scheme for owners to improve shopfronts; (v) Small Grant Scheme for Traders for small scale improvements, or to put on events or extend opening hours **Timescales and Key Milestones:** • 2021: Initial public realm improvements with Towns Fund Accelerator Funding • 6.7.2022: Business case approved by DLUHC • 2022: Engagement by Programme Management team, establishment of traders group and collate ownership and traders details • 2022: Tender and appointment of Architects • 2023: Production of a Design Code and commence design new shopfronts • 2023-2026: Project delivering up to 20 shopfront improvements.
Digital Connectivity	This project aims to create a world class digital ecosystem around Boscombe that acts as a major attractor of businesses and enables a community approach to using ground-breaking digital technologies to deliver major,

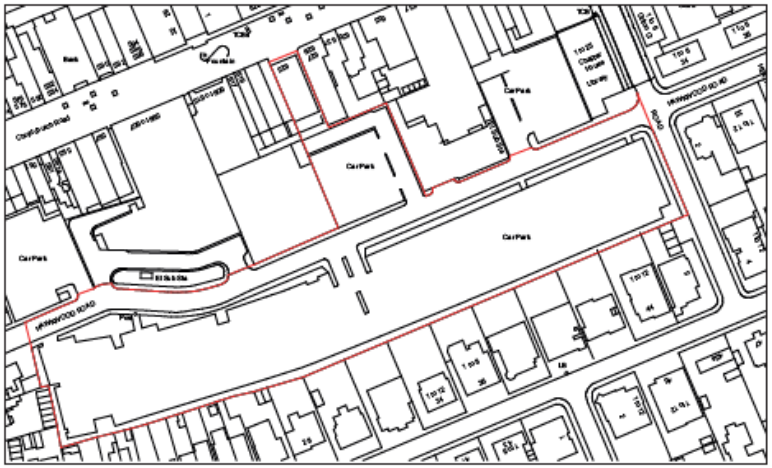
	transformational social, economic and environmental benefits to Boscombe and the wider area. The key interventions are: (i) Installation of Smart Places Infrastructure inc. Gigabit Fibre, 5G serving Boscombe Precinct, Pokesdown, Boscombe Seafront & AFC Bournemouth Football Ground. Associated data management to meet the needs of specific sectors (ii) Digital infrastructure to support a physical digital innovations hub at the Royal Arcade (iii) Smart Place infrastructure to provide a testbed for health and social care initiatives utilising new digital technologies. (iv) Provision of public Wi-Fi, 5G and augmented reality and other digital initiatives, to support the local retail, leisure and tourism economy especially during peak summer season. (v) Increased provision of CCTV and digital technologies to support agencies to deliver enhanced safety and security for residents and visitors and enhanced perception levels. (vi) Contribution towards a Smart Transport App to enhance bus and sustainable transport users through better real-time information. **Timescales and Key Milestones:** • 20.5.2021: Business Case approved by DLUHC • 2021-2022: Phase One implemented with Towns Fund Accelerator Fibre installed from Lansdowne-Boscombe • 2023: Fibre rolled out to wider Towns Fund Area • 2023-2026: Digital applications developed with local partners • 2023-2026: Ongoing showcase and establishment of a digital community in Boscombe, ultimately to benefit from improved premises in the Royal Arcade.
Local Transport Projects	This project aims to improve physical connectivity within the Towns Fund area by sustainable modes of transport in particular. The scope of the project has been reduced and part of the funds reprofiled to the masterplan, following engagement and the viability assessment of masterplan. The key interventions are: (i) A35 -Pokesdown Station to Boscombe precinct- improvements to facilities for buses and cyclists (ii) Bus service pilot from Pokesdown Station, to the Pier and town centre (iii) Ashley Road- improvements to the walking environment including new road crossings (iv) Woodland Walk- management plan and modest community led improvements scheme to the walking

	environment **Timescales and Key Milestones:** • 2022: 4 week engagement and consultation on 6 potential projects • 20.12.2022: Business Case submission • 2023: Business case approved and tender for detailed design and works • 2023: Secure match funding • 2024-2026: Implementation of projects.
The Old School House (TOSH)	This project will improve and increase the level of the co-working space within this community facility, with training and business space to support start-ups. As well as facilitating this use the grant will fund building improvements including a replacement heating system via air source heat pumps, replacement windows, and additional insulation. **Timescales and Key Milestones:** • 20.12.2021: Listed building consent approved • 1.6.2022: Heads of Terms for a new 20-year lease between the Council with Recreate Dorset agreed • 6.7.2022: Business Case approved by DLUHC • November 2022: Works commence • 2023: Works complete • 2023: Provision of enhanced business co-working space

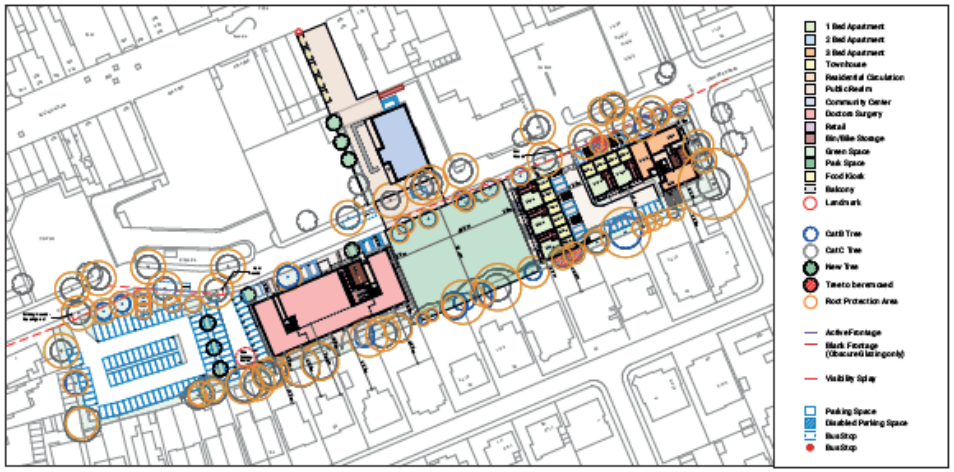
Appendix 2 – Towns Fund Consultation and Masterplan Phase 1 plan

Summary of proposals

Phase 1 Master Plan, site boundary outlined in red

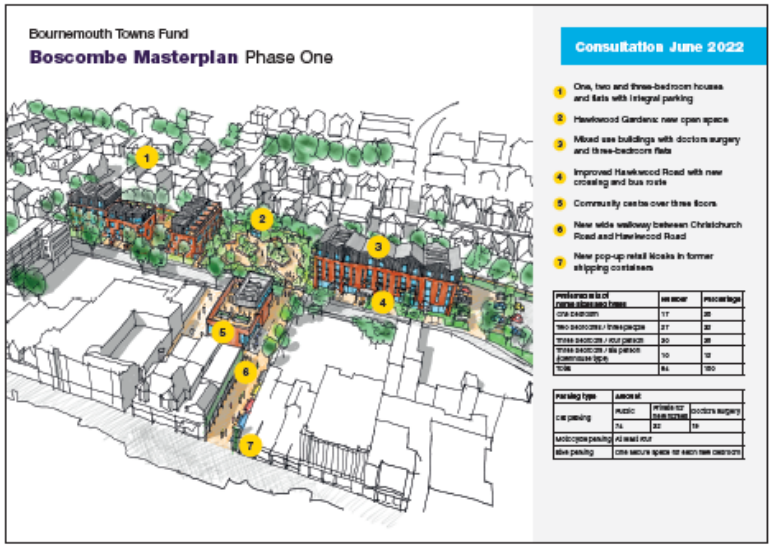


Layout Master Plan



Hawkwood Gardens





Left: proposed Illustrative view of Master Plan

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What are we consulting on

Boscombe Master Plan, Phase One and Local Transport Projects

Bournemouth has secured almost £23 million as part of the government's 'Town Deal' to turbo charge ambitious regeneration plans for Boscombe and the surrounding area. This external funding will unlock a significant regeneration programme made up of ten projects. From job creation, skills and training to new homes, open spaces, transport links and world leading digital connectivity.

The funding and delivery of the programme is being facilitated by BCP Council, with overall direction provided by the **Strategic Towns Fund Board**, making this a regeneration programme **led by the community, for the community**.

We are making exciting plans for a new neighbourhood right in the heart of Boscombe at Hawkwood Road, which will see new family homes for local people, a children's play area and park, new shops, a community centre and medical centre.

We will be asking your views on these developments – which is called the Phase One Master Plan – and local transport schemes.

Our proposals for the Phase One Master Plan include:

- A new community centre.
- Around 84 new homes for local people.
- Creating Hawkwood Gardens – a new park in the centre of Boscombe.
- A new walkway with lighting between the Precinct and Hawkwood Road creating a new space for where people want to be.
- Five new retail kiosks on the new walkway with outside seating, enhancing the café culture.
- Retention of part of Hawkwood Road main car park.
- Minor changes to Hawkwood Road to accommodate a new pedestrian crossing, loading bay for community centre and bus stop.
- Potential for a new Medical centre or health care facility in one of the options.

Our Local Transport project comprises six separate schemes to improve connectivity between the revitalised town centre, Pokesdown Railway Station and the seafront, creating a connected and vibrant area for residents, businesses and visitors, making journeys in and out of the area easier, safer and more attractive.

Why are we consulting now

You said, we did....

In 2020 we consulted residents and businesses on the Boscombe Master Plan. This is what you told us, and this is how we have changed the designs as a result of you giving your views.

You said	We did
More green spaces.	A small park- Hawkwood Gardens.
Homes for local people.	We will build around 84 new homes to include at least 20% affordable homes to rent.
A community centre or areas for community engagement and wellbeing.	• New community centre • Potential for a new Medical centre in one of the options.
You were keen for something to happen.	Phase one is a viable scheme that will be delivered in its entirety by 2030.
We should make the best use of land but we still need car parking for shoppers and visitors.	Public car park (Retention of part of Hawkwood Road main car park).
The town centre needs to be safer to walk and cycle around.	• New walkway between Christchurch Road and Hawkwood Road • Minor changes to Hawkwood Road itself to accommodate new pedestrian crossing, loading bay for community centre and bus stop • Other Towns Fund projects to support increased safety and activity.
The town should support independent shops and businesses.	• Five new retail kiosks with outside seating on new walkway to be rented out • Royal Arcade and High Street projects specifically supporting independent businesses.
We should support the creative community.	Towns fund projects supporting the creative community including the Events Programme.
There should be more to do in the evenings.	Towns fund projects to support various activities in the evening including: • Royal Arcade project • Precinct Festoon Lighting • Precinct Digital screen and projector by Coastal BID • Establish a Traders Group.

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Homes

We will provide a mix of homes in two areas on Hawkwood Road either side of the new small park:

- All homes to meet the national minimum standards (larger than many homes recently built in the area).
- Majority of homes to have access to a balcony / shared garden / own small garden.
- Most (32) three-bedroom homes have an off-street car parking space.
- Around 10% are accessible for people with disabilities (life-time home).
- At least 20% comprise affordable housing.
- All homes to be sustainable, built to rigorous energy efficient design standards so that they maintain an almost constant temperature, with solar panels and very efficient heating to include communal boilers and / or air source heat pumps (no gas boilers)
- One secure cycle storage space for each bedroom.



Above Left: Artist impression of Hawkwood Gardens with new homes overlooking the open space.



Above right: New homes opposite the library on Hawkwood Road

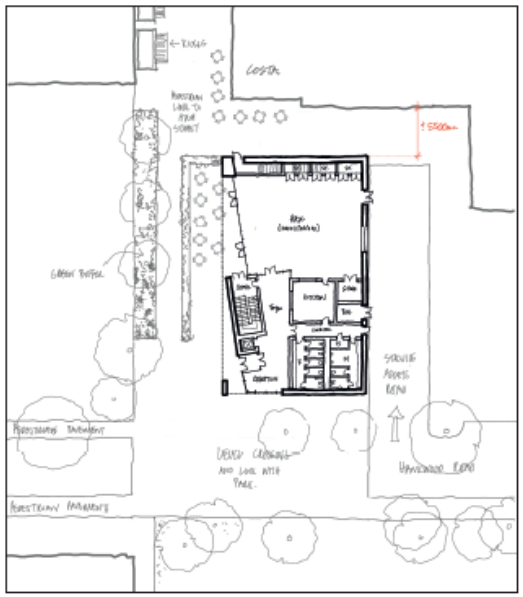
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Community Centre

There has been a long-term desire by Boscombe Forum and Boscombe and Pokesdown Neighbourhood Plan Forum, who are partners on the Towns Fund Board, to provide a community centre in the area. As a result of this, and your views from the consultation in 2020, we have agreed that this will be included in the Phase One Master Plan and will comprise:

- A large hall which can be used for meetings, events, health and well being.
- A kitchen to enable a community café to operate from the hall.
- Lots of storage, toilets, circulation space and a lift.
- Roof terrace which can be used for plant growing and sitting out.
- Smaller rooms where activities can take place; either meetings, messy play, art clubs, childcare, medical appointments – operated by external organisations in the Boscombe area.



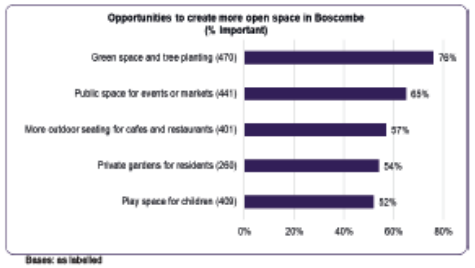
Above: Sketch plans for the new community centre- one option is to have a single hall with a double height space. The preferred option is for an additional first floor meeting room / hall.





Open space – Hawkwood Gardens

The consultation in 2020 confirmed that open green space is important for residents and businesses.



The new Hawkwood Gardens will include:

- A lawn area for relaxing and activities (small board games and yoga classes).
- Informal children's play (natural play dotted around the park and a swing).
- Security fencing and prickly hedges to stop anti-social behaviour on the rear and side boundaries.
- Well-lit and overlooked by the new homes.
- Gates that will be locked at nightfall.
- Planting beds which local groups can maintain.
- A shed where complementary activities can take place such as a, 'a mens shed project'.

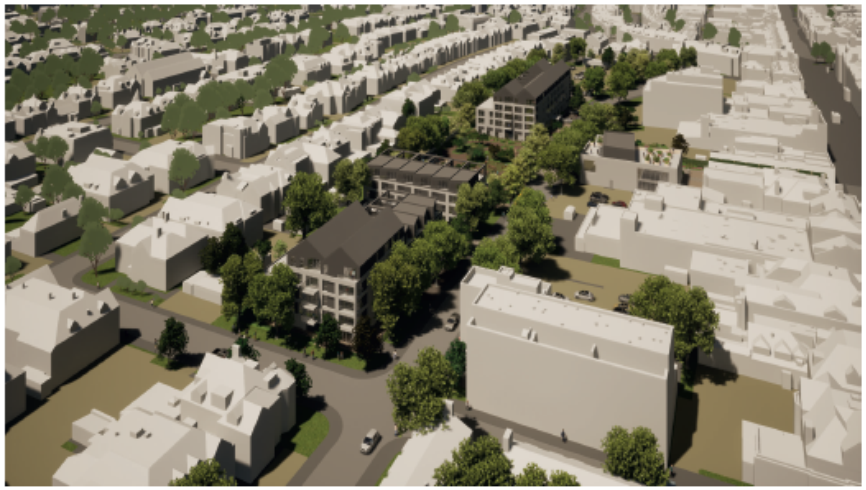




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Design



Above left: Artist impression of view along Hawkwood Road with library in foreground.



Above right: Artist impression of view from west to east, showing new link opposite the Sovereign centre entrance & other development proposed.

The homes are built at densities appropriate to a town centre so lower than within a city but higher than the adjacent suburban area. The density is offset by Hawkwood Gardens, the car park and community centre. We are planning to build around 84 homes in Phase One which covers a site which measures 1.69 hectares.

Appearance

The architectural approach will be decided at detailed design stage later and be the subject of further consultation with the community.

Height

The community centre will be three storeys and the residential blocks will be five storeys. This replicates the height of buildings on the street. Primark and Boscombe Library buildings on Hawkwood. Road are five storeys.

Impact on neighbours

The building line is set well back to make sure that the new residential blocks do not harm the daylight and sunlight received in neighbouring homes.

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Appendix 5 – BCP FuturePlaces Masterplan Phase 2 update

1. Introduction

In accordance with business plan responsibilities agreed with Council in 2021, BCP FuturePlaces is leading the Masterplan Phase Two project for Boscombe town centre. The programme includes supporting the existing town centre offer while enhancing its performance, outcomes and reputation.

2. Work to date

2.1 Towns Fund Programme

BCP FuturePlaces are represented on the Towns Fund Board and regularly attend board meetings on an ongoing basis to support the programme. In addition to BCP FuturePlaces own independent workstreams, this has resulted in a number of suggestions for development of the programme as outlined below.

2.2 Boscombe Town Centre Charette, March 2022

BCP FuturePlaces hosted a two-day workshop event, facilitated by Space Syntax and Paul Murrain, which brought together Council officers, the Towns Fund delivery team, core stakeholders and specialist consultants. Attendees collectively scoped out the strategic case for regeneration in Boscombe, reviewed prior studies, considered the issues and new factors to be addressed and the likely programme to follow.

Priorities were agreed as 17 place-based principles and projects to be taken forward as independent workstreams in their own right or as principles to be encompassed into workstreams strategically.

The exercise also revealed a requirement from AECC university for 200+ student rooms in Boscombe town centre, to support their growing student population with more to follow.

The Charette Executive Summary together with the illustrated principles are available in the Appendix.

2.3 PZ Reversal Feasibility Study, June 2022 to present

Charette Principle 3 stated that 'we *should look closely at re-introducing vehicle movement on Christchurch Road through Boscombe. This may include buses, taxis, cycles, servicing access and small e-vehicles.'*

The reintroduction of movement into the pedestrian zone would remove a significant obstacle to redevelopment that arose in previous iterations of the Phase Two Masterplan, which added to bus journey times. It would also introduce a healthy element of 'passive security' and 'passive marketing' by significantly supporting personal safety at night and by providing greater levels of visibility to shop units on this stretch of Christchurch Road which are notably enjoying less healthy occupation than elsewhere in the town centre. It would also foster greater equality outcomes across the population as they access the town centre, particularly for those with mobility challenges.

FuturePlaces and BCP Transport and Engineering are scoping up a feasibility study that tests options on how this could be achieved, including identification of funding sources for design and delivery stages. A project mandate has been prepared by FuturePlaces and quotations are being sought for the services required - ongoing at this time.

2.4 AND Retail Engagement and Strategy, Sept-October 2022

On behalf of BCP FuturePlaces and with the involvement of the Coastal BID, AND London engaged with over 140 Boscombe businesses within a 1km study area of the town centre to understand post COVID challenges and opportunities. Findings are being used to create a post COVID 'high street renaissance' strategy to support regeneration across the town centre with various workstreams.

The catchment population emerged as 29,450, with 294,830 people within a 20-minute drive (source: Experian). 47% of people living within 1km are under 34 years old with few offers catering to them on the high street. The research highlights a significant mismatch between catchment population, available spend and present performance. The town centre has 480 units within a 1km radius. The catchment area overlaps with that of Bournemouth Centre (although this not entirely duplicative). Therefore, care must also be taken to produce a high street offer that is complementary and not overly competitive with the centre of Bournemouth – a key comparator for this relationship lies in some of the south London centres such as Kingston, Richmond versus the city centre. At this size, the catchment is that of a relatively large town and further commercial advice will be sought on potential occupiers considering catchment size and depth of spend.

Vacancy in the retail market stands at around 15%, as it is across much of the UK; with 70% voids evident in the Royal Arcade (although specific factors must be acknowledged in this location). The shift to online retailing has universally squeezed both large and small occupiers in recent years, with the effects considerably exacerbated by the Covid pandemic. Interestingly the smaller occupiers and units in Boscombe appear to be more resilient with occupancy across the traditional high street relatively strong. Whilst the Sovereign shopping centre is relatively well-occupied in comparison with national picture, we are aware anecdotally that covenant strength of occupiers is low, and interest is arising from local independents and start-ups.

Positives - Market rent and business rates affordable to potential occupiers and to trial new offers; particularly given fundamentals of catchment. Many businesses were also attracted by the ability to access units that occupied a sufficient floorplate to meet their needs at attractive rent levels. Other positives included an antiques / independents destination; this appears to be fulfilling a gap in the market opportunities and the supportive community with a diverse offering of retailers selling high quality and interesting products. There are prominent emerging subcultures such as skating and surfing attracting people to the area and an creative/cultural/entrepreneurial community ready to engage with the local community and Council. Significantly, AND highlighted the market demand for low-cost general business space and for micro-storage space to support small, independent businesses' bricks and mortar and online offerings. The evolution of this will be monitored to better understand demand for maker space and small unit rental.

Weaknesses - Crime is so prevalent that it was at the forefront of everyone's mind and needs to be dealt with strategically to shift real crime levels and fear of crime amongst shoppers/ visitors /business owners. The current retail offering also largely presently caters predominantly to the low budget shopper; there is limited mainstream retail to support the younger age group prevalent in the area's residential occupation, nor backing up the cultural facility of the 02 and related entertainment venues. Whilst there is a clustering of entrepreneurial and independent retailers emerging in the high street area between the pedestrian zone and Pokesdown station, these occupiers are under-invested, and the shop front scene does not fully communicate the emerging offer. Whilst these entrepreneurial operators show much promise of a high street renaissance at Boscombe, they lack overall critical mass at present to attract wider patronage.

At the present time, neither shoppers looking for a high-quality high-street experience nor visitors regard Boscombe as a competitive retail destination (in comparison with Southbourne, Westbourne - other local centres that are trading well). However, the offer is different and could grow into an 'edgier' more youthful destination which is complementary to the more mature nearby offerings. This would keep the unique 'look and feel' of Boscombe alive, while simultaneously improving the quality of the offer.

The high-street lacks quality frontages, dwell space and greening infrastructure, making it feel harsh and uninviting. Empty shops and poor facades and frontages that are not well maintained are giving the impression of a widely deprived area given they are sporadically placed across the centre. Many traders view parking as ineffective and under provided with illegal vehicle entry occurring from Sea Road which needs enforcement to increase pedestrian safety levels. There is low footfall in the PEZ after 6pm, with little evening economy activity beyond the O2. Given the wide pavements possible even after re-opening the pedestrianised zone to a curated traffic offer, there is scope for an interesting café/pavement culture to emerge. The younger population demographic suggests this could be well received.

The AND retail strategy contains short, medium and long term workstreams to address these issues including creating a destination for developers, entrepreneurs and new retailers to get behind; creating viable spaces for workspace offers; establishing a cultural strategy for day and night time cultural activity; diversifying the commercial offering and targeting retailers for the younger market segments below 34 yds of age; protecting and restoring heritage assets, setting an Article 4 directive and elevating public realm with greenspaces, public art and play space. A placemaking strategy for the area that enhances the appeal of the area beyond a pure retail offer could also help to entice consumers to Boscombe high street and the surrounding area.

BCP FuturePlaces is now engaging with Coastal BID and Council teams including housing, economic development, planning, HMO licensing, towns fund, highways and engineering services to best action the recommendations provided.

2.5 Private rental market and review, Sept 2022 to present

BCP FuturePlaces is undertaking its own internal review of the Boscombe private rented sector to understand the issues and opportunities it presents. While there is a large quantum of licensed HMO offers providing five or more rooms for rent, enforcement is successful with the majority of landlords attending to repairs in a timely fashion and avoiding penalties.

It is understood that various issues in the town centre over the last ten years have stemmed from unregulated housing providers with smaller rental offers below the HMO licensing threshold who state they are offering support for people with health issues and/or addictions. The accommodation is sometimes not to the standard expected and with minimal support. Therefore, people relapse and revert to chaotic behaviour. BCP FuturePlaces are in discussion with BCP Housing Team as to what strategic response might be incorporated into future developments.

2.6 Informal Planning Representation to BCP LPA, November 2022

In November 2022, BCP FuturePlaces made a 'strategic level' informal representation to provide information to BCP (as the Local Planning Authority) concerning common themes in Boscombe. The informal representations approach is to help support the preparation and refinement of the Draft

Local Plan to best align BCP FuturePlaces objectives for regeneration and renewal with the Development Plan policies. There are a range of additional policy and planning control mechanisms that BCP FuturePlaces consider would positively support the future role and function of Boscombe Town Centre and surrounding areas.

In order of priority these are:

1. **Creation of a new Article 4 Direction for Class MA Permitted Development from Commercial (Class E) to residential (Class C3**) – BCP FuturePlaces work in Boscombe has identified key concerns over the potential for erosion and loss of existing commercial, retail and leisure units within the defined Town Centre and more widely along Christchurch Road. This is of concern as the role and function of the Town Centre is that of a higher order commercial and retail location where un-planned or poorly controlled changes to other uses may serve to undermine its future vitality and viability. To stem the potential for loss of Use Class E floorspace and to offer effective consideration and positive planning for changes to residential use in the Town Centre, it is BCP FuturePlaces' view that a new Article 4 Direction restricting Class MA changes of use be prepared and suitable references to this mechanism be incorporated within the BCP Local Plan with the drafting of the Article 4 Direction commenced at the earliest opportunity.

2. **Refresh and Update the Boscombe and Pokesdown Neighbourhood Plan** - The Boscombe and Pokesdown Neighbourhood Plan (BAPNP) was 'made' in November 2019. The BAPNP sets out a twenty-year vision with key aims including to enhance the high streets, provide a desirable business environment and make best use of land for redevelopment. There is however a materially and substantially changing underlying context now evident since the BAPNP was adopted especially focussed around an emerging understanding of business needs post-Covid and in light of changing work patterns.

   Addressing the changing context requires a locally focused evidence base to fundamentally understand the implications of inter alia: the emerging entrepreneurial and creative business community and its needs and requirements; institutional requirements of the area including AECC University for student accommodation; changing demographics, socio-economic characteristics and local housing needs (scale, mix, type and needs of particular groups). A refresh and update of the Neighbourhood Plan should include detailed consideration of built heritage protection, including evaluating whether a Conservation Area for the Town Centre is appropriate. This should be considered in light of the existing heritage protections available now and with particular regard to the critical requirements of protecting and nurturing Town Centre retail and commercial vitality, and in supporting new investment opportunities without undue complexity or cost implications.

2.7 Selective Parking Study - July 2022 to present

BCP FuturePlaces has commissioned Space Syntax to complete a spatial modelling exercise with Parking Matters providing a specialist parking consultancy exercise across the conurbation. Both studies focus on current and future parking patronage together with capacity requirements within the town centre locations, including Boscombe. The studies will be used to inform a strategic rationalisation of car parking provision and to guide future development opportunities across the programme.

Collectively, the studies consider regeneration and growth ambitions and how parking usage will be affected by future trends. This includes behaviour, mobility and net zero requirements and the emergence of new technologies (modes of transport and infrastructure around parking and charging). The analysis will help to inform both present and future parking demand and the capacity needed to meet it across the conurbation.

Across Boscombe town centre, all surface car parks (public and private) together with on-street parking and its wider connectivity to Pokesdown Rail Station and bus services will be considered to inform proposals for masterplan phase two. Additionally, Boscombe's beach front, along Undercliffe Drive and the Overstrand car park will form part of the evidence base. Scenarios will be modelled with varying levels of parking provision to see what the implications would be for Boscombe's regeneration and growth ambitions in future. The study is ongoing at this time with a first draft expected in December 2022.

2.8 Strategic Regeneration workstream – May 2022 to present

The longer-term masterplan regeneration strategy has also evolved since the charette, with a focus on BCP Council's underutilised highways land to the north of the pedestrianised zone together with the Sovereign centre site. Learning from a round of soft market testing has also proved insightful. BCP FuturePlaces has instructed New Masterplanning to refresh the masterplan vision and develop various other options for consideration.

The options adopt a less interventionist strategy, maintaining the street frontage of the Sovereign Centre along Christchurch Road at least in the short/medium; and actively managing this frontage and the contemporary arcade to support a transformation of occupation. This enables an asset management strategy to be put in place to enable decanting and to 'manage up' the occupation of the high street from the basis of property ownership of a critical mass of space. This could significantly impact surrounding property values if successful through production of a 'halo' effect observed elsewhere where local high streets are functioning well. The long-term future of the larger retail sites is being discussed with their owners to understand long term plans.

A design for a series of residential blocks configured around public spaces is being developed together with a greened boulevard to operate as a scale transition between the development and established housing areas to the north. This could facilitate a more incremental approach to delivery which may substantially impact on viability.

While further technical studies and advice is required to inform the emerging vision, the existing bus station could be potentially reaccommodated on a pull in basis favoured by the bus operator; the pedestrian zone would be partially reversed to allow bus, taxi and small service vehicles passage.

Montague Evans are presently reviewing viability implications. Advice on potential partnership structures, funding arrangements, appraisal outcomes and development phasing has been taken together with strategic planning advice. This workstream is ongoing and confidential given the commercial sensitivities involved. BCP FuturePlaces will revert to Council with further updates as matters proceed in 2023.

BCP FuturePlaces

Boscombe Scoping Charette 2022

Executive Summary & Place Principles

FuturePlaces.

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1. Charette Report Executive Summary – Space Syntax

Boscombe Scoping Charrette

BCP FuturePlaces

Scoping Charrette

Summary Report

Final

July 2022

Space Syntax

Executive summary

1. Introduction

1.1 The Boscombe Town Centre Scoping Charrette took place on 3 and 4 March 2022. It was held to scope out the strategic business case, the issues to be addressed, and the likely studies that will be required by the programme of work to follow. The priorities of that work are the place-based principles that were agreed at the end of the charrette.

1.2 The event brought together key members of the Towns Fund delivery team, BCP FuturePlaces, core stakeholders and specialist consultants appointed to review central aspects of the regeneration area, namely traffic, movement, and parking; street hierarchy and urban design; commercial provision and strategic planning.

1.3 The working session started with an in-depth set of briefings to the assembled team. Key objectives of the working session were confirmed as finding a route to deliverability of the aspiration of the Neighbourhood Plan and wider regeneration objectives, as referenced within the Towns Fund proposals.

1.4 FuturePlaces asked the consultants to consider the full place potential of Boscombe across three distinct levels of scale:

- A self-contained 15-minute community.
- A key role within the wider BCP urban footprint and economy as the 'fourth town centre'.
- Re-establishment of the town as an attractive local and regional destination.

1.5 A SWOT analysis was undertaken in the form of stakeholder presentations and the collective findings were drawn together.

2. Key Areas of Focus

2.1 High Street Regeneration

Christchurch Road as a reviving high street and a focus for entrepreneurial activity.

2.2 Street & Route Hierarchy: Present and Future

Christchurch Road – it was noted that the precinct is presently operating as a key public space within Boscombe.

The key functions and characteristics of each of the following streets, both current and future were discussed, being Christchurch Road; Centenary Way; Haviland Road; Hawkwood Road and Gladstone, Heathcote, Palmerston, and Sea Roads.

The importance of creating an effective network, i.e., Christchurch Road not being the only focus.

2.3 Parking

Both current and future parking requirements were debated, in considering aspirations for greater multi-modal connectivity, in meeting our strategic growth ambitions and in the creation of a world-class city region.

2.4 Local Reality Versus the Established Narrative

Need to fully play to the area's key strengths. Need to promote a strong, positive image and narrative (whilst recognising and addressing issues and concerns).

2.5 Community Facilities

Lack of facilities for our younger demographic.

Requirement for an integrated medical centre (both from the Clinical Commissioning Group (CCG) and the AECC University College (AECC) – could be established as a 'national centre of excellence in early intervention.'

Requirement for an additional school and nursery/pre-school as Boscombe grows.

Requirement for integrated community and wellbeing facilities.

2.6 Entrepreneurial, Creative and Cultural Proposition

Growing entrepreneurial and creative sector needs fit-for-purpose accommodation; this is potentially in conflict with PDR rights with an over emphasis on residential uses.

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Business space to accommodate emerging entrepreneurial and creative communities both on and off the high street.

Need for economic development support to be attuned to the specific needs of this sector.

Servicing requirement of business space needs to be better understood and reflected in our strategic planning requirements.

2.7 Destination, Food and Beverage and Entertainment

The O2 Academy is a key asset, as are established and new entertainment venues (e.g., Chaplin's and the Cellar Bar is an example of a go-to destination).

These facilities need to be better celebrated and their servicing and growth requirements better understood.

Food and Beverage (F&B) business issues such as planning and accommodation for seasonal staff need to be better understood and provided for.

Revival of the antiques offering, reflecting the town's historical trading strengths.

Potential requirement for additional visitor accommodation needs to be addressed: opportunity for more boutique hotels and seasonal use of student accommodation (which must be specified to be sufficiently attractive).

2.8 Health and Wellbeing

AECC is a key asset for the town. Its growth requirements should be fully understood to consider how these may be best captured within the masterplan ambitions.

AECC could be part of a refreshed local narrative, positively focused on improving health and wellbeing outcomes across the wider community.

2.9 Housing

Granular and locally specific housing requirements should be evidenced to guide project decision-making in terms of locally specific need, demand, and typologies.

2.10 Transport

The potential to re-introduce Boscombe train station to provide an East to West link could be transformational, both for sustainable movement and in reducing current car parking requirements.

Not productive to rely on buses being routed through residential side streets.

2.11 Local Linkages

Relationship with wider area to include Kings Park, its seafront and with Bournemouth and Southbourne; and its strong linkages with key businesses and institutions e.g., AFC Bournemouth, AECC.

3. Delivery Issues

- Phasing of Interventions will be key.
- Sequence of negotiations to be fully thought through.
- Leveraging short term change and building trust within the wider community. Work within envelop of what is within our influence.
- Do not foreclose permanently on opportunities that may be further down the line, including the need to counter Permitted Development Rights.
- Consider planning issues around securing mixed use provision.
- Design street hierarchy and function first; blocks second; movement and parking are both critical factors that require urgent resolution.

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4. Place-based planning & design principles

4.1 The Boscombe Masterplan should zoom out from the recent focus on Boscombe Town Centre to encompass a broader area as envisaged by the Neighbourhood Plan. In this way a greater number of issues, including housing, education and healthcare access can be better considered.

4.2 Every street should be habitable. This means every street should feel safe. This also means there should be people living on every street.

4.3 We should look closely at re-introducing vehicle movement on Christchurch Road through Boscombe. This may include buses, cycles, servicing access and taxis.

4.4 Vehicle movement should be retained on Centenary Way. In other words, if vehicle movement were re-introduced on Christchurch Road, it would not be entirely removed from Centenary Way. Consider the potential transformation of Centenary Way into Centenary Park i.e. to form a boulevard.

4.5 There is a significant role for Haviland Road as a contributor to the Boscombe offer. This means it should not only be used as a servicing route but, instead, as an everyday street with mixed uses lining it and mixed modes of movement running along it.

4.6 The issue of parking should be reviewed in the short, medium, and long-term, with the phasing of parking provision and removal carefully considered.

4.7 There should be an overall net gain of high-quality pedestrian space across the town centre. This means that all streets should be comfortable to walk along and should provide places to dwell. It also means that the benefits to all people, especially children, currently provided by the pedestrianised area of Christchurch Road, should be found throughout the town centre in the design of new streets and spaces and in the improvement of existing ones.

4.8 Christchurch Road is the natural commercial and community heart of Boscombe and, being such, should be developed with retail and other active, non-residential ground floor uses. This means that Permitted Development Rights should be countered using Article 4 directives so that the mixed-use, non-residential character of Christchurch Road's ground floor frontages can be secured.

4.9 Christchurch Road should be supported by the development of the streets either side of it with predominantly active, non-residential ground floor uses, at Haviland Road to the north and Hawkwood Road to the south.

4.10 A permeable network of pedestrian routes should be established to connect across Christchurch, Haviland, and Hawkwood Roads, creating a central 'mini-grid' of connections.

4.11 A granular evidence base of housing needs and opportunities should be created at a granular level of detail.

4.12 AECC's growth strategy should be integrated into the overall plans for the town centre, as an internationally significant educational and training facility.

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4.13 There is a need to define and disseminate the nature of ‘Destination Boscombe’ in recognising the unique characteristics of the place and using its attributes to attract further footfall and investment.

4.14 The principle ‘desire lines’ are identified as a crossing of two strategic connections within Boscombe, from Kings Park to Sea Road and along Christchurch Road (see Fig. 1.2). These crossings may support a wider scope of opportunity, depending on a variety of factors.

4.15 Opportunities to build upon the initial scoping charette with a broader range of stakeholders is encouraged.

4.16 Phasing should be carefully considered to support the relocation of uses such as town centre, during any redevelopment. To include provision for meanwhile uses.

4.17 New development should be designed to have a “fine grain of adaptability”, ensuring that flexibility is built-in from the start in order to ensure longevity and sustainability.

5. Key Actions to Progress

Debrief with consultants to consider the opportunities and implications for the town centre masterplan and strategy.

Identify key actions emerging from the scoping charrette exercise and define a programme of action to:

- Clearly identify the current transport and movement issues affecting the town centre.
- Map all the opportunity sites in the town centre on both public and private ownership.
- Consider the multi-disciplinary team composition.
- Instruct legal advice.
- Align the Boscombe Masterplan with the Neighbourhood Plan and emerging Local Plan.
- Discuss next steps with the Boscombe Towns Fund Board.
- Discuss feedback with key stakeholders.
- Discuss findings with local property-based interests.
- Present findings to the Neighbourhood Forum and to wider community interests.
- Keep the Towns Fund Board informed of progress on the town centre masterplan.

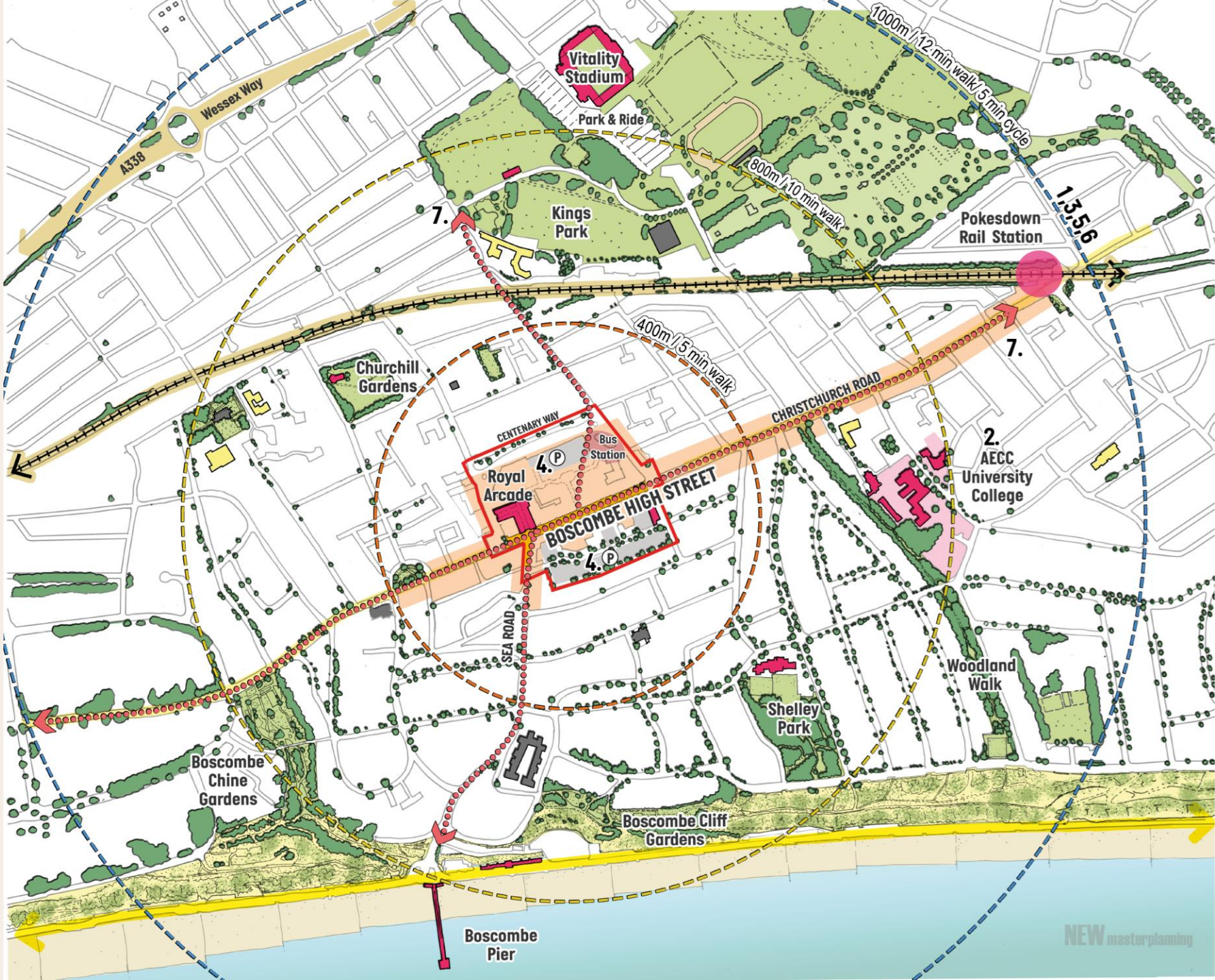
6. Additional Studies to Progress

- Parking: short, medium & long-term needs
- Healthcare
- Education (including the AECC)
- Housing
- Retail
- Non-retail active uses, including gap analysis
- Public transport, active transport, modal shift
- Environment/biodiversity
- Sport and Leisure, particularly the Sea Road and Kings Park desire line
- Ownerships
- AECC estate: short, medium to longer term needs
- Smaller site opportunities.

2. Illustrated Place Based Principles – New Masterplanning

Neighbourhood Context

1. Encompass a wider neighbourhood area
2. Integrate AECC's growth strategy into overall plans
3. Understand the area's unique characteristics, and define 'Destination Boscombe'
4. Review short, medium and long term parking strategies
5. Provide a granular, local housing needs assessment
6. Work with wider community stakeholders and representatives
7. Two strategic connections form principle 'desire lines' and present a wider scope of opportunity

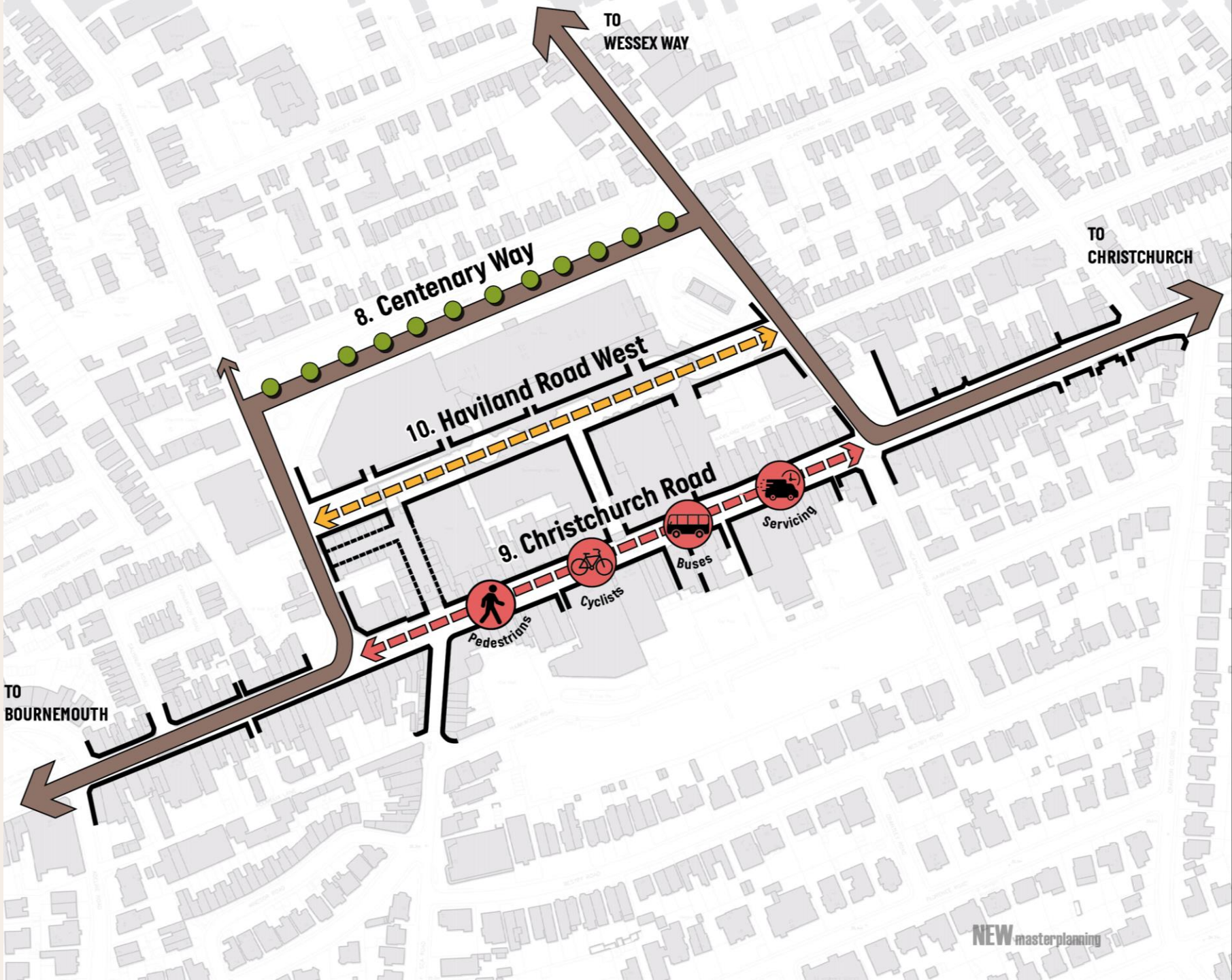


Role of streets (movement)

8. Retain vehicular movement on Centenary Way, with potential to transform to a 'boulevard' route

9. Explore the re-introduction of movement to Christchurch Road, which may include bus, cycle, servicing and taxi access

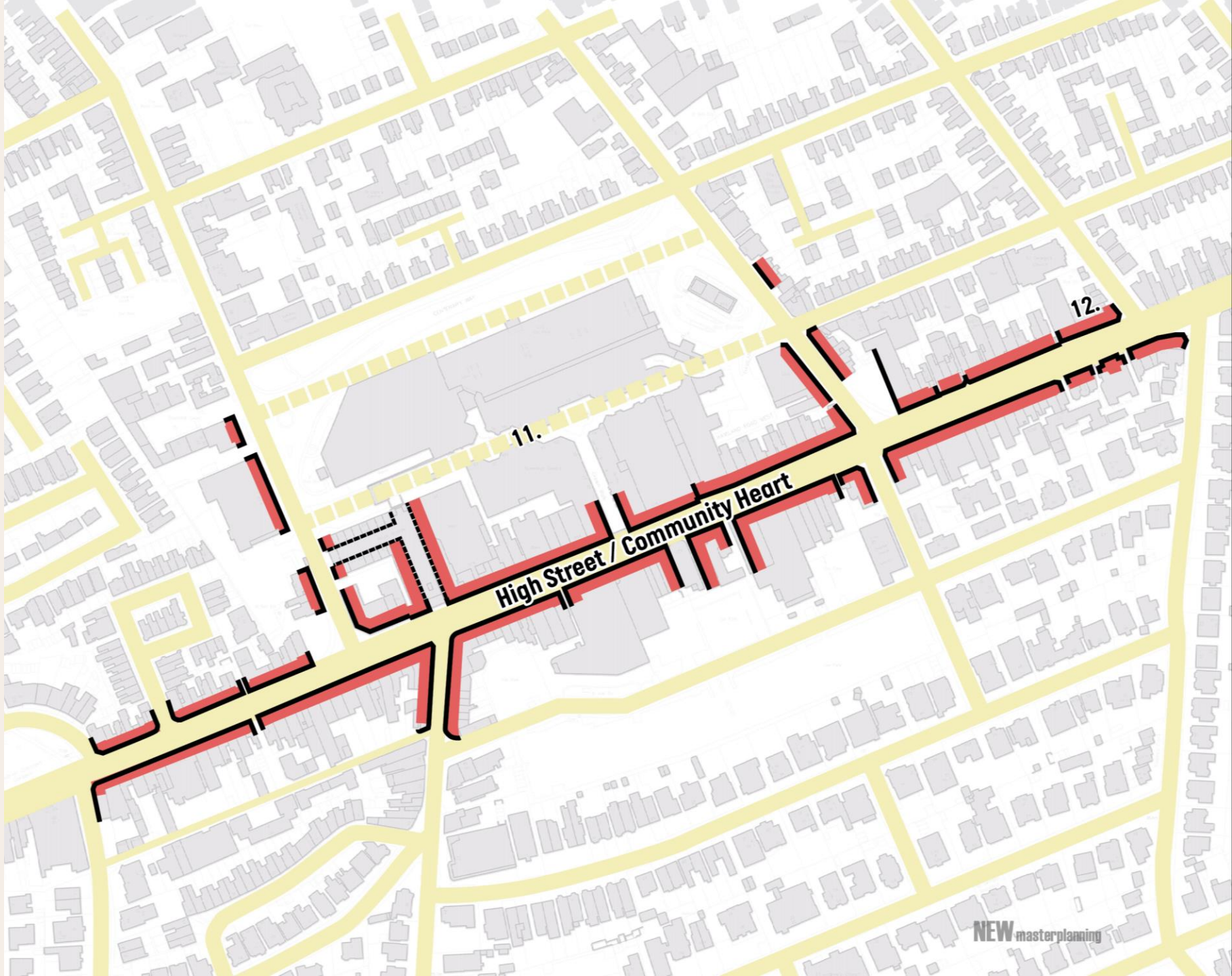
10. Haviland Road to act as an 'everyday street' with a mix of uses and mixed modes of movement



Role of streets (uses)

11. Every Street to be habitable and feel safe

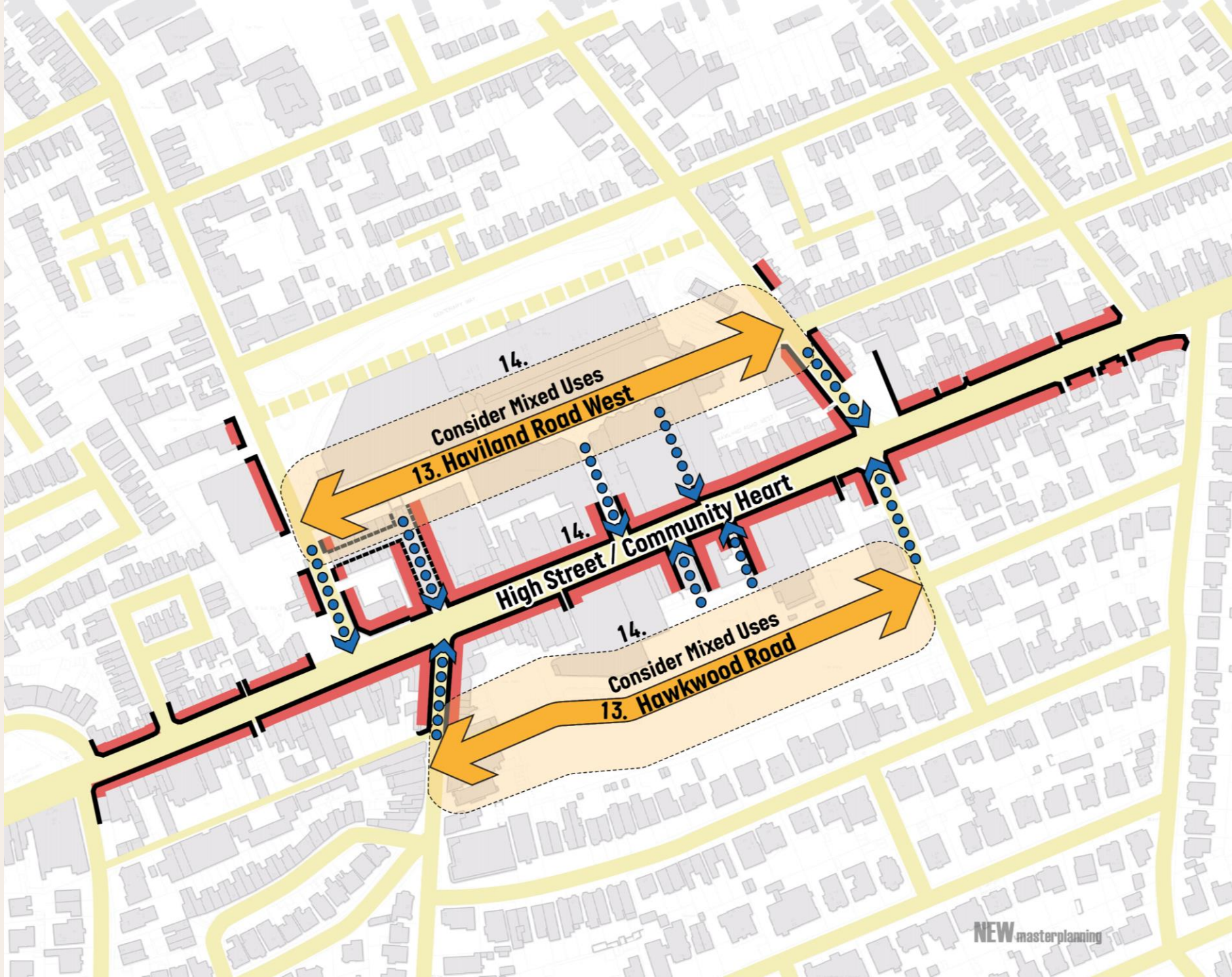
12. Preserve the mixed- use character with an article 4 direction to protect retail and commercial uses.



Role of streets (uses)

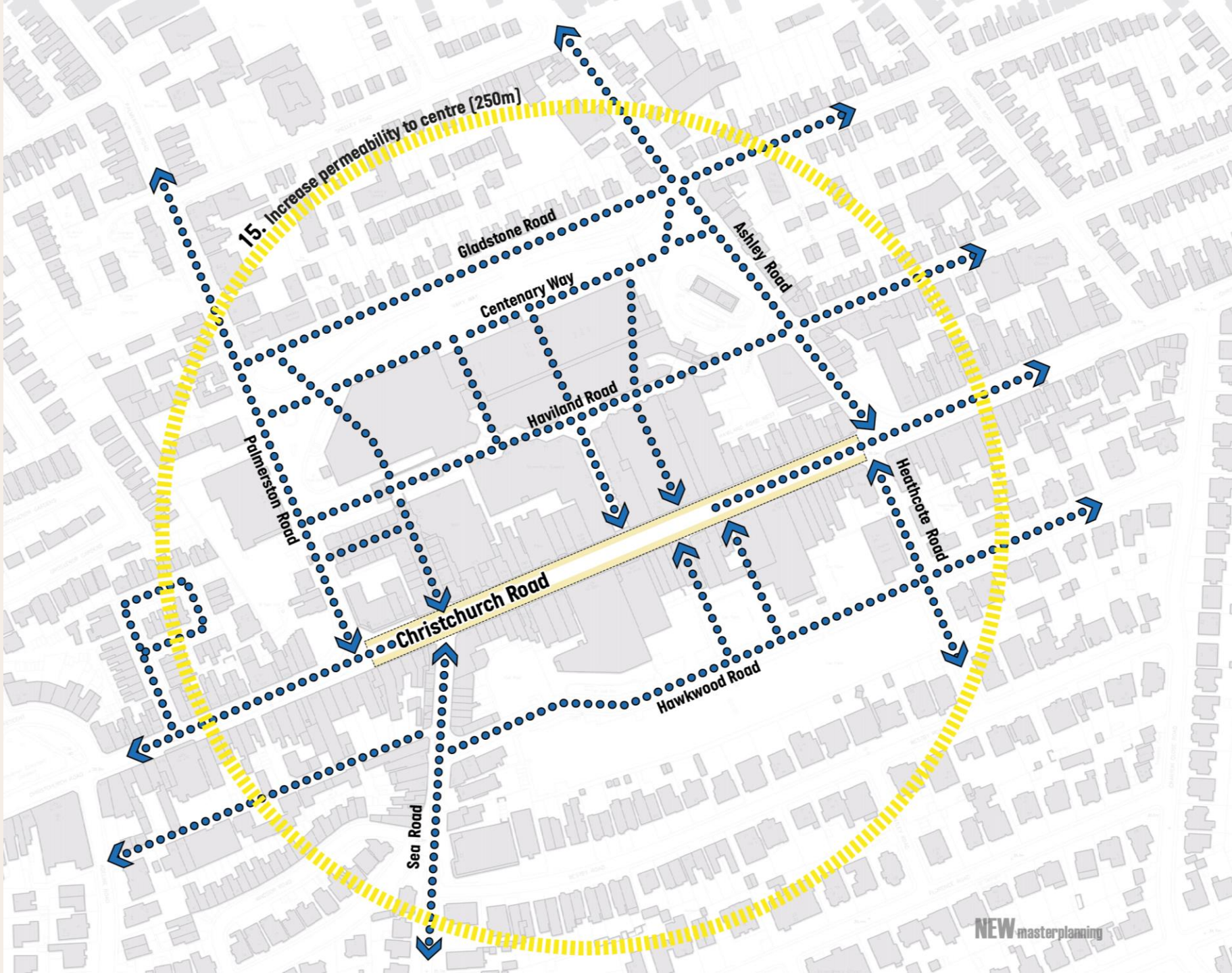
13. Recognise that backlands and parallel streets are areas where mixed use offers can be considered to consolidate the High Street.

14. Carefully consider phasing options, and include provision for meanwhile uses



Connectivity

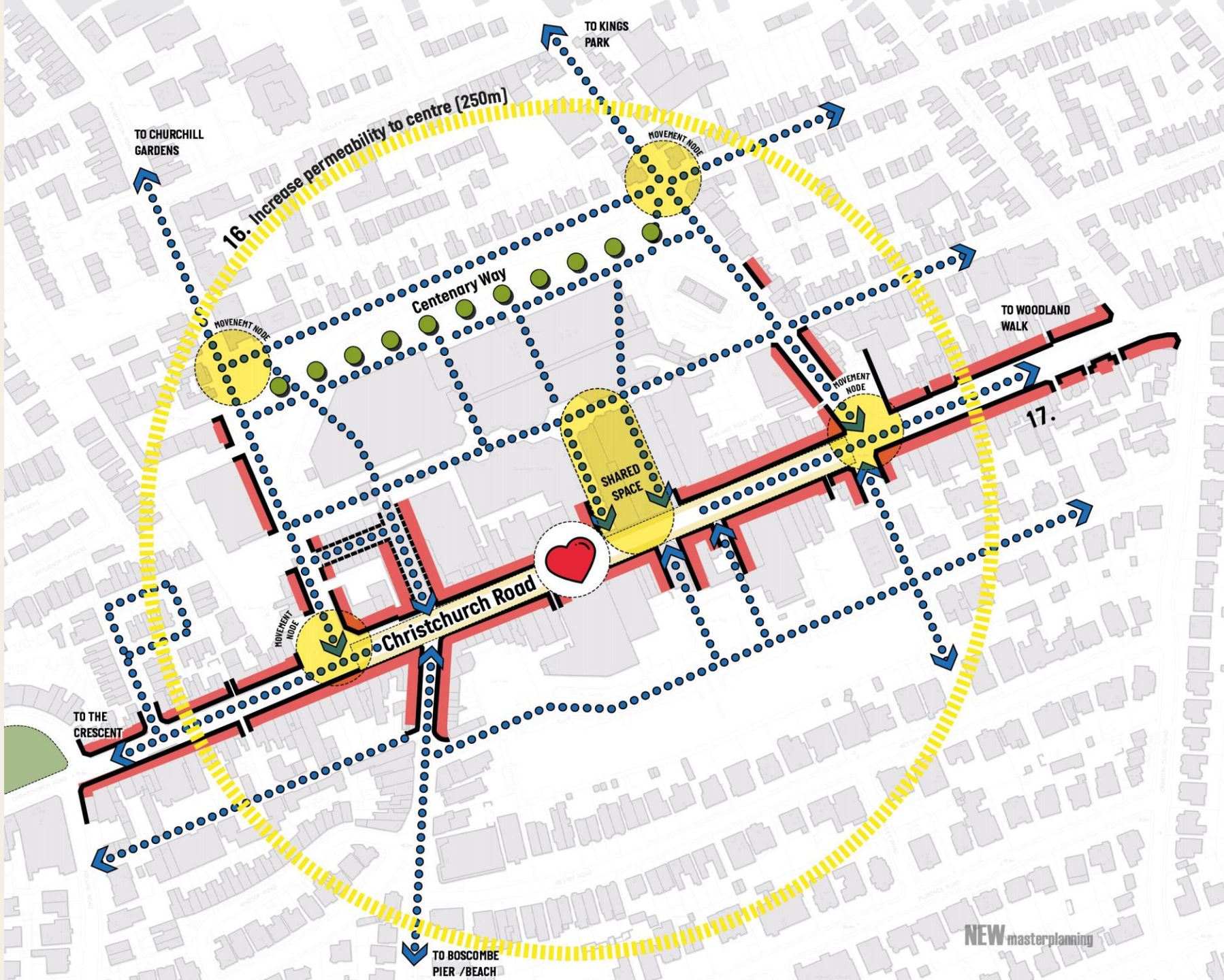
15. Permeable ‘mini-grid’ of pedestrian routes to connect Christchurch, Haviland and Hawkwood Roads.



Public Realm & Adaptability

16. Benefits of Christchurch Road as the heart of the High Street should be found throughout centre, with redevelopment to provide a ‘net-gain’ of new high quality pedestrian space

17. Development designed with ‘fine grain of adaptability’ to ensure longevity and sustainability is built in from the start.



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of the Local Government Act 1972.

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Appendix 8 – EIA Screenings

Equality Impact Assessment: conversation screening tool	
Policy/Service under development/review:	Phase 1 Master Plan, Bournemouth Towns Fund
What changes are being made to the policy/service?	The Phase One Boscombe Master Plan seeks to develop a mixed-use community South of Christchurch Road and comprises a new GP surgery, community centre, 80 homes and small park, retaining some of the existing public car parking and creating a new pedestrian link between Hawkwood Road and Christchurch Road.
Service Unit:	Regeneration
Persons present in the conversation and their role/experience in the service:	Sarah Longthorpe – Director of Regeneration Sarah Good – Head of Delivery Martha Covell Towns Fund Project Manager Peter Friend Housing & Communities Project Manager Cat McMillan – Communities Manager Towns Fund Strategic Board Towns Fund Delivery Board Master Plan Working Group Dots
Conversation dates:	Conversation with Dots
Do you know your current or potential client base? Who are the key stakeholders?	The project will be focused on working with: • Landowners • Tenants • Residents • Community Centre Group • Parks (Environment Team) • Housing Team Other stakeholders include: • Investment companies/ mortgagees; • Local voluntary/community groups;

Do different groups have different needs or experiences in relation to the policy/service?	The following protected groups have different needs and experiences of the area that the Master Plan Development will impact, age, sex, Pregnancy and Maternity, disabled, those with poor health and low-income households.
Will the policy or service change affect any of these service users?	Members of the public: • Access to shops and services as premises are improved • Access to a new GP Surgery • Access to a new Community Centre • Improvements to the accessibility of retail units and the public realm areas • More welcoming and safer local environment. Businesses: • Increased trading due to more footfall in the area. Local voluntary and community groups: • Increase attendance at meetings and events as safety on the High Street is improved.
[If the answer to any of the questions above is 'don't know' then you need to gather more evidence and do a full EIA. The best way to do this is to use the Capturing Evidence form]	
What are the benefits or positive impacts of the policy/service change on current or potential service users?	• Better quality provision for local residents and visitors to the area. • More welcoming and safer local environment. • More welcoming, fit for purpose and safer local environment and amenities for people with disabilities or poor health.
What are the negative impacts of the policy/service change on current or potential service users?	• Loss of parking provision to visitors to the area • Potential minor impact on accessibility and noise whilst construction works are taking place. • Further consideration will be given to establishing whether planned improvements will negatively impact this group as the project progresses.
Will the policy or service change affect employees?	The redevelopment will create more viable businesses and better access to premises. One retail unit will need to be demolished as a result of the proposals. The unit currently earmarked for demolition is WHSmith which provides a useful local shop and employs around 3 staff. The

	proposal would therefore affect those working in this retail premises when it closed and or relocated to another premises on Christchurch Road as well as customers.
Will the policy or service change affect the wider community?	The proposal will benefit those living and working in the wider Towns Fund area. It affect residents living immediately adjacent to Hawkwood Road.
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	• RE: Loss of parking provision- Improved sign posting to alternative parking facilities, good advertising of the loss of the car parking well in advance to enable people to plan future journeys to adjacent alternative car parks. Some parking to be retained, sufficient for most days of the week. • Impact on accessibility and noise whilst construction works are taking place- A phased approach will need to be taken, sites need to be well screened and construction vehicles managed. Hours (time) of construction work to be controlled- all through Building Control. • Careful, negotiation with owners of existing retail unit so the closure of the retail premises can be planned well in advance and they can be assisted in relocating to an alternative vacant premises on Christchurch Road. • Continued discussions will be had with the relevant groups as the project progresses.
Summary of Equality Implications:	There are some minor equality implications. But overall, the project will benefit in particular those with poor health, social and economic deprivation, disabilities, existing and new businesses in the area and those on lower incomes.

Equality Impact Assessment: conversation screening tool

Policy/Service under development/review:	**Digital Connectivity Project, Bournemouth Towns Fund**
What changes are being made to the policy/service?	Installation of 5G cabling to enable faster internet connectivity and ancillary revenue projects with local businesses and community.
Service Unit:	Development

Persons present in the conversation and their role/experience in the service:	Kate Greenham- Service Unit Equality Champion Adrian Hale – Smart Place Strategy & Programming Lead Martha Covell- Towns Fund Programme Manager
Conversation dates:	11.5.21, 13.5.21, 19.5.21.
Do you know your current or potential client base? Who are the key stakeholders?	Local businesses, the community sector, the public sector and academia including: • Local businesses e.g. retailers, digital companies, hospitality etc.; • Local voluntary/community groups; • Local skills providers; • Local health providers including the South Coast Medical Group; • BCP Council internal departments including Adult Social Care; Children's Services; Community Services; Transport; Environment; Waste Management; Seafront Services; CCTV team Community Action Network; • Dorset Clinical Commissioning Group; • Dorset Police; • Dorset LEP; • AFCB Bournemouth; • Bournemouth University; • Smart Place R&D Consortium technology partners; • Wireless and 5G equipment suppliers; • Civil engineering contractors; • Cabinet Office; • Department of Digital, Culture, Media and Sport; • Ministry of Housing, Communities and Local Government; • Department of International Trade; • National Cyber Security Centre; • Centre for Protection of National Infrastructure;
Do different groups have different needs or experiences in relation to the policy/service?	The following protected groups have different needs and experiences of digital connectivity: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, marriage and Civil Partnership, Race, Religious belief, sexual orientation, low-income households.
Will the policy or service change affect any of these service users?	Access to better information on services and applications available. Increased access to skills,

	jobs and services as a result of opportunities created through enhanced digital connectivity. More welcoming and safer local environment.
[If the answer to any of the questions above is 'don't know' then you need to gather more evidence and do a full EIA. The best way to do this is to use the Capturing Evidence form]	
What are the benefits or positive impacts of the policy/service change on current or potential service users?	Access to better information on services and applications available. Increased access to skills, jobs and services as a result of opportunities created through enhanced digital connectivity. More welcoming and safer local environment. More welcoming and safer local environment for people with disabilities.
What are the negative impacts of the policy/service change on current or potential service users?	None currently known. • Potential minor impact on accessibility and noise whilst construction works are taking place. • • Further consideration will be given to establishing whether planned improvements will negatively impact this group as the project progresses.
Will the policy or service change affect employees?	Yes- creating more viable businesses and creating better access to information.
Will the policy or service change affect the wider community?	Yes- as above.
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	None.
Summary of Equality Implications:	There are no equality implications. The project will benefit in particular those on lower incomes and existing and new businesses in the area.

Equality Impact Assessment: conversation screening tool	
Policy/Service under development/review:	**Royal Arcade, Bournemouth Towns Fund**
What changes are being made to the policy/service?	Key outcomes for the project will see a sustainable investment in the Royal Arcade, bringing the whole building back into operation for the first time in decades.

Service Unit:	Regeneration
Persons present in the conversation and their role/experience in the service: **Conversation dates:**	Sarah Longthorpe – Director of Regeneration Martha Covell Towns Fund Project Manager Towns Fund Strategic Board Towns Fund Delivery Board Royal Arcade Working Group Ongoing between October 2021 and September 2022
Do you know your current or potential client base? Who are the key stakeholders?	The project will be focused on working with: Internal BCP Council stakeholders (predominately from Regeneration and Culture and Planning teams) Bournemouth Towns Fund Strategic Board Bournemouth Towns Fund Heritage and Culture working group which includes BCP Head of Tourism, BCP Head of Culture, BEAF, Coastal BID, Existing owners and occupiers including: Existing tenants (shopkeepers and businesses) Existing freeholder and leaseholder Potential tenants and users Potential managing agents/ companies Residents Entrepreneurs and Business Start-ups Community Groups: Boscombe Community Forum Boscombe and Pokesdown neighbourhood Plan Forum
Do different groups have different needs or experiences in relation to the policy/service?	Yes. Although, in this context it is not a policy or service, it is regeneration activity being delivered over phases. Each group (under the definition of protected characteristics) will have different needs and experiences of the building. The following protected groups have different needs for the Royal Arcade Low income households Those with poor wellbeing and/or health Less mobile/ access impaired
Will the policy or service change affect any of these service users?	Yes. It will improve the building for these groups. Members of the public: • Access to shops and services as premises are improved • Improvements to the accessibility of retail units and the public realm areas • More welcoming and safer local environment.

	Businesses: • Existing businesses trading in the Royal Arcade and their employees • Existing businesses in Christchurch Road (High Street)- increased trading due to more footfall in the area. Local voluntary and community groups: • Increase footfall and attendance at meetings and events as safety on the High Street is improved.
[If the answer to any of the questions above is 'don't know' then you need to gather more evidence and do a full EIA. The best way to do this is to use the Capturing Evidence form]	
What are the benefits or positive impacts of the policy/service change on current or potential service users?	• Better quality and more affordable provision of shops, services and workspaces for residents and traders (and visitors also). • Better access to skills and training through the linked Boscombe Skills Hub project. • More welcoming, fit for purpose and safer local environment and amenities for people with disabilities or poor health.
What are the negative impacts of the policy/service change on current or potential service users?	• Temporary impact on accessibility and noise whilst construction works are taking place. • Further consideration will be given as the business case is develops (and the project progresses) to establishing whether planned improvements will negatively impact these groups.
Will the policy or service change affect employees?	The Arcade currently accommodate 7 businesses, the needs of which need to be fully considered for the medium-term building works and longer term plans for the building.
Will the policy or service change affect the wider community?	The proposal will benefit those living and working in the wider Towns Fund area.
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	• Impact on existing businesses in the building ability to trade before, during and after construction- accessibility and noise whilst construction works are taking place- A phased approach will need to be taken, sites need to be well screened and construction vehicles managed. Hours (time) of construction work to be controlled.

	• Careful, negotiation with owners of existing business premises so any potential closures or relocations of the retail premises can be planned well in advance, and they can be assisted in relocating to an alternative vacant premises. • Continued discussions will be had with the relevant groups as the project progresses.
Summary of Equality Implications:	Overall, the short-term inequality implications are outweighed by the longer-term benefits of the project. Overall, the project will benefit all groups defined within the protected characteristic criteria. In addition, outcomes will focus on; 1. Poor health 2. Social and economic deprivation 3. Disabilities and access 4. Existing and new businesses 5. Lower income households

Equality Impact Assessment: conversation screening tool

Policy/Service under development/review:	**Bournemouth Towns Fund – Local Transport Improvement projects**
What changes are being made to the policy/service?	Four projects were endorsed by the TF Strategic Board on 07 September 2022 for delivery as part of the Bournemouth- Boscombe TF programme. These are follows: • A35 - Pokesdown Station to Boscombe precinct • Bus service – Station to Precinct to Pier • Local walking and cycling improvements – Ashley Road • Local walking, cycling and park improvements – Woodland Walk The implementation of each of these projects will lead to changes to the layout and operation of highway network. At this stage of design development, the precise details and impacts of any proposed interventions are not known.
Service Unit:	Regeneration
Persons present in the conversation and their role/experience in the service:	Sarah Longthorpe - Director of Regeneration Sarah Good - Head of Delivery Martha Covell - Towns Fund Project Manager

	Richard Wareham - Project Manager (access and movement) Towns Fund Strategic Board Towns Fund Delivery Board Towns Fund Transport Working Group
Conversation dates:	On-going between October 2021 and September 2022
Do you know your current or potential client base? Who are the key stakeholders?	The projects will be focused on working with: • Internal BCP Council stakeholders (predominately from within BCP Council's Transport and Engineering teams), including: ▪ Head of Transportation (Rich Pincroft) ▪ Sustainable Travel team (Beth Barker-Stock) ▪ Transport Policy team (Ewan Wilson) ▪ Transport Development (Alexis Edwards / Adrian Kemp) ▪ Transport Improvement / Capital Programme (Bob Askew / Susan Fox) ▪ Road Safety (Martin Baker) ▪ Highway maintenance team (Greg Kerr / Simon Legg) ▪ Street Lighting (Dan Moorley) ▪ Traffic Management (Richard Pearson) ▪ Accessibility team (buses – Nick Phillips) ▪ Asset team (Lynne Waite) ▪ Engineering (Simon Philp) ▪ BCP Parks team • External BCP transport providers/partners, including: ▪ Bus operators (MoreBus and Yellow Buses) ▪ Bike hire operators (Beryl Bikes) ▪ Rail operators (Network Rail, South Western Railways) • Users of the highway network, including: ▪ Motorists ▪ Cyclists ▪ Pedestrians, including children travelling to Kings Park Academy ▪ Public transport users ▪ Freight operators • Users/Neighbours of Woodland Walk ▪ Pedestrians

	▪ Cyclists ▪ Properties abutting the walk • Owners/Occupiers of properties abutting the highway • Owners/Occupiers of properties with any new development(s) • Local pressure groups, including: ▪ BH Active Travel • Local voluntary and community groups ▪ Boscombe Community Forum
Do different groups have different needs or experiences in relation to the policy/service?	The following protected groups have different mobility needs within the area encapsulating of the four LTIPs: • Age • Disabled and/or those with mobility impairments • Those with poor health • Low-income households
Will the policy or service change affect any of these service users?	Members of the public: ▪ General improvements to accessibility and the public realm areas ▪ More welcoming and safer local environment. ▪ Access to the highway network ▪ Access to shops, event, tourist attractions and public transport ▪ Access to any new development ▪ Access to a new Community Centre Businesses: ▪ Increased trading due to more footfall in the area and a better-connected transport/highway network Local voluntary and community groups: ▪ Increase attendance at meetings and events as safety and ability to travel safely is improved.
[If the answer to any of the questions above is 'don't know' then you need to gather more evidence and do a full EIA. The best way to do this is to use the Capturing Evidence form]	
What are the benefits or positive impacts of the policy/service change on current or potential service users?	The LTIPs will improve accessibility and connectivity of the transport/highway network for all by providing: • Improved public realm

	• Creating more welcoming and safer local environs. • Improvements to the public transport network • Enhancements to Woodland Walk
What are the negative impacts of the policy/service change on current or potential service users?	• Potential minor impact on accessibility and noise whilst construction works are taking place. • Further consideration will be given to establishing whether planned improvements will negatively impact any groups as the project progresses.
Will the policy or service change affect employees?	It will enhance their ability to travel to/from their place of work using more sustainable modes of transport, and reducing the reliance on single trip, single occupancy car journeys.
Will the policy or service change affect the wider community?	The LTIPs will benefit those living and working in Boscombe; and visitors to and users of Pokesdown Station, the town centre and Boscombe beach/seafront area.
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	• Impact on accessibility and noise whilst construction works are taking place - A managed, possibly phased, approach will need to be taken to minimise disruption to users of the highway during construction phase, including well screened work areas and the management of construction vehicles to/from the works site. Hours (time) of construction work, and noise emissions will need to be controlled through construction contracts, in line with good working practices. • Continued discussions will be had with the relevant groups as the project progresses.
Summary of Equality Implications:	There are some minor equality implications. But overall, post implementation, the LTIPs will offer benefits to most users of the highway network, in particular those with poor health, social and economic deprivation and/or disabilities.

For any questions on this, please contact the Policy and Performance Team by emailing performance@bcpcouncil.gov.uk

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Bournemouth Towns Fund

Creating a Thriving Community, Sustainable Place and Economic Growth

Local Transport Improvement Projects Business Case:

- Full Business Case

……

Author: Business Case: Ross Pascoe

Version: V1.0: As approved by the Delivery Board

V2.0: As approved by the Strategic Board with minor amendments

Date: 22/12/2022

Part 1: Project Summary Document

Towns should complete this for each project.

Summary Document table
1. Project name: Local Transport Improvement Projects
2. **Heads of Terms project conditions** –
3. Business case appraisal Provide details of how the business case has been appraised including: – business case type – any internal or external assurances
1. Critical Friend Review - by consultants, AECOM November 2022 2. BCP Council S.151 Officer - review (December 2022 3. Delivery Board review and approval - 22 November 2022 4. Fund Board - approval subject to minor amendments – 6 December 2022
4. MHCLG capital (CDEL) 5% payment
Main activities, if applicable: • Appoint LTIs project officer • Prepare consultants brief and tender for design consultant for projects 2, 4 and 5 • Appoint designer for projects 2, 4 and 5 • Procure mini-bus service linking Pokesdown Station with Boscombe Pier via Hawkwood Road • Procure works for projects 2, 4 and 5 • Appoint contractor(s) for projects 2, 4 and 5 • Oversee construction/implementation of all projects • Monitor and evaluate projects
5. Quantified benefit-cost ratio/value for money (e.g., Benefit Cost Ratio or Net Present Social Value) A quantified benefit-cost ratio should be provided. If it has not been generated, a summary of evidence used by the S151 Officer to demonstrate value for money should be stated.
The NPV of the LTIPs is £1,149,142.59, which provides a BCR of 1.54. This BCR falls within the Medium Value for Money category.
6. Deliverability Will this project still be delivered within the Towns Fund timeframe? (Y/N)
Yes
7. Delivery plan Including details of: – timescales and key milestones – partnerships – interdependencies – risks and mitigation measures (if not provided above).
The Local Transport Improvement Projects will be delivered within the Towns Fund delivery timeframe; with project 5 commencing in early 2023 and project 3 from April 2023. The design process for projects 2 and 4 will commence early 2024, with the construction phase being delivered by January 2026. The are no formal partnerships; however, key stakeholders include: · Key political stakeholders (BCP Council Portfolio Holders for Development, Growth and Regeneration; and for Transport and the Environment) · Local Councillors for Boscombe East & Pokesdown Ward and for Boscombe West Ward

- Public transport operators/providers/partners
- Emergency Services
- Businesses, Schools, Universities, etc.
- Boscombe Forum representatives
- Residents and Community Groups
- Environment Interest Groups
- Cycle and Walking groups, including BH Active Travel
- Groups representing people with disabilities

There are no identified interdependencies.

Key risks have been categorised as follows:

- Risks to the project programme
- Failure of the Principal Designer(s) to deliver designs for the LTIPs
- Failure of the Principal Contractor(s) to deliver the LTIPs
- Risks to the LTIP costs
- Risks to scheme funding
- Rising construction costs render the LTIPs unaffordable
- Risks to the operation of the transport network
- Design and information risks
- Cumulative risks such as unforeseen ground conditions and weather disruption
- Health and safety risks

Mitigation measures and risk ratings are at Table 24.

8. Town Deal Board Chair name & signature

Name of the Town Deal Board Chair: Geoff Mostyn

Signature:

Date:

9. By signing, I agree that:

1. The business case, in a proportionate manner, is Green Book compliant.
2. The 5% early capital (CDEL) has been included in the Town Fund project costs across the programme.
3. This project and expenditure represent value for money, including the 5% early capital (CDEL) provided.
4. Project-level Equality Impact Assessments such as Public Sector Equalities Duty and/or Environmental Impact Assessments have been undertaken.
5. For final submission - programme-level Public Sector Equality Duty assessment has been undertaken by the accountable body.

Name of the lead Local Authority and signature of the Chief Executive Officer or S151 Officer

Name of the lead Local Authority: BCP Council

Job title: Section 151 Officer

Name and signature: Adam Richens

Date:

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B: Consultation Reports

C: Bus Project Technical Note

D: Scheme Programme

Version Status:	Approved
Version Number:	2
Prepared by:	Ross Pascoe and John Snow (WSP)
Date:	22/12/22

1 Executive Summary

1.1 This Business Case has been prepared to support Local Transport Improvement Projects (LTIPs) in Boscombe which are to be delivered as part of the Towns Fund (TF) investment programme. The proposals are for several improvement projects which would increase the attractiveness of the town centre and assist with economic regeneration and recovery from the Covid-19 pandemic.

Strategic Case Overview

1.2 The Strategic Case set out within the Business Case demonstrates the need for improvement to active travel and public transport provision in Boscombe and presents the rationale for investment. It demonstrates the case for change, the strategic fit and the business need for the proposed LTIPs.

Severance caused by the highway network

1.3 A3049 Ashley Road and A35 Christchurch Road are key arterial routes through Boscombe. Due to this, high traffic volumes cause severance between communities and there are issues with road safety, particularly for cyclists and pedestrians. Vehicle dominance is a key theme in Boscombe and although there have been increases in the number of cyclists since 2020 and COVID-19, there is insufficient infrastructure provision to truly cater for a modal shift away from the car.

1.4 Improvements to provide a multimodal corridor on A35 Christchurch Road and a greater environment for pedestrians on A3049 Ashley Road will encourage sustainable travel in and around Boscombe town centre. The improvements would support in improving the public realm more generally and make the town centre a more attractive place to be.

Regeneration of the town centre

1.5 Boscombe and the wider BCP Council area has been severely impacted by the COVID-19 pandemic with unemployment figures rising by around 75% between March and April 2020 in Bournemouth, and again from April to May 2020, as is shown in Figure 3. Trends show unemployment to be decreasing but the rates of unemployment claimants are above that of both the South West and England average.

1.6 Increasing the attractiveness of the town centre for people to live, work and visit will support economic regeneration and assist in post pandemic recovery. In the Bournemouth Town Centre Area Action Plan (2013), transport and movement were identified as key issues facing the future of the town centre with large parts being dominated by the needs of private vehicles making walking and cycling difficult. The Action Plan sets out the vision that by 2026 Bournemouth town centre will be rejuvenated to be more competitive and a place of high quality for residents, visitors, businesses and students.

Walking, cycling and bus provision

1.7 Current provision for walking and cycling in Boscombe is limited on the key corridors. A35 Christchurch Road has intermittent unsegregated infrastructure for cyclists and A3049 Ashley Road is undesirable for both pedestrians and cyclists. Current bus services connect the wider Boscombe area but are not so good for connecting key destinations within Boscombe such as the town centre, train station and the beach. Proposals for a pilot minibus service will connect these areas every 30 minutes with the aim of enabling the creation of a modern, future ready, commercially robust and sustainable bus route between Pokesdown Station and Boscombe Pier via Boscombe Precinct.

BCP Council Ambitions

1.8 The Bournemouth, Poole and Dorset Local Transport Plan (LTP) 2011 to 2026 sets out the vision for a safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets. The Local Transport Plan understands that transport is one of the most important issues for people in Dorset and therefore sets out a strategy to improve the local infrastructure.

Environment

1.9 Decarbonisation is of massive importance to improve the state of the environment as well as the health of the people that live within the UK. The Governments 10 Point Plan for a Green Industrial Revolution (2020) is a set of aims and promises that have been made to accelerate the journey to becoming a net-zero country when it comes to carbon emissions. It includes encouraging the use of Green Public Transport, walking and cycling. Development of the individual transport projects will also help to support many national and regional policies. The Climate Change Act (2008) established a long-term framework to reduce the UK's greenhouse gas emissions by at least 80% compared to 1990, by 2050. BCP Council declared a climate emergency in 2019 to ensure the organisation becomes carbon neutral by 2030, and the authority area by 2050.

Project Vision

1.10 The objectives of the LTIPs are aligned with the aims of the TF programme will work towards supporting the broader goals of the BCP Council's LTP3. The objectives of the LTIPs are:

- To attract inward investment and deliver economic regeneration including new jobs and training opportunities focused on Boscombe Town Centre.
- To deliver high quality zero carbon homes in a vibrant mixed-use neighborhood.
- To develop a beautiful, healthy, and green place that enhances Boscombe's Victorian Heritage.
- To achieve better virtually and physically connected communities and enable active travel.
- To provide enhanced space and support for Boscombe's rich arts and music scene, celebrate its diverse cultures and bring the community together through festivals and events.

1.11 The proposed project outcomes and outputs have been identified in the Logic map included in Figure 17 of the Strategic Case.

Stakeholder Consultation and Engagement

1.12 A consultation was undertaken on the TF in 2020. The consultation exercise had a total of 547 responses through an online survey. Two thirds of respondents to the survey suggested the addition of extra green spaces on the high street is the highest priority. 64% of respondents stated that improvements in cycle access to Boscombe Town centre is required with 63% also stating that improvements are required for those travelling on foot. 56% of survey respondents also stated that the provision of a bus route between Boscombe Pier and Boscombe Town centre is required.

1.13 Further consultation was held in July 2022 for the Bournemouth TF Phase One. Respondents felt that Pokesdown Station needed development and responses suggested that 44% of respondents were likely to use a new minibus shuttle service. 65% of respondents supported proposals for more pedestrian crossings and 64% supported a continuous cycle lane on Christchurch Road and 71% of respondents agreed that improvements to pedestrian facilities on Ashley Road are needed.

Economic Case Overview

Options Appraised

1.14 The economic appraisal of the LTIPs has focused on the assessment of benefits associated with the introduction of active travel improvements. The three LTIPs in which benefits were calculated for active travel measures were:

- Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements: Provision of improved cycle facilities along the A35 Christchurch Road providing a segregated stepped cycle way. Improved pedestrian crossing facilities are to be provided at multiple junctions along the A35 Christchurch Road creating a continuous footway and giving pedestrians priority.
- Project 4 –Ashley Road Pedestrian Improvements: Provision of a new signal-controlled pedestrian crossing across the southern section of Ashley Road. Widening of the existing footway between Gladstone Road and Shelley Junctions and the introduction of junction treatments on all side road junctions south of the rail line providing a continuous footway for pedestrian users.
- Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements: Introduction of improved facilities within the park such as wayfinding/signage, information panels and improved seating improving the route between the town centre and beach for cyclists and pedestrians. Alongside these new facilities a development plan will be produced in tandem to help manage the parkland for all users encouraging an increase in visitors and users.

1.15 A qualitative appraisal of Project 3 - mini-bus service between Pokesdown Station and Boscombe Pier - was deemed to be the appropriate way for this scheme to be considered and proportionate to the funding being sought and the potential impacts of the scheme. Due to the proposed service being a pilot which will operate for 6 months of the year and cover off-peak hours through the day it was not considered proportional to undertake a modelling exercise to determine the impacts on bus patronage and the calculation of bus journey time savings and revenue impacts.

Summary of Economic Benefits, Costs and Value for Money

1.16 The assessment of the economic impacts associated with the active travel measures being proposed in the LTIPs have been appraised using the Department for Transport (DfT) Active Mode Appraisal Toolkit (AMAT). The AMAT spreadsheet tool calculates benefits by Mode Shift, Health and Journey Quality. The AMAT tool combines these benefits to produce a Present Value Benefits (PVB) for the individual scheme being appraised. The AMAT also calculates a Present Value Cost (PVC) which is in turn used to calculate a scheme/projects Benefit Cost Ratio (BCR). Within the AMAT additional cost considerations are also included such as Optimism Bias which for the LTIPs has been kept at the default 23% value.

1.17 The BCR calculations for the three active travel focused projects have been calculated using the AMAT tool and are presented in Table 1. The VfM assessments undertaken show that the three projects have positive BCRs ranging from 1.39 to 1.65 with the projects representing Low to Medium VfM.

Table 1 - VfM Assessment results from AMAT for LTIPs

Appraisal Outputs		Value for Money Category
Project 2 – A35 Christchurch Road		
PVB (in £'000s)	2,487.41	**Medium**
PVC (in £'000s)	1,503.87	
BCR	1.65	
Project 4 – A3049 Ashley Road		
PVB (in £'000s)	625.37	**Low**
PVC (in £'000s)	449.86	
BCR	1.39	
Project 5 – Woodland Walk		
PVB (in £'000s)	171.75	**Medium**
PVC (in £'000s)	110.17	
BCR	1.56	

1.18 As well as individual BCRs an overall combined BCR has been calculated for the entire LTIPs programme. The PVC for the overall LTIPs has been calculated and includes the costs for Project 3, however, as no VfM assessment was completed for this project no benefits have been presented in the PVB. The overall combined LTIPs BCR is presented in Table 2 and shows that the programme represents Medium VfM.

Table 2 - Combined BCR and VfM for the LTIPs

Appraisal results	Combined
PVB (IN £'000S)	3,284.53
PVC (IN £'000S)	2,135.39
BCR	1.54
Value for Money Category	Medium

Financial Case Overview

Summary of Costs

1.19 The overall LTIPs programme is due to cost a combined total of £3,244,666. This overall cost will be broken down into the following values for each of the individual LTIPs:

- Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements: £2,323,752
- Project 3 – Bus Service Pokesdown Station to Boscombe Pier: £100,000
- Project 4 – Ashley Road Pedestrian Improvements: £668,894
- Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements: £152,021

1.20 All capital costs are presented in Q4 2022 prices and exclude VAT. Capital, or investment costs, are defined in TAG unit A1.2 and the main components are construction, land and property, preparation and administration and traffic related maintenance costs. Risk costs have been split across the four LTIP costs, the risk values have used a 46% increase from optimism bias.

Summary of Funding Sources

1.21 To ensure the delivery of the LTIPs funding will come through TF allocations and BCP Council's LTP. It is proposed that the TF allocation will cover £994,667, with the remaining £2,250,000 being provided through the LTP.

Commercial Case Overview

1.22 The Commercial Case sets out the procurement approach that will be adopted to ensure that the LTIPs are commercially viable and deliverable within the project budget and the investment timescales and can achieve the best value to the public purse.

High level approach

1.23 BCP Council will conduct a 'traditional approach' to procurement for both design and construction/delivery phases and include the following options to deliver the LTIPs:

- In-house capability
- Use of existing professional frameworks
- Contract tendering

Procurement Strategy

1.24 The procurement strategy will utilise a suite of existing "proven" suppliers and providers to deliver the LTIPs. Where necessary, new suppliers/providers will be determined through new contractual relationships. These new relationships will be procured in accordance with BCP Council's financial regulations which are aligned with procurement law.

1.25 BCP Council has experienced and qualified 'in-house' design and programme/project management capabilities which will be used to deliver the LTIPs. To compliment this resource BCP Council also has established consultancy service frameworks that will be utilised to provide additional resources to deliver the LTIPs as required.

1.26 Where the scope of the LTIPs is appropriate, the tendering of a contract will be procured through existing local or regional procurement frameworks available to BCP Council. These will include, BCP Council's Term Maintenance Framework Contractor, Hampshire County Council's Generation 3 and 4 Civil Engineering Highways and Transportation Infrastructure Works Framework, and the SCAPE Civil Engineering & Infrastructure Framework.

1.27 Design, procurement, and construction supervision will be managed by BCP Council in conjunction with the appointed Contractor(s) and Consultant(s) in accordance with framework agreements. The Principal Designer for detailed design leading to construction of the LTIPs will be the appointed designer(s); and the Principal Contractor will be the appointed Contractor(s).

1.28 The LTIPs tenders will include clauses to facilitate the transfer of appropriate risks from BCP Council to the suppliers, such as risks associated with construction costs increasing above those predicted. At this stage of design and prior to the appointment of a contractor(s), the LTIPs cost estimates contain a greater proportion of risk borne by BCP Council, than will remain after appointment. Once the tendering process is complete, some of the risk (such as cost increases associated with the design and construction stages) can be transferred to a contractor(s).

Management Case Overview

1.29 The management case for the LTIPs is composed of, evidence of similar projects, proposed governance structure, programme and delivery timescales, project reporting and dependencies, Stakeholder management, risk management and benefits monitoring and realisation.

LTIPs Governance Arrangements

1.30 The governance arrangements for the delivery of the LTIPs are to be led by the TF Programme Management Team, as shown in Figure 18 of the Management Case. The Programme Management team is delivering a suite of Boscombe TF projects and comprises experienced individuals.

1.31 The Programme Management Team reports directly to the TF Delivery Board and Strategic Board. These boards comprise a wide range of stakeholders including senior BCP Council officers, members of the public as well as members from the private and voluntary sectors. The Delivery Board provides operational oversight, and has responsibility for monitoring project progress, budget spend, delivery of outputs and outcomes. The Local Transport Group (TWG) provides input into the design of the LTIPs and consists of officers from BCP Council, the relevant BCP Council portfolio holder, community stakeholders, and some members of the Delivery Board and Strategic Board.

LTIPs Programme and Timeline for Delivery

1.32 The programme for delivery of the LTIPs has been set out in the Management Case but in summary sees the LTIPs being delivered between October 2022 and February 2026. The individual LTIPs programme and key milestones is presented in the Management Case and Appendix D. The key milestones of the project start dates and delivery dates are summarised in Table 3.

Table 3 – Key programme dates for delivery of LTIPs

Project	Project Start Date	Project Delivery Date
Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements	January 2023	October 2025
Project 3 – Bus Service Pokesdown Station to Boscombe Pier (Bus service operation dates)	April 2023	September 2023
Project 4 – Ashley Road Pedestrian Improvements	August 2024	February 2026
Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements	October 2022	August 2023

Evidencing Delivery of Similar Projects

1.33 The delivery of the LTIPs will build upon the experience gained from other transport and highway schemes delivered in the BCP Council bounds. Some of these projects which have been successfully delivered include Lansdowne Phases 1a and 2 improvements to public realm on Holdenhurst Road totaling circa. £4.4m which were completed in 2021. This project comprised the introduction of new cycle facilities, improved pedestrian areas and crossing facilities, the creation of new public spaces which utilise high quality surface finishes, street furniture, street trees and planters. This project was managed by BCP

Council's in-house client team, designed by WSP, delivered by Balfour Beatty Living Places and procured through the SCAPE Civil Engineering framework. There are multiple other projects similar to the proposed LTIPs described in the Management Case to support the evidence base of experience through the delivery of projects.

Key Stakeholder and Engagement Strategy

1.34 BCP Council has involved stakeholders from the very early stages of the TF programme with consultation undertaken in 2020 and 2022 with the feedback provided used to inform the direction of the programme.

1.35 A list of key stakeholders to be consulted going forward into the delivery stage of the LTIPs is summarised below:

- Boscombe Forum representatives
- BCP Council – transportation (internal stakeholders)
- Public transport operators/providers/partners (MoreBus, Beryl Bikes, South West Trains)
- Bournemouth TF Programme Management Team
- Bournemouth TF Delivery Board
- Key political stakeholders (BCP Council Portfolio Holders for Development, Growth and Regeneration; and for Transport and the Environment)
- Local Councillors for Boscombe East & Pokesdown Ward and for Boscombe West Ward
- Emergency Services
- Businesses, Schools, Universities etc.
- Residents and Community Groups
- Environment Interest Groups
- Cycle and Walking groups, including BH Active Travel
- Disabled groups

1.36 BCP Council's Equalities Impact Assessment Panel has considered the Engagement Action Plan contained within the Engagement Strategy. This includes the LTIPs, issues and relevant stakeholders. Other stakeholders, places and issues will undoubtedly emerge throughout the programme of LTIPs, and the Community Engagement Officer and working group will work proactively to account for this.

1.37 Engagement will be focused around the TF hub/office on Christchurch Road in the middle of the regeneration area. This will be used by the Project Officer for meetings with stakeholders also spark interest in the LTIPs. The shopfront (through a digital screen) will provide information to owners. As necessary on-line' meetings will also be held.

Key Risks Identified

1.38 Key risks associated with the delivery of the LTIPs will be managed at project management level. Key risks will be identified on the overall TF Risk Register and will be monitored with the current status reported to the Delivery Board. Any newly identified key risks will be added to the Risk Register and also reported upon. Risks for the LTIPs have been identified during discussions with officers, including inputs from technical experts in highway engineering, transport planning, economic, modelling and environmental disciplines. At this stage of the LTIP development the key risks identified are:

- Risks to the project programme
- Failure of the Principal Designer(s) to deliver designs for the LTIPs
- Failure of the Principal Contractor(s) to deliver the LTIPs
- Risks to the LTIP costs
- Risks to scheme funding
- Rising construction costs render the LTIPs unaffordable
- Risks to the operation of the transport network
- Design and information risks
- Cumulative risks such as unforeseen ground conditions and weather disruption
- Health and safety risks

Summary of Benefits Realisation Plan

1.39 To support the identification and progress on the LTIP deliverables (outputs) the anticipated benefits (outcomes) the LTIPs will reported to the Delivery Board one year and five years post project completion.

1.40 To monitor project benefits a Benefits Realisation Plan will be used to define how benefits will be delivered and when a measurement of the achievements of the LTIPs benefits can be made. To support this a Logic Map (Figure 17) has been prepared identifying desired project outputs, outcomes impacts.

2 Introduction

2.1 This Business Case has been prepared to support Local Transport Improvement Projects (LTIPs) in Boscombe which support and are to be delivered as part of the Towns Fund (TF) investment programme. The proposals are for several improvement projects which would increase the attractiveness of the town centre and assist with economic regeneration and recovery from the Covid-19 pandemic.

Towns Fund

2.2 In September 2019, the government invited 100 places to develop proposals as part of a Town Deal to receive funding from the £3.6 billion TF. The TF was created to support the government's targets for levelling up across the UK economy. The overarching aims of the TF are to drive the sustainable economic regeneration of towns delivering long term economic growth.

2.3 To secure this funding towns were invited to prepare a Town Investment Plan (TIP) as part of the Town Deal. The Bournemouth Town Investment Plan prepared by Bournemouth, Christchurch and Poole Council (BCP) secured the authority £22.7 million of investment from Government to support the regeneration of Boscombe. The TIP will be delivered through a number of projects developed in collaboration with the local communities, partners, private and public investors and will be delivered under the following five themes:

1) Enterprise and skills infrastructure
2) Regeneration planning and land use
3) Arts culture and heritage
4) Digital connectivity
5) Local transport

Overview of the Local Transport Improvements Scheme

2.4 BCP is promoting the LTI scheme which is designed to support the regeneration of Boscombe town centre through four LTIPs across Boscombe. These aim to improve sustainable transport at a network level, improving access to the town centre, seafront and at transport interchanges.

2.5 The four LTIPs which are planned across the Boscombe TF area comprise:

- Project 2: A35 Christchurch Road Cycle and Pedestrian Improvements
- Project 3: Bus Improvements – Pokesdown Station to Boscombe Pier via Boscombe Precinct
- Project 4: Ashley Road Pedestrian Improvements
- Project 5: Woodland Walk - Local Walking, Cycling and Park Improvements

2.6 The scheme aims to improve the accessibility of the town centre in Boscombe through the provision of improved sustainable transport facilities to support the economic regeneration of the town centre as well as Boscombe as a whole.

Scheme Description – Project 2: A35 Christchurch Road Cycle and Pedestrian Improvements

2.7 Project 2 aims to provide a multi-modal corridor along the length of the A35 Christchurch Road between Boscombe Precinct and the northern end of Woodland Walk. There is the possibility to extend improvements up to Pokesdown station through future phases. This will include the upgrading of the pedestrian environment, including improved crossing facilities and priority for pedestrians and cyclists along the A35 and at crossings with side roads. The project will provide a continuous service of segregated cycle facilities along Christchurch Road.

Scheme Description – Project 3: Pokesdown Station to Boscombe Pier via Boscombe Precinct

2.8 Project 3 will provide a pilot minibus service with the aim to enable the creation of a modern, future ready, commercially robust and sustainable bus route between Pokesdown Station and Boscombe Pier via Boscombe Precinct.

Scheme Description – Project 4: Ashley Road Pedestrian Improvements

2.9 Project 4 aims to provide an improved pedestrian network along Ashley Road from the Ashley Road / A35 roundabout to the north of the railway bridge. This intervention aims to improve safety along the route for both pedestrians and cyclists and improve the accessibility of various destinations such as the football stadium and Kings Park by focusing on key pedestrian desire lines (desired quickest route) which currently conflict with the highway of Ashley Road.

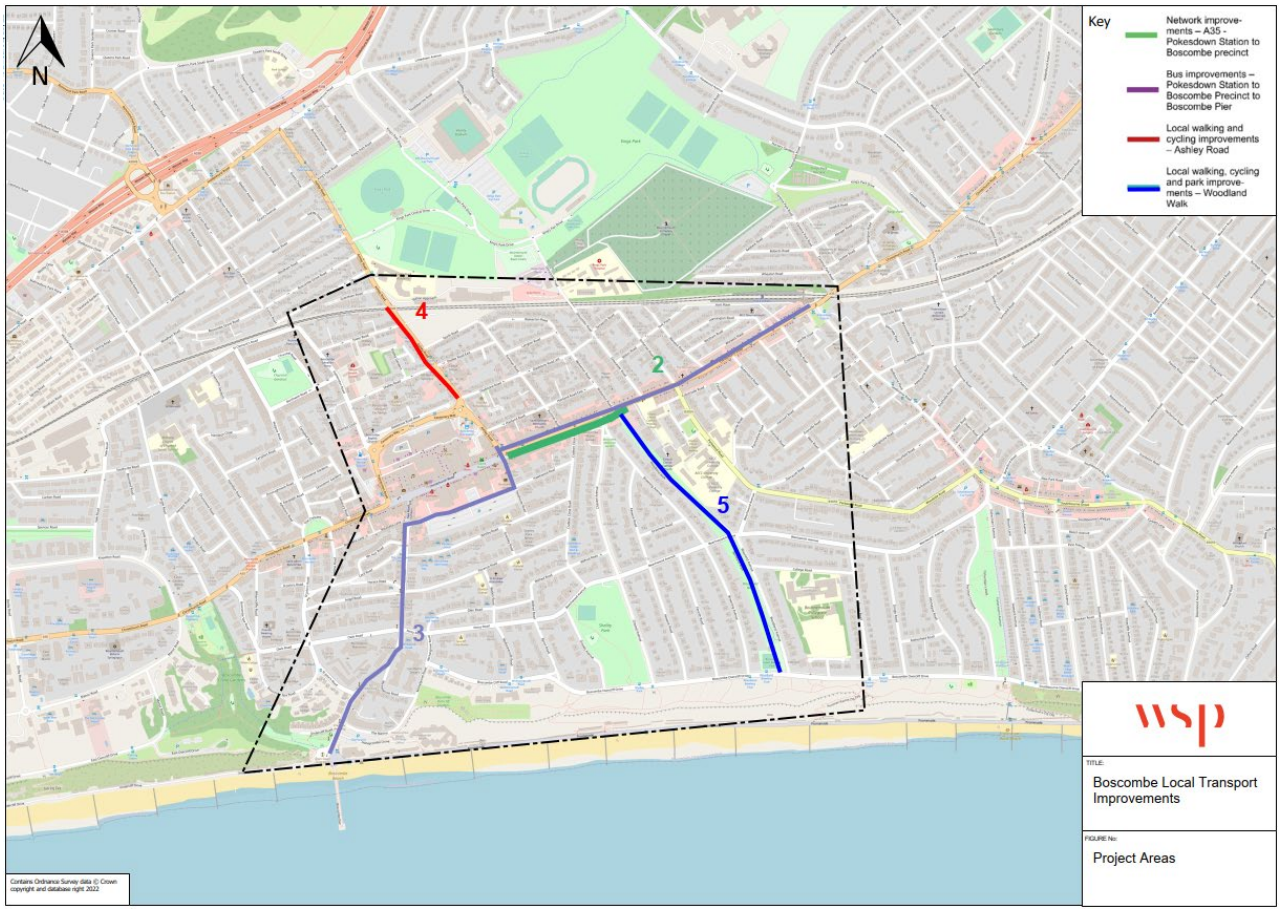
Scheme Description – Project 5: Woodland Walk Local Walking, Cycling and Park Improvements

2.10 Project 5 will look to improve the existing walking and cycling facilities throughout Woodland Walk focusing on the provision of a safe, clear route. With additional prioritisation for active modes accounted for, along with additional measures such as cycle parking, provision of rationalised street furniture, additional seating and general public realm improvements such as signage and planters.

2.11 The route through Woodland Walk will provide a connection between cycle routes. It will link cycle routes along Boscombe Overcliff Drive to existing infrastructure on Christchurch Road to the north. This will provide a designated route between two key destinations within Boscombe for active mode users. The improvements will be supported by additional signage and wayfinding facilities.

The locations of the individual projects are shown in Figure 1 below with project specific General Arrangement drawings and other details shown in Appendix A.

Figure 1 – Project areas for improvement



Business Case Process

2.12 The business case document has been submitted in support of the Boscombe TF LTIPs has been developed following the five-dimension structure required of business cases. This structure follows the same format as that defined in the Treasury Green Book (2022) and required for submission to Department for Levelling Up, Housing and Communities (DLUHC). This five-dimension structure consists of:

- Strategic Case
- Economic Case
- Financial Case
- Commercial Case
- Management Case

Study Area and Context

2.13 This section provides an overview of the study area, its geographic location, demographic composition and transport infrastructure and services.

2.14 Boscombe is located 3km east of Bournemouth town centre and comprises four political ward areas. Boscombe is a high-density population area, focused on the historic Victorian core of Boscombe town centre.

2.15 Within the BCP Council Area, Boscombe is the fourth largest commercial centre behind Bournemouth, Christchurch and Poole, strategically located between Bournemouth to the west and Christchurch to the east.

2.16 Boscombe is a high-density neighbourhood which has developed over time around the historic centre. The area has a population of 37,076 as of mid-2019, this is compared to the entire Bournemouth built up area which has a population of 193,331.

2.17 The BCP Council region is a desirable place to work and live, characterised by 12 miles of beaches and popular city centres, there is high economic potential. 10 million tourists visit the BCP Council region each year and support the employment of over 12,000 people in the tourism sector.1 North of Bournemouth is an airport serving European destinations, and Bournemouth has a rail station providing national strategic connections.

2.18 The Boscombe Local Transport Improvement schemes study area is shown below in Figure 2, with the TF investment area surrounding Boscombe town centre also highlighted. The town centre focus area is defined by the boundary of the A35 to the north, east and west, and by Westby Road to the south.

2.19 BCP Council has identified the town centre of Boscombe as needing support for economic regeneration, this ambition has been supported through the development of the TIP with the vision that:

"By 2030, Boscombe – Bournemouth will be connected, diverse, healthy and safe. Building on the area's arts and creative sector as well as the built seaside heritage, there will be more jobs in a wider variety of sectors. The community will have greater access to good quality jobs, training, leisure activities and homes."

2.20 The TIP outlines a place-based approach to the regeneration of Boscombe-Bournemouth, enabling the Authority Area to build on established partnerships and unite those with ambition and passion to do best for the town. The TIP sets out 5 main aims to:

- attract inward investment and aims to deliver economic regeneration including new jobs and training opportunities focused on Boscombe Town Centre
- deliver high quality zero carbon homes in a vibrant mixed-use neighbourhood
- develop a beautiful, healthy, and green place that enhances Boscombe's Victorian Heritage
- achieve better virtually and physically connected communities and foster active travel
- provide enhanced space and support for Boscombe's rich arts and music scene, celebrate its diverse cultures, and bring the community together through festivals and events.

2.21 The improvements as set out in this Business Case will assist in attracting inward investment by making the town centre and key corridors more desirable, active travel will be encouraged to connect communities thus healthy and green spaces in Boscombe will become more utilised.

[1] https://pdf.euro.savills.co.uk/uk/spotlight-on/the-new-urban-dorset---autumn-2018.pdf

Figure 2 – LTIPs Study Area



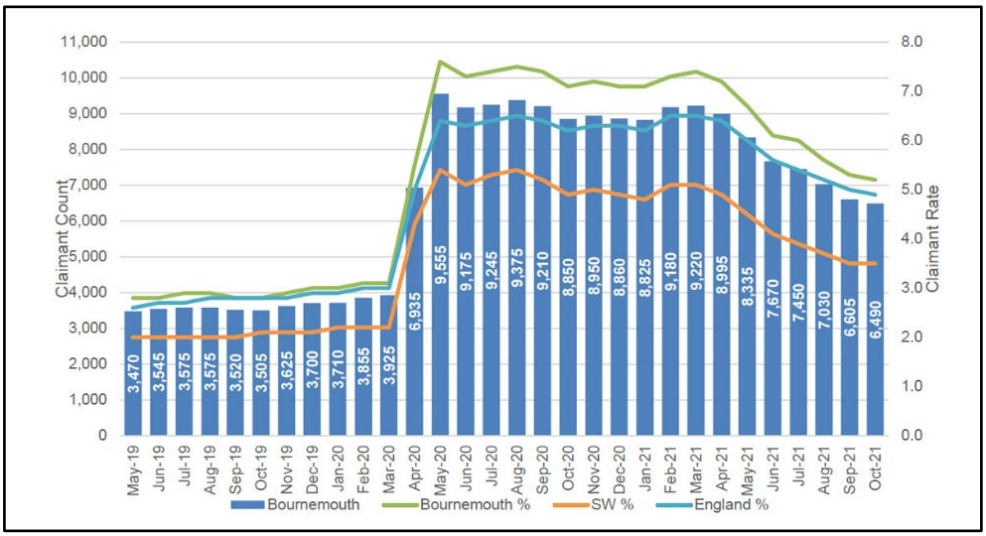
Local Population and Demographics

2.22 Unemployment within BCP is 3.2% as of June 2022, which is 0.6% lower than the national average, however it is higher than the South West at 2.7%[2] showing that the labour market is significantly constrained especially at a local level. Within the east of Bournemouth (Boscombe and surrounding MSOAs) unemployment is at 3%.[3] The chart below (Figure 3) shows that unemployment claimants in Bournemouth have risen since the COVID-19 Pandemic. These rates are higher than the Southwest and England average throughout the same period showing that Bournemouth has been disproportionately affected by the effects of the pandemic, likely due to the composition of the economy and its reliance on tourism.

[2] https://www.nomisweb.co.uk/reports/lmp/la/1820328225/report.aspx#tabempunemp

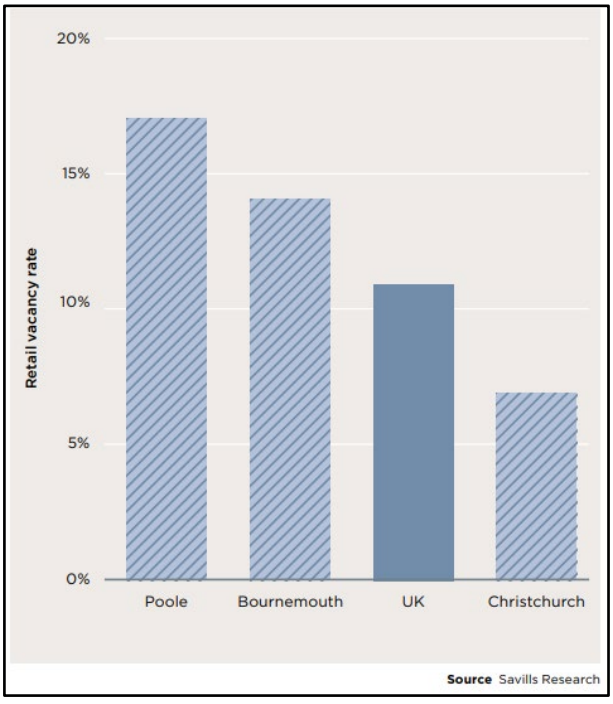
[3] Data analysed for BCP MSOA 020, 025, 026, 035, 036, 037, 041

Figure 3 - Bournemouth Unemployment Claimants[4]



2.23 The combination of unemployment and inadequate transport infrastructure amongst other issues, reduces opportunity for visits to Boscombe, this has evident economic impacts, with currently over 20% of high street retail units being vacant (Coastal BID survey).[5] There was also a 24% decrease in footfall on Boscombe High Street between 2014-2016.[6] Individually, Poole and Bournemouth have higher amounts of vacant retail units than the UK average, as is shown in Figure 4.

Figure 4 - Retail Vacancies



[4] https://www.bcpcouncil.gov.uk/News/News-Features/Bournemouth-city-status-application/Profile/Economy-business-and-investment.aspx

[5] Bournemouth TF High Street Business Case

[6] Boscombe Retail Study (2016)

2.24 Over 26% of residents in Bournemouth do not have access to a private car, and a lack of direct walking routes, cycling infrastructure and the limited bus services act as a constraint to access services, amenities and employment areas.

Transport Networks and Services

2.25 The following section provides a breakdown of the existing transport network within the Boscombe TF study area. This includes descriptions of the walking and cycling network, public transport network and services, and highway network.

Walking and Cycling Network

2.26 A35 Christchurch Road and A3049 Ashley Road are two main roads for vehicles and pedestrians routing to and from Boscombe town centre. These roads connect the town to Pokesdown train station, the major road network, the football ground and the beach. These roads currently have minimal infrastructure for vulnerable road users making cycling and walking in these parts of Boscombe difficult and non-intuitive.

2.27 As a main arterial route, A35 Christchurch Road caters for cyclists with intermittent advisory cycle lanes and infrastructure from the Precinct up to Pokesdown Station, however on-street parking and bus laybys interfere with the continuity of this provision, and it subsequently does not provide suitable protection for users. Approaches to junctions in this area typically also include Advanced Stop Lines for cyclists.

2.28 On A3049 Ashley Road there is no provision for cyclists, users are expected to share road space with motor vehicles. The only real dedicated cycle infrastructure is in the form of a signalised toucan crossing with a refuge island, present at the junction with A35 Christchurch Road, Ashley Road and Heathcote Road.

2.29 Beryl Bikes is an existing bike-share scheme which operates within the bounds of BCP Council. Beryl Bike Hire docking stations are available on Christchurch Road.

2.30 The current cycle and walking conditions are shown in Figure 5.

Figure 5 - Existing Walking and Cycling Network

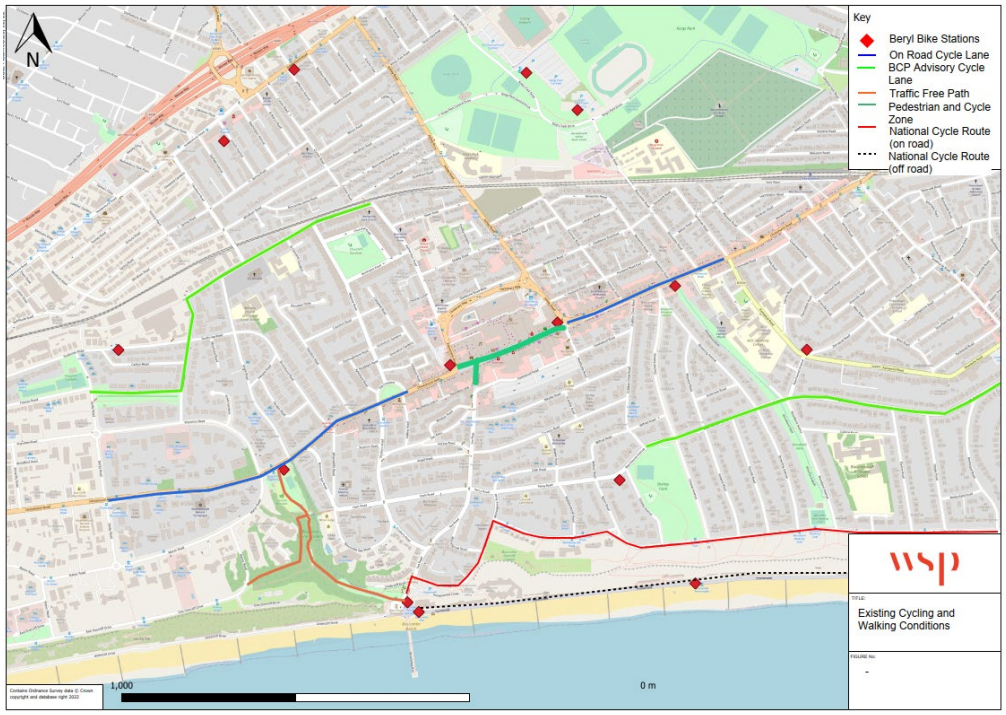


Table 4 - Cycle trips per day (DfT)

Year	Christchurch Road	Ashley Road
2020	762	439
2019	666	384
2018	607	349
2017	355	316
2016	370	330

2.31 Table 4 depicts DfT traffic counts of cycle trips on both Christchurch Road and Ashely Road, it shows an increasing number of cyclists year on year from 2016. There is a 14% increase in cycle trips from 2019 to 2020, although this may be attributed to a change in travel habits during the Covid-19 pandemic, or increased cycle trips for leisure during lockdowns, nevertheless it shows that there is a strong demand on the links.

2.32 Walking and cycling facilities within Boscombe are currently limited with provision of cycling infrastructure in the BCP Council area focusing on strategic movement of cyclists using Sustrans cycle routes. There are several Sustrans Local, Regional and National Cycle routes within the BCP region, including a mix of footpaths and cycleways.

2.33 Through the BCP Council's Transforming Cities Fund (TCF), there are proposals for an improved link between Bournemouth Railway Station to Jumpers Common in Christchurch. Through Boscombe, the proposals route east from Bournemouth Station and across A35 Ashley Road north of the railway line. A plan of the proposals is shown in Figure 6 overleaf.

2.34 The proposals for the TCF align with the proposals for Project 4. The LTIPs would improve connections to the south of the A3049 Ashley Road rail bridge whereas the TCF proposals would improve connections to the north of the bridge, resulting in only the rail bridge itself lacking improvements.

Figure 6 - TCF C1 Proposals north of Rail Bridge

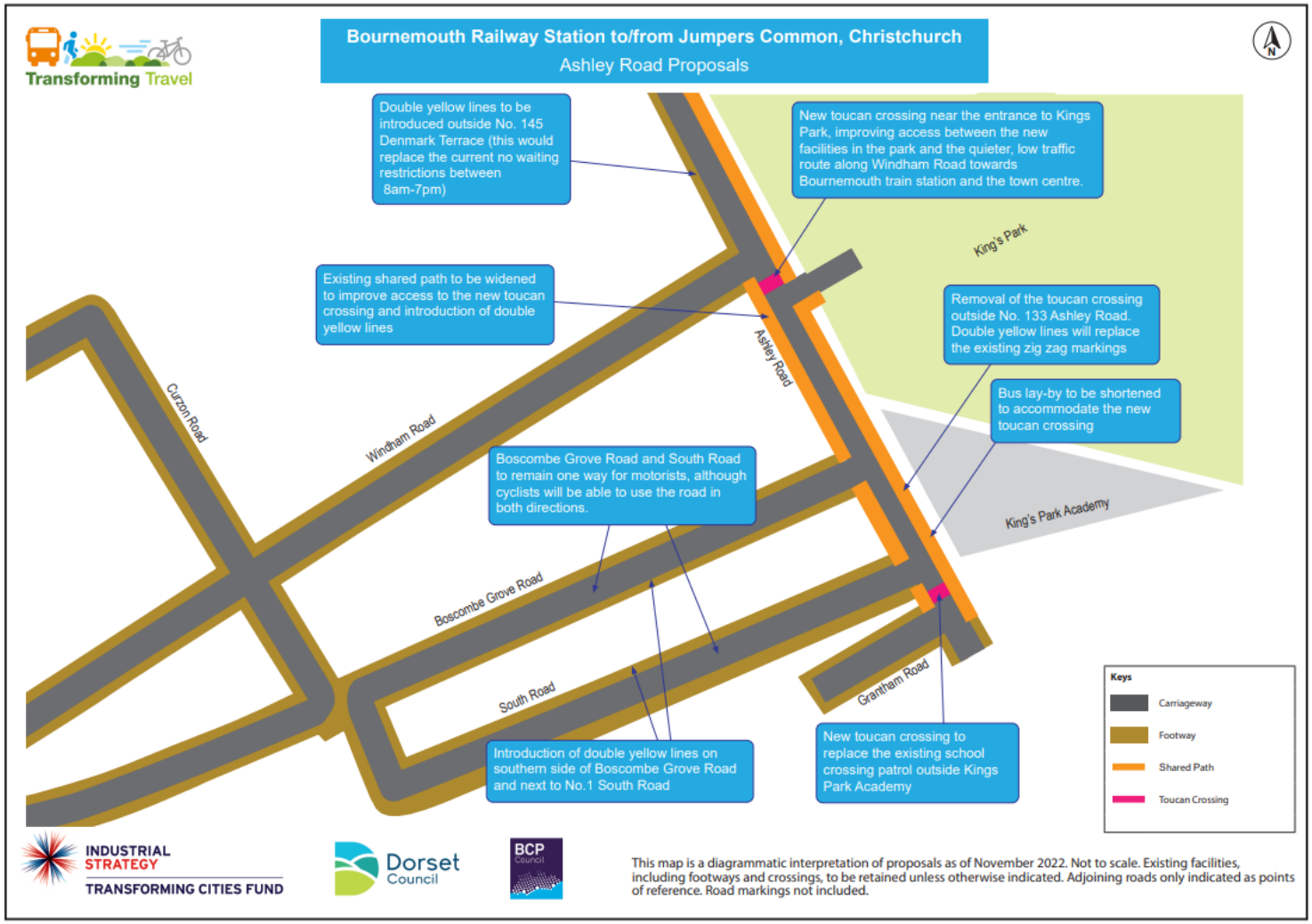
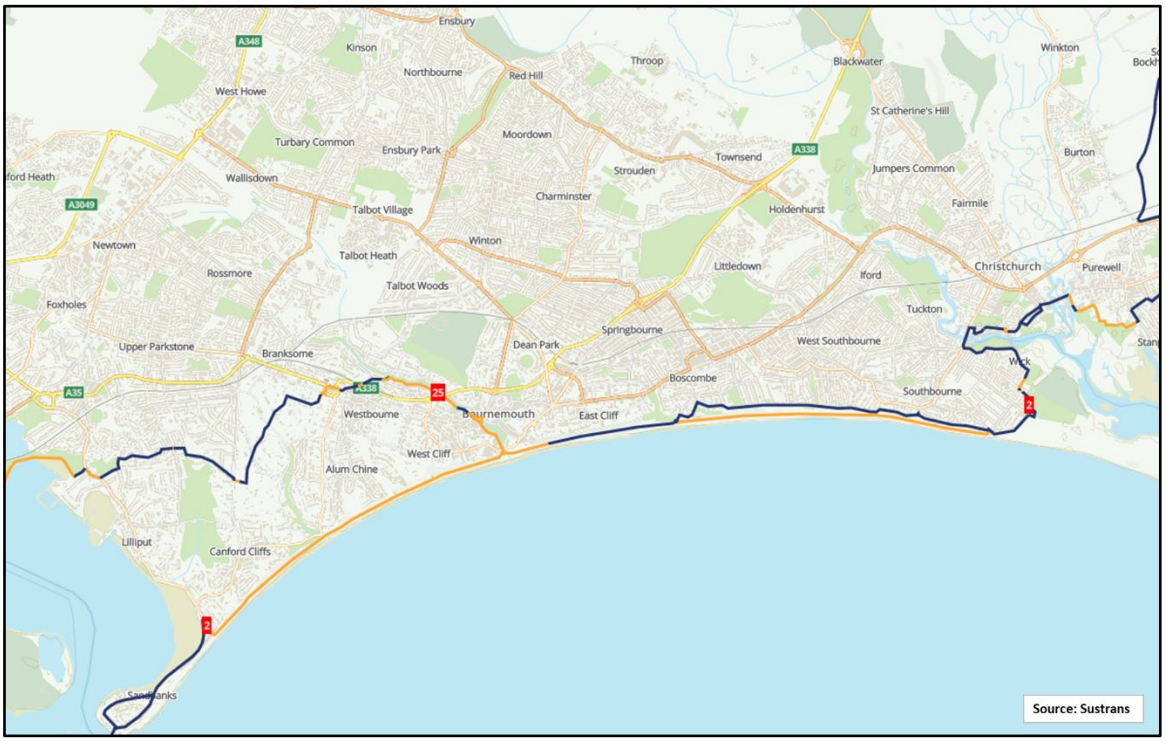


Figure 7 - Sustrans Cycle Network



2.35 As shown in Figure 7, NCN route 2 runs along the coast from Christchurch through Boscombe and Bournemouth to Poole Harbour where it reaches Sandbanks. The route is a mixture of on and off-road networks albeit predominantly on-road as it travels through Boscombe. The route along the seafront is unavailable during the daytime in July and August.

2.36 The lack of cycle provision needs to be rectified by improving the allocation of walking and cycling infrastructure in Boscombe, which will in turn, help people choose to use these methods of travel rather than use a private car.

Public Transport

2.37 Boscombe has several bus services which run throughout the day. Table 5 sets out the available bus services, the frequency of service and the route of travel from bus timetable information collected in November 2022.

Table 5 - Summary of Bus Services (November 2022)

Operator	Service	Destination	Mon-Fri First to Last	Sat First to Last	Sun First to Last	Mon-Fri Frequency	Sat Frequency	Sun Frequency
more Bus	1	Purewell - Bournemouth	05:25 - 23:00	5:25 - 23:00	05:28 - 23:00	Every 30 mins	Every 30 mins	Hourly
more Bus	1a	Somerford - Bournemouth	05:16 - 23:15	06:15 - 23:15	06:25 - 23:15	Every 15 mins	Every 15 mins	Every 30 mins
more Bus	1b	Purewell - Bournemouth	06:05 - 22:30	06:05 - 22:30	06:33 – 22:30	Every 30 mins	Every 30 mins	Hourly
more Bus	2	Strouden - Bournemouth	05:57 - 22:59	06:32 - 22:59	06:28-22:15	Every 30 mins	Every 30 mins	Every 30 mins
Yellow Coaches	33	Bournemouth – Christchurch	07:40 - 18:35	08:11 - 17:30	X	Hourly	Hourly	X
Yellow Coaches	46	Throop - Avonbourne School (School bus)	07:13 then 15:55	X	X	Once	X	X
more Bus	702	Charminster - Kingston Maurward College (school bus)	06:42 then 16:15	X	X	Once	X	X

Operator	Service	Destination	Mon-Fri First to Last	Sat First to Last	Sun First to Last	Mon-Fri Frequency	Sat Frequency	Sun Frequency
more Bus	755	Bournemouth Station - Bournemouth Grammar Schools (School bus)	07:03 then 15:40	X	X	Once	X	X
more Bus	788	Walkford - Bournemouth Grammar Schools (School bus)	07:09 then 15:40	X	X	Once	X	X
Yellow Coaches	906	Southbourne – Kinson (School bus)	07:19 then 15:25	X	X	Once	X	X
Yellow Coaches	907	Northbourne – St Peters School (School bus)	07:28 then 15:25	X	X	Once	X	X
more Bus	U3	Southbourne - Bournemouth University	07:35 - 22:30	09:10 - 16:10	X	Every 30 mins	Hourly	X
more Bus	m2	Southbourne – Poole Bus Station	04:13 - 00:11	04:43 - 00:11	04:43 - 00:11	Every 8 mins	Every 10 mins	Every 10 mins

*Source: BusTimes.org

2.38 Table 5 shows there is good provision of services for both students getting to and from school and for the general public who desire to travel from outside of Boscombe, like Bournemouth, Poole and Christchurch. Whilst these services do connect Boscombe to further towns, they provide limited connections for Boscombe residents to other places within Boscombe away from main routes. There is a lack of buses as a commuting or social service between Boscombe and Boscombe Pier, encouraging the use of a private car in this location. There is also no bus service currently operating between Pokesdown station, Boscombe Town Centre and Boscombe Pier. However, there is demand for a service on this route with a 2022 survey[7] showing around half of respondents would make use of a service here. Figure 8 shows the current bus service route map.

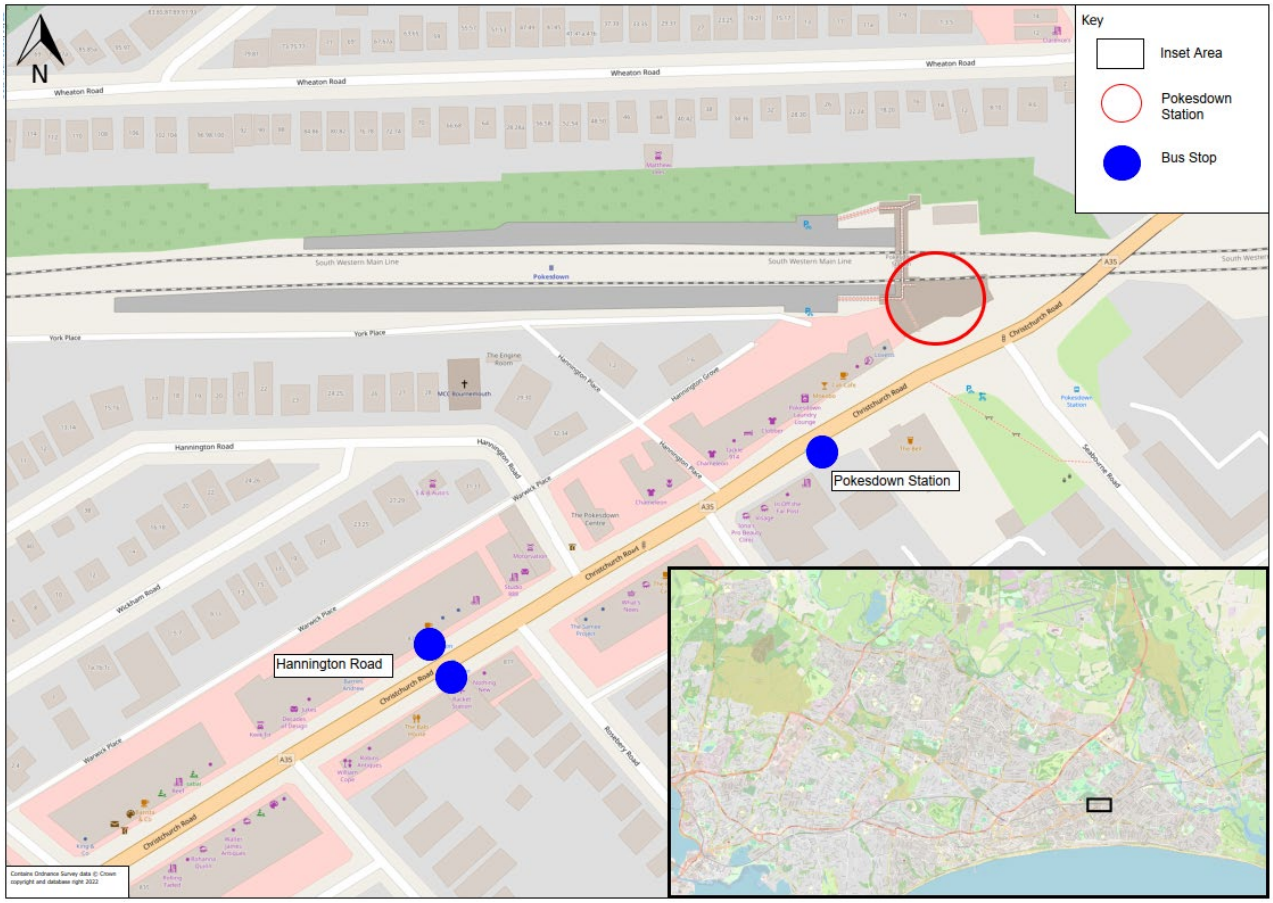
Figure 8 - Bus Routes



2.39 The closest bus stop operating at Pokesdown station is the Pokesdown bus stop followed by Hannington Road. There is also a stop equidistant to the east, outside of Tesco, however this is outside of the LTI scheme area. The nearest bus stops to Pokesdown station, within the study area, are shown in Figure 9.

[7] Bournemouth TF Phase One Consultation Report

Figure 9 - Pokesdown Station Bus Stops



2.40 For travel by rail, South Western Railway operates at Pokesdown Station with destinations to locations such as London Waterloo, Bournemouth, Christchurch, Weymouth, Winchester, Poole, Basingstoke and Dorchester. Over 300,000 people entered and exited the station between 2019 and 2020, with this dropping to 96,824 during 2020-2021 due to the Covid-19 pandemic. Departures from the station are relatively frequent, with each destination served approximately every hour.

Traffic Data

2.41 The following data is for the two main roads for Project 2 and Project 4. These roads are the A35 Christchurch Road and the A3049 Ashley Road respectively as these are the two major roads connecting Boscombe town centre to the surrounding area. Data is also provided for Hawkwood Road, which is a key link between Pokesdown Station, the town centre and the pier/beach. The data for the vehicle types and flows are shown in Table 6 below. It should be noted that there is a drop in the number of motor vehicles in 2020, which is believed to be due to the COVID-19 pandemic, although there was a steady decline in vehicle numbers preceding this on A35 Christchurch Road.

Table 6 – DfT Traffic Count Data (AADF)

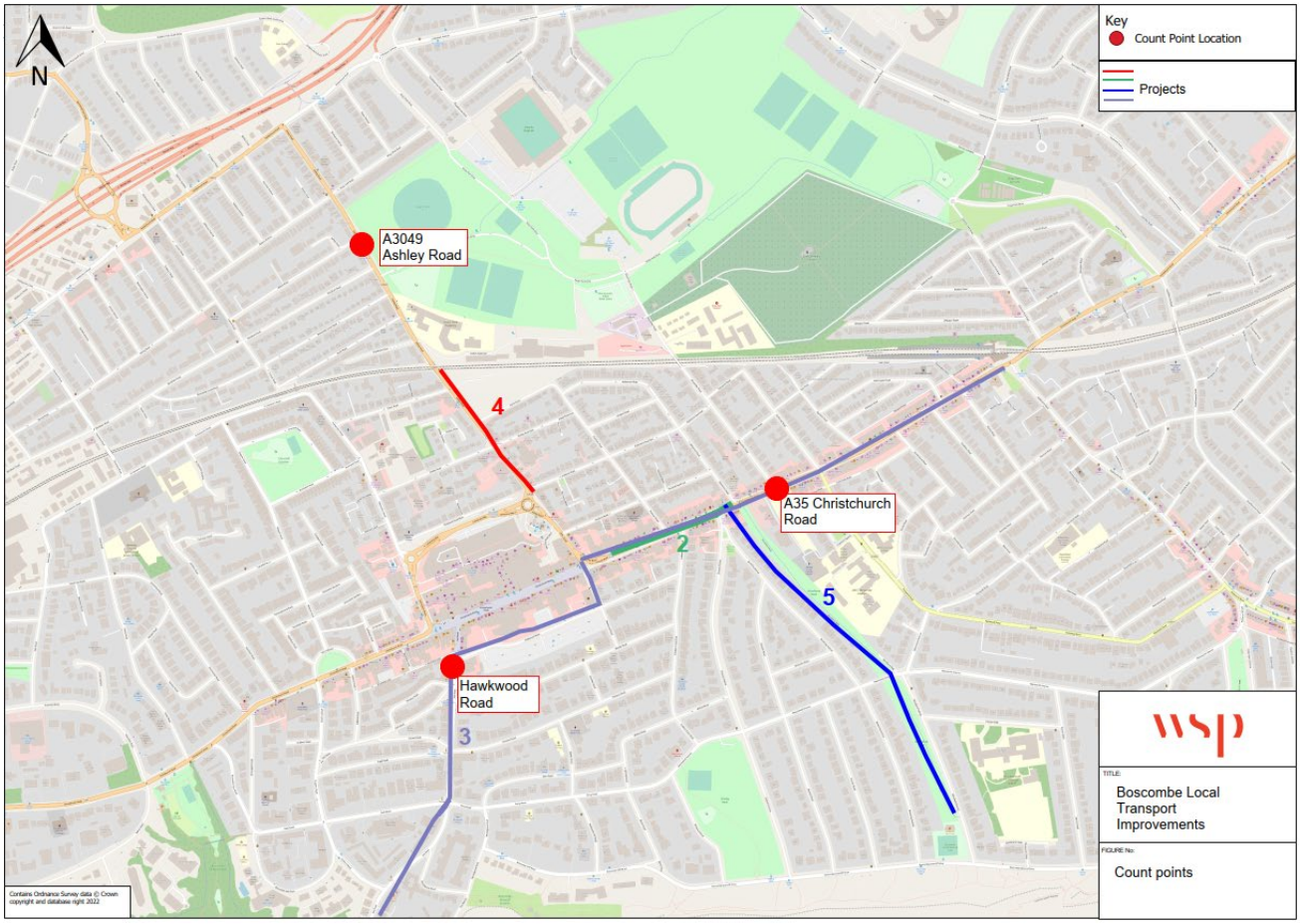
A35 Christchurch Road								
Year	Pedal Cycles	Motorcycles	Cars and Taxis	Bus and Coaches	LGVs	HGVs	Car %	Total Motor Vehicles
2021	622	138	10,503	511	1,929	140	79%	13,221
2020	762	130	9,533	495	1,769	131	79%	12,059
2019	666	176	12,551	784	2,005	149	80%	15,665
2018	607	188	12,395	775	2,022	150	80%	15,531
2017	355	148	14,766	552	3,139	180	79%	18,785
2016	370	146	14,875	591	2,982	180	79%	18,775
A3049 Ashley Road								
2021	358	143	10,664	174	2,117	157	80%	13,256
2020	439	135	9,680	169	1,942	147	82%	12,072
2019	384	183	12,744	268	2,200	168	82%	15,562
2018	349	195	12,586	265	2,220	168	82%	15,433
2017	316	197	12,726	292	2,179	167	82%	15,560
2016	330	195	12,820	312	2,070	166	82%	15,563
Hawkwood Road								
2019	220	17	2,130	1	373	22	84%	2,543
2018	191	18	2,124	1	376	23	84%	2,541

2.42 A35 Christchurch Road connects Pokesdown Station to Boscombe town centre. Traffic counts have been taken along this road between A3049 Ashley Road roundabout and B3059 Parkwood Road junction. The table above shows that about 80% of the motor traffic on the A35 during this time period were cars.

2.43 Hawkwood Road has much lower traffic volumes, but car is a more dominant mode here than on the A35 or A3049, this is however likely attributed to users of Hawkwood Road Car Park which hosts circa 500 town centre parking spaces.

2.44 Figure 10 shows the location of the traffic count points within Boscombe.

Figure 10 – Traffic count point Locations



2.45 Table 7 shows the average annual daily flows (AADF) of the major roads in Bournemouth using annual traffic flow counts on all of these major roads up to 2018.

Table 7 – Average Annual Daily Flow - Bournemouth

Year	Pedal Cycles	Motorcycles	Cars and Taxis	Buses and Coaches	LGVs	HGVs	% Car	Total Motor Vehicle
2018	159	141	11756	125	1813	212	84%	14047
2017	138	143	11991	132	1840	214	84%	14321
2016	138	138	11768	144	1854	220	83%	14123

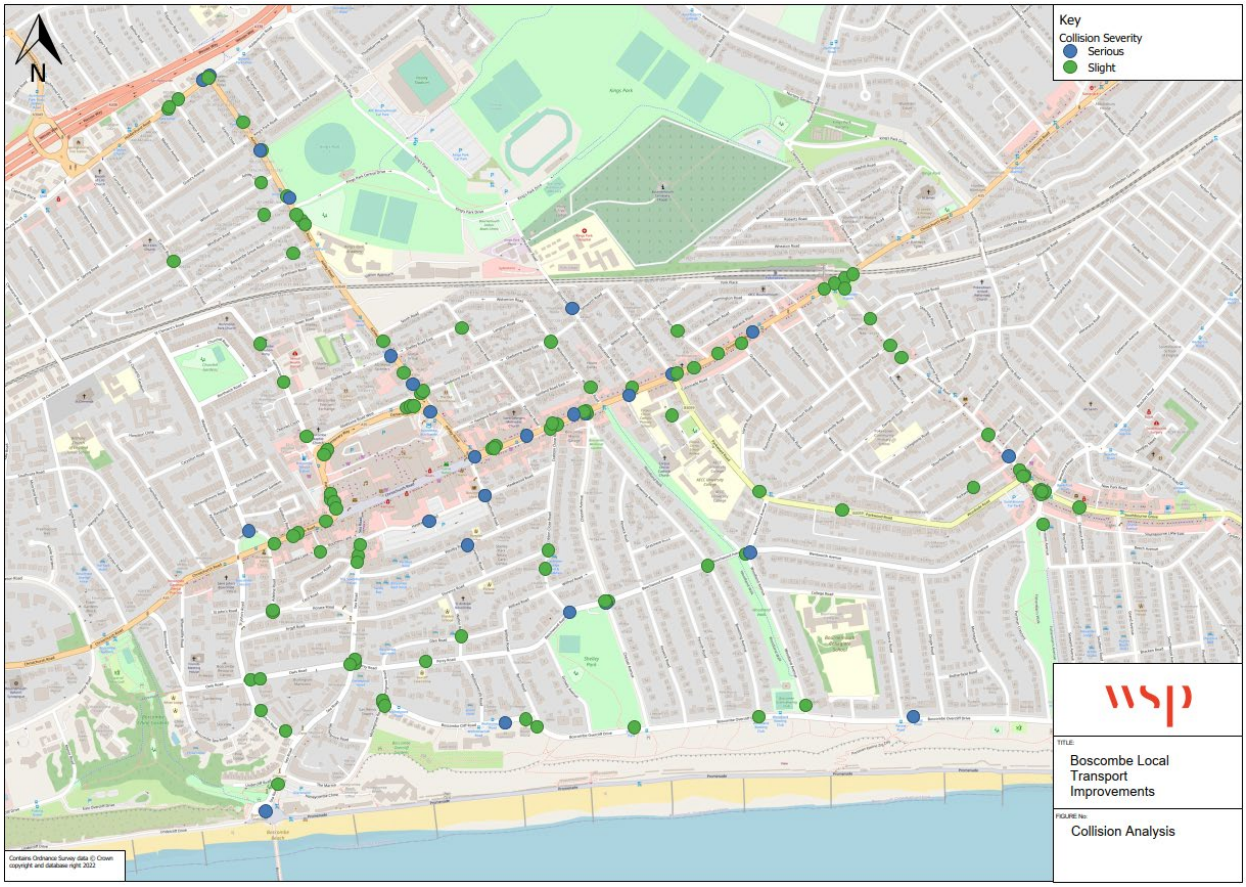
2.46 Compared to the AADF shown in Table 6, Bournemouth has less cyclists on average compared to Boscombe, this emphasises Boscombe as an area of cyclist demand and therefore there is necessity for cycling infrastructure. Whilst there are less cars on the road than the Bournemouth average in Boscombe, there is a higher number of buses and LGVs which create more conflict with road users such as cyclists and pedestrians.

2.47 For the years recorded, the roads in the study area had a greater amount of motor vehicles in total compared to the average of the major roads across Bournemouth.

Collision Data[8]

2.48 Projects 2, 4 and 5 involve changes to the highway network and the way in which pedestrians and cycles access areas within Boscombe. These changes are to help improve the safety of the people who choose to walk and cycle in the area. To show the current situation concerning safety of the network, the road traffic collisions within the study area are set out below. These collisions have occurred between January 2017 – December 2021 and are presented in Figure 11.

Figure 11 – Traffic collision history (all modes) – January 2017 – December 2021



2.49 The project 2 area on the A35 Christchurch Road shows the greatest number of collisions of all project areas. This is likely to be due to its arterial nature providing access through Boscombe to the town centre. The collisions mainly occur in areas where there is a junction connecting the A35 to a side road.

2.50 Within the project 4 area, along the A3049 Ashley Road between Holdenhurst Road and the town centre, a large number of collisions have been reported over the 5-year period. Similar to project 2, collisions appear to occur mostly at or near junctions.

2.51 Around the area of project 5 traffic collisions have been reported on the roads running adjacent to Woodland Walk. The number of collisions reported here is lower than the other project areas as the area comprises quieter residential roads which have lower levels of traffic and conflict between road users.

2.52 Table 8 shows that a total of 140 collisions were reported in the study area in the 5-year period between January 2017 – December 2021. Of these collisions there were no fatal collisions reported within the

[8] Crash Map

study area and a total of 27 serious collisions which accounts for 19% of all collisions. Table 9 and Table 10 show that there were 18 serious collisions where there was cyclist (9), or pedestrian (9) casualties reported which equates to 13% of collisions reported in the study area.

Table 8 – Total Collisions reported January 2017 – December 2021

	Slight	Serious	Fatal	Total
2017	24	11	0	35
2018	25	3	0	28
2019	26	7	0	33
2020	27	3	0	30
2021	11	3	0	14
Total	113	27	0	140

Table 9 – Total collisions reporting cycle casualties

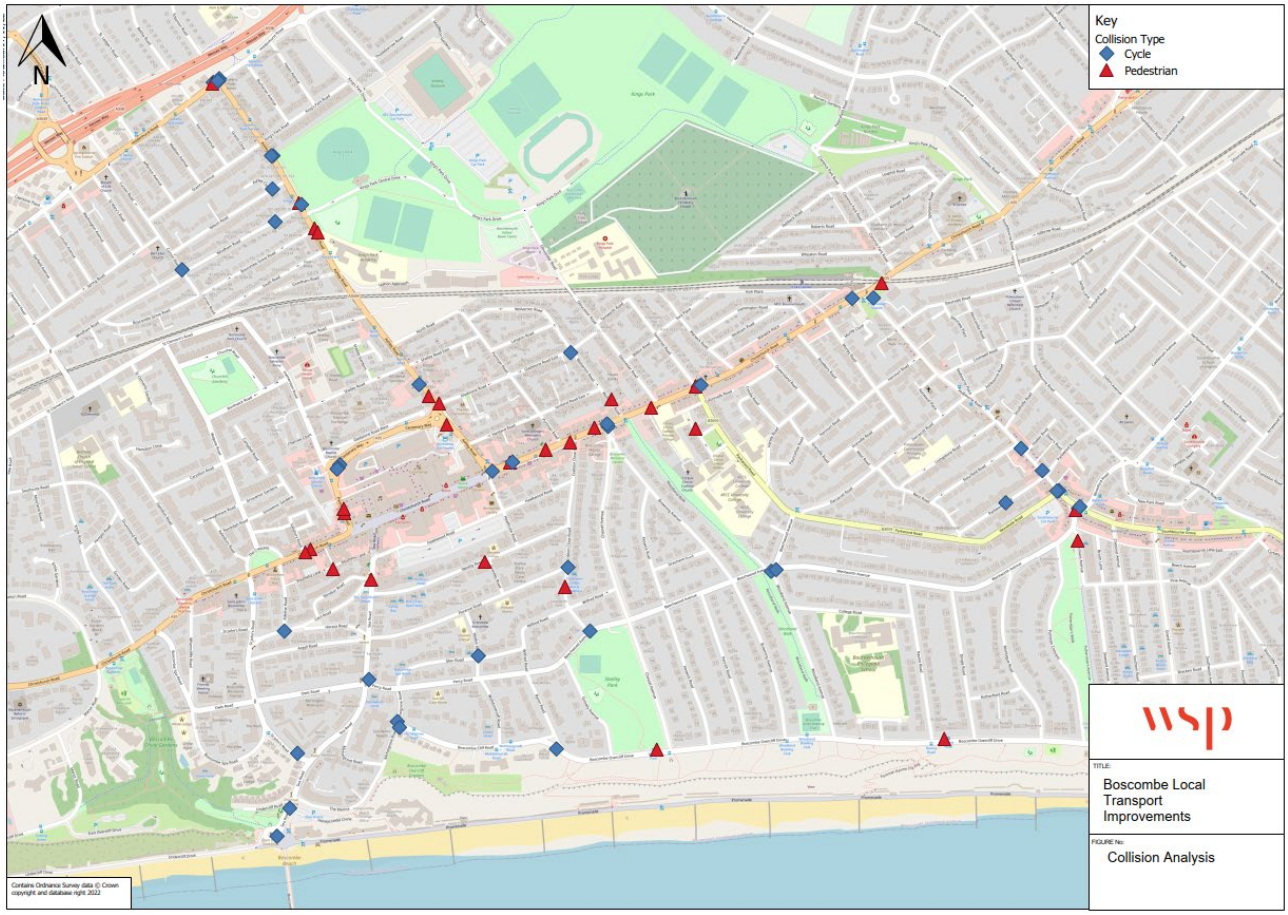
	Slight	Serious	Fatal	Total
2017	6	4	0	10
2018	8	1	0	9
2019	9	2	0	11
2020	9	1	0	10
2021	2	1	0	3
Total	34	9	0	43
%	30%	33%	0%	31%

Table 10 – Total collisions reporting pedestrian casualties

	Slight	Serious	Fatal	Total
2017	3	3	0	6
2018	5	1	0	6
2019	3	4	0	7
2020	5	0	0	5
2021	3	1	0	4
Total	19	9	0	28
%	17%	33%	0%	20%

2.53 Figure 12 overleaf shows the location of collisions where pedestrians and cyclists were reported as casualties.

Figure 12 - Pedestrian and Cyclist Collisions – Jan 2017 - December 2021



STRATEGIC CASE

3 Strategic Case

Introduction

3.1 The Strategic Case set out in the following section demonstrates the need for improvement in active travel and public transport provision in Boscombe and presents the rationale for investment. The earlier chapter has identified gaps in active travel infrastructure and bus service provision which could be improved upon. The Strategic Case demonstrates the case for change, the strategic fit and the business need for the proposed LTIPs.

3.2 The Strategic Case includes:

- How the investment intends to meet the strategic priorities of the location and wider government objectives
- How the investment aligns to other existing and planned policies
- Why intervention is required either now or in the future by identifying short comings with current arrangements and summarising the key business and location needs, gaps in the current service provided and/or future operational needs

3.3 The structure of the Strategic Case is set out in Table 11 below.

Table 11 – Structure of Strategic Case

	Heading	Description
1	Background and Organisational overview	An outline of the strategic priorities and responsibilities of the organisation responsible for the proposal.
2	Objectives	Establish SMART objectives for what the investment sets out to achieve.
3	Business Strategy	Determine the strategic fit of the proposal to the priorities of relevant organisations, the government, and the regional, combined, and local authorities.
4	Problem Identification	Describe the problems identified to determine the rationale. What is the evidence base underpinning the problem? Does it justify the need for a transport intervention?
5	Impact of not changing	What is the impact of not intervening?
6	Measures for success	Set out what constitutes a successful delivery of the SMART objectives and determine the delivery arrangements.
7	Strategic Benefits	Description of the strategic benefits this proposal will provide through achieving SMART objectives. Identifying a clear theory of change showing how the proposed transport intervention will result in those outcomes and impacts.
8	Risks and Constraints	Specify the main risks to achieving the SMART objectives: outline how they will be mitigated and managed.

	Heading	Description
9	Interdependencies	Set out the strategic portfolios, programmes, and projects that the investment may interact with or link to: do they contribute to achieving the same outcomes?
10	Stakeholders	Outline the main stakeholder groups and their contribution to the development of the proposal, including their views and any conflicts between groups.

3.4 An expansion of bus routes is planned to help transport more people from the town to the pier, increasing the amount of area available to the residents and tourists. Walking and cycling routes are set to be improved through Woodland Walk to help provide more options for people who wish to incorporate active travel into their commute or daily life and active travel improvements are proposed on key corridors A35 Christchurch Road and A3049 Ashley Road.

3.5 The improvements generated by the LTIPs will assist with the delivery of BCP Council objectives, LTIPs' aims and encourage the regeneration of the area. The Strategic Case shows how these aspirations are in line with the strategic aims and objectives of national, regional and local policy.

Background and Organisational Overview

3.6 The BCP Council area is a dynamic functional economic area within Dorset. The coastal location has benefited the area and its economy; however, the location also acts as a constraint to travel. The towns within the BCP Council Area do not have 360 access due to the coastal nature meaning that people accessing the towns such as Bournemouth and Boscombe are funneled in from a limited number of corridors to the north.

3.7 BCP Council region has a coastal economy, however the scale of the area means that the economy is not tied to tourism nor seasonal trends in visitors. 2020 employment figures suggest around 86,000 people are employed in Bournemouth alone within sectors such as health, retail, accommodation, food services and financial.[9]

3.8 BCP Council, as a Unitary Authority, aim to provide for the community through the Corporate Strategy. This strategy aims to:

- Provide a sustainable environment.
- Create dynamic places to live and work which are inclusive for everyone.
- Connect communities to reduce isolation, ensure safety and empower communities.
- Enable brighter futures by improving access to education and supporting children and carers.
- Support fulfilled lives by encouraging active and healthy lifestyles.

3.9 BCP Council has a great focus on communities, culture and children which combine to underpin the Big Plan[10]. The Big Plan supports the creation of 13,000 jobs across its economy, it aims to do this by:

[9] https://www.bcpcouncil.gov.uk/News/News-Features/Bournemouth-city-status-application/Profile/Economy-business-and-investment.aspx

[10] https://www.bcpcouncil.gov.uk/About-the-council/Our-Big-Plan/Our-Big-Plan.aspx

- Leading communities towards cleaner, sustainable futures that preserves our outstanding environment for generations
- Supporting an innovative, successful economy in a great place to live, learn, work and visit
- Empowering communities to feel safe, engaged and included
- Caring for children and young people, providing a nurturing environment, high quality education and great opportunities to grow and flourish
- Helping people to lead active, healthy and independent lives
- Being a modern, accessible and accountable council

3.10 In order to achieve the ambitions for growth and community improvement, BCP requires funding from available sources. The TF is a method being used to help invest money into towns across the UK. These towns may be struggling physically, economically, or socially and need an injection of money to help revive or improve the ability to live and work there. These investments can include things such as improving public transport links, increasing safety and accessibility for its residents, or improving the health of the surrounding businesses so they can continue to provide a service.

Objectives

3.11 The objectives of the LTIPs are aligned with the aims of the TF programme, which are:

- **To attract inward investment and deliver economic regeneration including new jobs and training opportunities focused on Boscombe Town Centre.** Focussing on how the delivery of improved active travel facilities and public transport services can support the regeneration of Boscombe and an increase in employment levels within the TF area.
- **To deliver high quality zero carbon homes in a vibrant mixed-use neighbourhood.** Improvements to the existing transport network will support the TF area to accommodate additional housing without the increase in residents leading to an increase in traffic levels generating congestion issues in an already busy area.
- **To develop a beautiful, healthy, and green place that enhances Boscombe's Victorian Heritage.** Improvements to the active travel network will provide residents and visitors to travel through Boscombe without the need for a car improving the feel of the area due to the potential reduction in motor vehicles. This will also support goals to reduce carbon emissions from transport in BCP and encourage people to travel by an alternative mode to reduce emissions.
- **To achieve better virtually and physically connected communities and foster active travel.** Creating a better network for pedestrians and cyclists reducing severance within the TF area providing residents and visitors with access to key areas of interest.
- **To provide enhanced space and support for Boscombe's rich arts and music scene, celebrate its diverse cultures and bring the community together through festivals and events.** The introduction

of new cycle facilities and the removal of vehicles from the streets surrounding Boscombe town centre will create an improved space for the community allowing for better movement between areas such as the town centre and seafront.

3.12 The LTIPs will also work towards supporting the following Local Transport Plan (3) goals:

- Support economic growth
- Tackle climate change
- Better safety, security, and health
- Equality of opportunity
- Improved quality of life
- Value for money

3.13 Many of the LTIPs will also tie in with the LTP3 Strategy Measures, as shown in Table 12 below.

Table 12 - LTP3 Strategy Measures

LTP Strategy Measure	Relevance to Towns Fund Local Transport Improvements
Reducing the need to travel	Local trips will be encouraged with the improvements to local travel corridors, and users may be encouraged to travel by more sustainable modes.
Public Transport alternatives	A new minibus shuttle service provides an alternative transport mode between the town centre, Pokesdown station and the pier / beach.
Strategic Infrastructure Improvements	Improvements on key corridors such as A3049 Ashley Road and A35 Christchurch Road will increase strategic connectivity and will tie in with other proposed infrastructure (such as Transforming Cities Fund schemes).
Active Travel and Greener choices	Users will be encouraged through investments in infrastructure to make greener choices such as considering undertaking local trips by foot or by bike.
Managing & maintaining the network efficiently	Encouraging sustainable travel modes will reduce the demand for vehicle trips, improving the operation of the local highway by reducing queues and delays.
Travel Safety measures	Dedicated provision designed to latest standards and guidance for pedestrians and cyclists will reduce conflict for all mode users, especially vulnerable users.
Car parking measures	Increasing the attractiveness of sustainable travel modes may lead to a reduction in private car use, thus reducing the demand for increased car parking.

3.14 For Boscombe, the LTIPs will support in improving the necessary infrastructure to help improve local wellbeing and the economy. These improvements include, improving access via the A35 from the east into Boscombe, improving the bus links between Pokesdown Station, Boscombe precinct and the pier, improving walking links through Ashley Road and improving the Woodland Walk to further help and encourage walking and cycling. This part of the TF will focus on travel in the area and improving it for all of those who live in Boscombe.

Business Strategy and Policy Context

3.15 This section sets out the policy and strategic context for the LTIPs. It summarises how the projects contribute towards achieving the TF central objectives, and towards wider national, sub-national and local policies and strategies. It covers each of the following elements in turn:

- Objectives of the TF; and
- Wider national, sub-national and local policy contexts.

Objectives of the Towns Fund

3.16 The TF is a funding source specifically to improve the regeneration of urban areas, through increasing the density of town centres, strengthening local economic and cultural assets, and developing new sites using planning tools to take them in a strategic direction. 101 towns were identified and allowed access to apply for funding. The fund is also used to push small businesses into success, giving them the tools, they need to expand and the skills they need to flourish. To help with all this, the scheme is also used to improve connectivity, not only digitally with enhanced internet connections, but with physical connections, improving local active travel networks and public transport routes as well as supporting national connections.

Wider Policy and Strategy Context

3.17 The long-term goal for the area is to create a connected, diverse, and healthy area for people to live and work and for visitors to come to and enjoy. This investment plan is a way to help achieve these goals by implementing transport improvements as well as new corridors allowing active travel between origins and destinations. This new infrastructure will help the longevity and future of the area both socially and economically.

3.18 The public transport improvements that are set for Boscombe fulfil that goal of the TF to improve transport in the region. The mini-bus service planned between the station, the town centre and the pier and back, not only improves the connectivity, but also assists in stimulating growth for local businesses. The cycle and pedestrian paths planned to be introduced and the other paths set to be improved are another way for connectivity to be improved in Boscombe. These new active travel measures will provide users an alternative option of travel, improving connections and access to different locations around Boscombe.

3.19 The travel improvements planned will help fulfill the requirements of the TF by improving connections across the area, and these travel improvements will then further enhance the business opportunities of firms within Boscombe.

3.20 Development of the individual transport projects will also help to support many national and regional policies. The **Climate Change Act (2008)** established a long-term framework to reduce the UK's greenhouse gas emissions by at least 80% compared to 1990, by 2050. BCP Council declared a climate emergency in 2019 to ensure the organization becomes carbon neutral by 2030, and the authority area by 2050.

3.21 Decarbonisation is of massive importance to improve the state of the environment as well as the health of the people that live within the UK. The Governments 10 Point Plan for a **Green Industrial Revolution (2020)** is a set of aims and promises that have been made to accelerate the journey to becoming a net-zero country when it comes to carbon emissions. It includes encouraging the use of Green Public Transport, walking and cycling.

3.22 **Gear Change (2020)** is a strategy produced by DfT that pushes the future of cycle use in the UK, citing the immense health benefits that come with cycling, as well as the environmental improvements that would occur overtime if a modal shift towards cycling was committed to. Half of all journeys in towns and cities are predicted to be walked or cycled by 2030. This document has marked the Governments' commitment to promoting active modes, focusing on walking and cycling.

3.23 **Local Transport Note 1/20** requires that more space, priority, and better level of service is given to those walking and cycling in England. The revised design guidance focusses on segregating walkers, cyclists, and vehicular traffic, introducing low traffic neighborhoods, safer routes to and in the vicinity of schools (School Streets) and training for those new or returning to cycling, through training to develop and sustain confidence (Bikeability).

3.24 **The Industrial Strategy (2017)** sets out the need to upgrade the UK's infrastructure. Infrastructure is the essential underpinning of lives and work and having modern and accessible infrastructure throughout the country is essential to future growth and prosperity. Efficient transport systems are vital for bringing a wide range of work within people's reach and bring goods from suppliers to markets.

3.25 **Bus Back Better** is a scheme set out by the UK Government to greatly improve bus services outside of London. This scheme sets aside £3bn to improve bus services, making them more frequent, more reliable, easier to understand, easier to use, cheaper and provide help for the different firms who provide the service to be more coordinated with each other. This is being invested to help connect those who are unable to travel otherwise, increase bus usage across the UK, reduce congestion and pollution and move towards a net zero carbon UK.

3.26 The Government's **Strategic Framework for Road Safety** aims to reduce the frequency of high-risk collisions involving cyclists. Removing barriers to increasing cycling and supporting sustainable travel rely on the provision of safe and accessible pathways for cyclists.

3.27 **The Bournemouth, Poole and Dorset Local Transport Plan 2011 to 2026** sets out the vision for a safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets. The Local Transport Plan understands that transport is one of the most important issues for people in Dorset and therefore sets out a strategy to improve the local infrastructure. Improvements to transport will support the following goals:

1) Supporting economic growth
2) Tackling climate change
3) Equality of opportunity
4) Better safety, security and health
5) Improved quality of life

3.28 The strategic fit of the scheme elements has been discussed in Table 13. This focusses on key policy and strategy themes identified in the above policies and strategies and the schemes fit to them.

Table 13 – Summary of scheme elements and their strategic fit

Theme		Commentary on scheme alignment with policy theme
Economy	Sustainable local economic growth and investment rebalanced across the UK	The projects proposed will support local economic growth in Boscombe by supporting the regeneration of the town centre bringing the area in line with the rest of BCP in terms of contribution to a rebalanced economy.
	Delivering more homes to meet identified needs	The projects will provide a more accessible town centre supporting the growth in jobs and providing an improved sustainable travel network capable of support a growth in housing.
Environment	Improving air quality	The scheme will reduce the amount of traffic on the roads with people choosing to travel by sustainable modes such as cycling or public transport. This is likely to have beneficial impacts along the corridors where the projects are proposed.
	Protecting and enhancing the historic and natural environment	The scheme will provide environmental and air quality benefits through the increased uptake in travel by sustainable modes, which based on the projects AMAT assessments will lead to a reduction in greenhouse gas emissions.
	Tackling the climate emergency and transitioning to net zero carbon emissions	The scheme will provide environmental and air quality benefits through the modal shift away from private car travel to sustainable modes, which help reduce carbon emissions and help to tackle the climate emergency.
Society	Improving public health and wellbeing	The scheme will improve active travel infrastructure to enable more cycling and walking journeys.
	Tackling deprivation and achieving equality of opportunity	The scheme will provide enhanced routes for walking and cycling, which are relatively low-cost modes of travel available to many people.
	Safer roads and safer journeys	The scheme will help to improve safety on key routes for all road users including pedestrians and cyclists.
Transport Networks and Services	More reliable, efficient, and integrated transport network	The creation of a new bus route and an improved pedestrian and cycle network will create a more integrated transport network around Boscombe town centre, Boscombe Pier and Pokesdown Station.
	Enabling more active travel journeys	The proposed scheme will create a significantly improved and better-connected active travel network allowing more people to reach their destinations via an active mode of transport.

Identified Problems

3.29 This section describes the problems identified, the evidence that underpins them and the justification for intervention. There are currently several issues which act as drivers for intervention and demand for travel in the area cannot be accommodated by unconstrained car use. Improved sustainable transport connectivity is required to meet national, regional and local policies. The need for intervention is multi-faceted and discussed within the chapter, but it is broadly summarised as:

- Road safety issues and severance caused by the highway network
- A lack of current safe walking and cycling provision
- Limited bus services
- A degraded environment
- Barriers to further economic investment and town centre regeneration

Road Safety and Severance

3.30 Boscombe is constrained by the A35 routing directly through in an east to west alignment between Bournemouth and Christchurch. This causes severance between neighborhoods and the existing conditions for transport and network users are therefore negatively impacted by vehicular movements around the town.

Figure 13 - A35 Christchurch Road - Vehicle Movements and Conflicts



3.31 As summarised in Section 2 above, collision analysis has been undertaken for the study area, with the A35 showing the greatest number of collision hotspots.

3.32 The hotspots for these collisions are mainly situated near junctions along the A35 Christchurch Road. The collisions that resulted in severe injuries have no pattern or specific location in which they occur, they are dispersed along the road. The main location where there was more than one serious collision in a location was on the junction between Ashley Road and Holdenhurst Road.

3.33 Most of those injured in the collisions across the past five years were pedestrians and cyclists. The proposals for Project 2 would seek to address road safety issues by reducing potential for conflict and catering for desire lines, it is proposed to upgrade the pedestrian and cycling facilities across Christchurch Road. Bus facility and priority improvements are also to be implemented, making taking the bus easier, accessible and a safer option. There were twenty-nine total collisions over the past five years at this location with twenty-two of them resulting in slight injuries and seven resulting in severe injuries.

3.34 By implementing improvements and upgrades to the cycle and pedestrian crossing and travel facilities, the number and severity of injuries are likely to fall as users who are travelling by sustainable modes have a safer place to do so, separating motor vehicles and active travel.

3.35 Similarly, within the Project 4 area, hotspots for collisions occur at junctions all along Ashley Road. The turnings into housing estates and lanes leading to smaller commercial areas are frequent along this road, of which, a lot of them, do not have any facilities to help people cross safely.

3.36 Proposals for this Project Area includes improving walking and cycling infrastructure on Ashley Road, much like the improvements planned for Christchurch Road. This will provide safe travel to the football stadium where heavy footfall occurs on matchdays and also improve safety for those travelling to Kings Park Academy. There are also plans for traffic calming to lower vehicle speeds, further improving safety for those outside of a motor vehicle. Along the entirety of Ashley Road, there were a total of twenty-three collisions, sixteen of which resulted in slight injuries and seven were severe injuries. Small clusters of collisions occurred outside of Kings Park Academy and at the roundabout with A35 near to the Precinct.

3.37 The number of severe injuries incurred by cyclists would be greatly decreased by implementing genuine dedicated lanes on sections of the highway for cyclists as well as forward stop lines and crossings to help them change sides on the road. In order to reduce the number of pedestrian injuries on Ashley Road, more crossings, stop lights and traffic control could be put in place. Smaller scale infrastructure improvements such as tightened junction radii and providing continuous footways such as Copenhagen style crossings would make walking a safe and reasonable option for people to choose.

3.38 Project 5 area collisions were once again at the junctions in this study area, where Woodland Walk meets Beechwood Avenue. The severe injury involved a cyclist, highlighting the need for the cycle improvements in this area.

3.39 The proposals are for planned improvements for cyclists and pedestrians on Woodland Walk, providing a direct offline alternative route for non-car users. At this location, there were three collisions in the study area, one of these collisions in the centre of the study area resulted in a severe injury.

3.40 Limited current pedestrian and cyclist infrastructure are contributing factors for collisions, with no real cycle lanes and crossings available to help the cyclists be safe and minimal pedestrian pathing and crossings for people who are walking to use, there is a lack of safety for those who wish to use active travel, meaning that motor vehicles dominate the road space.

3.41 This project sets out improvements to cycling infrastructure mainly, improving Woodland Walk to make it better and safer for cyclists to use. By implementing these changes, there is a far less likelihood for cyclists to become injured, making a safer space for active travel users. By implementing good access to this newer Woodland Walk, people will be safer when using active travel in Bournemouth.

3.42 Overall, the lack of walking and cycling infrastructure has meant that pedestrians and cyclists have difficulty travelling around Boscombe. The projects are set to improve the ability to choose active travel in the area so that these forms of travel can be done at a safer distance from the cars on the road, as well as make them a more reasonable and realistic choice for social travel and commuting for work.

Walking and Cycling Provision

3.43 Walking provision throughout Boscombe is adequate, but provision for cyclists is lacking on key corridors. There is little formal infrastructure on the main routes in and around Boscombe making routes less desirable as a mode choice for less experienced and less confident users.

A3049 Ashley Road

3.44 A3049 Ashley Road connects Boscombe Town centre to Holdenhurst Road and A388 Wessex Way to the north. It is a main arterial route into Boscombe and passes the frontage of Kings Park Academy, however it does not cater for cyclists at current. There is no on street nor off-street provision along the road's extent (as shown in Figure 14 and Figure 15), with the exception of Kings Park. For cyclists who wish to cycle on road, the surface is uneven, moving vehicles are often passing parked vehicles and at the northern end there is a lack of road markings.

Figure 14 - Current Walking and Cycling Facilities along A3049 Ashley Road



Figure 15 - Conditions at A3049 / A35 Roundabout



3.45 The footways are of adequate width for pedestrians (approximately 2m width), complying with Manual for Streets guidance but this is sometimes reduced by parked vehicles mounting the kerb and there are numerous dropped kerbs outside of property frontages causing uneven surfaces.

A35 Christchurch Road

3.46 A35 Christchurch Road routes east from Boscombe town centre to Pokesdown. The road has intermittent provision for both cyclists and pedestrians with narrow and inadequate marked on-road cycle lanes in both directions at the western end of Christchurch Road between the junction with Ashley Road and the junction with Somerset Road. Beyond this junction on the eastern section of the A35 Christchurch Road there is a lack of cyclist provision, with road space allocated for formal on-street car parking. Figure 16

shows the current road layout along the A35 Christchurch Road with road space predominantly being used for motor vehicles and parking, with a narrow inadequate level of provision for cyclists. This is a snapshot of the road layout with the majority of Christchurch Road having no infrastructure, with just a few short sections experiencing greater levels of cycling infrastructure provision. The infrastructure that does exist is disjointed, with significant gaps between the provision.

Figure 16 – Current Walking and Cycling Facilities along A35 Christchurch Road



3.47 Infrastructure improvements would fill the gaps in the current provision, completing corridors where provision is intermittent, as well as developing new corridor connections to enhance the wider network. DfT Gear Change states that a key design principle of cycling infrastructure is routes must be continuous and join together as small sections of cycling infrastructure is of little value.

Public Transport

3.48 Projects 2 and 3 focus on the public transport in the area, by improving bus routes from Pokesdown Station to Boscombe Pier. Although services are frequent, most services operate in a largely east to west direction and don't provide many intra town/community services. Services in the area provide travel to people who mainly need to leave Boscombe for further areas, such as Poole or Bournemouth. Provision tends to be east-west, or in a northerly direction from Boscombe.

3.49 Whilst these services are able to help connect Boscombe to areas that are out of walking or cycling distance, it fails to provide a good local connection for people who just want to explore Boscombe or commute without a car. There is no link south of the town centre to the pier, nor one linking the station directly to the beach. On top of this, the stops for these buses are situated in locations that force buses to become obstacles for the rest of traffic. Stops are mainly located on the road with no layby, joining the flow of traffic directly. This creates congestion, with cars having to wait in idle whilst users enter and exit the bus, which subsequently releases additional emissions.

3.50 By implementing improved areas for bus stops, creating laybys and ensuring that stops are away from junctions, buses will create far less congestion when stopping for passengers as cars will not be blocked or forced to wait for the bus to complete its manoeuvre. On top of this, by providing the mini-bus service where there is currently no service available, better connectivity within Boscombe will be achieved, the demand for using the bus may increase, reducing the amount of car drivers in the area. A reduction in car use will result in an increased public service usage, improving road safety and reducing pollution levels.

Environmental impacts

3.51 Currently, due to the layout of the local road network the A35 Christchurch Road and other major roads run through Boscombe with the area being dominated by motor vehicle traffic. This reliance on motor vehicles and specifically private cars is likely to increase if alternative options are not provided to users. This increase in motor vehicles has the potential to lead to significant congestion and air quality issues in the study area. In 2019 BCP declared a climate and ecological emergency committing to a target of BCP being carbon neutral by 2050.

3.52 The introduction of the proposed LTIPs is planned to support the modal shift away from private car use. Supporting the targets set by BCP towards carbon neutrality in 2050. This modal shift also has the potential to support the improvement in local air quality throughout Boscombe due to the reduction in the congestion.

3.53 A new bi-directional cycle lane built in Wimborne has helped increase cycle usage by 40% in the area, as it allows a safe way to travel alongside normal motor traffic. BCP Council launched a Bike Share service with Beryl Bikes in June 2019, with 500,000 journeys being made on these bikes within the first 2 years. Surveys show that these bikes have replaced over 33% of trips that would have been taken originally by a car, motorcycle and taxi, removing about 165,000 car journeys from the road[11].

Town Centre Regeneration

3.54 BCP Council has the ambition for the Bournemouth, Christchurch and Poole region to be one of the best coastal places to live, work, invest and play. In order to achieve this, there are regeneration plans to provide greater emphasis on connecting sustainable, dynamic, and better-connected places. The council is proposing to commit £10.4 million over the next five years into regeneration, supporting the creation of future places with liveability and quality at the centre. BCP Council has the 10th highest number of businesses per person of all UK towns and cities, and the fourth highest concentration of digital and creative industries in the UK outside of London making it a desirable place to be.[12]

3.55 In the Bournemouth Town Centre Area Action Plan (2013), transport and movement were identified as key issues facing the future of the town centre with large parts being dominated by the needs of private vehicles making walking and cycling difficult. The Action Plan sets out the vision that by 2026 Bournemouth town centre will be rejuvenated to be more competitive and a place of high quality for residents, visitors, businesses and students. The principles of this can be applied to Boscombe where similar issues are faced, and alignment of approaches in the region would create a more succinct BCP Council area with a clearer sense of place.

3.56 To capitalise on the business potential of the town centre whilst also working towards local and national sustainable goals, it is fundamental that sustainable travel modes are encouraged and provide a suitable service alternative to private vehicle trips.

[11] https://www.bcpcouncil.gov.uk/News/News-Features/Transforming-Travel/Docs/BCP-LCWIP-2022-03-02-Optimized-FINAL.pdf

[12] https://pdf.euro.savills.co.uk/uk/spotlight-on/the-new-urban-dorset---autumn-2018.pdf

Impact of Not Changing

Severance caused by the highway network

3.57 BCP Council has the ambition to provide access to safe, greener travel modes, which in turn increases modal share on the network. Within the Project Areas, walking provision is generally good but the provision for cyclists is lacking. Desire lines for pedestrians are also not always accounted for.

3.58 Collision analysis in combination with the layout of the existing highway layout has shown that cycling is not seen as an attractive mode choice due to an underlying perception of danger. As mentioned previously, the alignment of main routes such as A35 and A3049 are main arterial routes which pass straight through Boscombe with high traffic volumes.

3.59 Without intervention, the perception of severance will be maintained, and the existing issues will persist. Vehicles will continue to be the dominant mode and a switch to more sustainable modes will not occur.

Lack of investment to aid regeneration

3.60 Revitalising the town is a key priority for BCP Council, which emphasises the importance of the wider area for economic growth and revitalisation. The LTIPs will assist with the overall regeneration of the town, which ultimately will enhance access and improve attractiveness of the town centre helping to encourage further investment.

3.61 Businesses will see a greater footfall from more localised sustainable travel and infrastructure improvements will generally make the town centre a more desirable place to be. Without intervention, the current conditions for businesses would persist and a lack of footfall within the town centre would cause the town centre to struggle, particularly post Covid-19 pandemic.

Continued car dependence

3.62 Not providing this area with upgrades will continue to push people to use a private car to get to areas further from Boscombe, rather than alternative sustainable modes, causing greater congestion on the wider network. Greater congestion causes more emissions and is a detriment to the health of people in Boscombe. More cars on the road also leaves less room for cyclists and means it is more difficult for pedestrians to move through Boscombe, hurting local businesses who rely on the footfall.

3.63 The A35 is one of the most congested areas within Boscombe, serving as the main road through to the centre. There are not many areas available for pedestrians to use to cross the road safely, cycle lanes are only available on less than 50% of this road and bus stops, loading and parking provision interfere with the continuity of cycle lanes. The improvements proposed will work to solve these problems, by giving pedestrians more right of way, better cycling routes and options and to help buses get priority over cars.

3.64 Ashley Road connects Boscombe to the football stadium, Kings Park Academy and the major road network, this road therefore has high vehicular demand. Without intervention, the road layout will continue to encourage the car as the safest and quickest option. People are more likely to use cars as a result, creating more emissions and more congestion, putting people's health and the environments health at risk.

Low Bus Patronage

3.65 Proposals to link the pier with Pokesdown Station and the town centre via a mini-bus service helps the town in many ways. By not implementing this new route, benefits of increased connections will be reduced. There is the option to walk or use the Beryl Bikes between the two destinations, but this does not suit vulnerable road users. During the busy summer months particularly, a mini-bus service would

likely be preferable to walking or cycling, especially with a high demand for the Beryl Bikes. A bus service would fundamentally provide an additional, accessible to all, way to travel between these two key trip attractors in Boscombe.

3.66 In summary, if the improvements are not implemented, the project area will continue to be problematic for users. The congestion from private cars will remain, making up a majority percentage of the traffic on this road. This congestion will create more emissions from the idling cars waiting for passage and right of way, creating harm for the residents as well as the environment. Cycles will continue to be at risk on this road, with the majority of collisions continuing to have cyclists as the most likely to be injured. They will have to continue to use the narrow cycle lanes on the edge of the carriageway which do not extend the full length of the road, making this mode of travel non-preferable, pushing people to use their cars. Pedestrians will also continue to have difficulty moving up and down this road, with uncommon crossing points to reach other locations of Boscombe, as well as no real safety measures for junction roads splitting off of the A35, making crossing them a risk. Finally, buses will continue to be a slow method of travel, with no priority available.

3.67 Overall, the improvements that have been planned are methods to help move people away from using cars and towards more active travel modes. By failing to have these improvements implemented, the car will remain as the most prominent method of travel, creating continuous, growing congestion that puts the health of people at risk. Cyclists and pedestrians will continue to be the main victims of collisions and buses will be lackluster for residents of the area. Businesses will also suffer under the lack of changes, as they will have to continue to fight to keep running in these circumstances. The planned improvements have a great opportunity to help the community be healthier and safer as well as help business flourish, helping the local economy.

Measures for success

3.68 This section sets out what constitutes successful delivery of the Boscombe LTIPs. The measures for success are based on the specific objectives for the overall TF Programme as presented in Table 14.

Table 14 - Boscombe TF objectives and relating measures for success.

Objective 1	**Attract investment to support regeneration and create jobs**
Measure of success	Schemes support the delivery of regeneration and job creation within local development plans.
Timescale	5 years post opening
Indicators	GVA (£) per hour relative to UK 5 years post scheme opening Delivery of commercial development – consents and completions by 2028
Objective 2	**Housing Delivery**
Measure of success	Support the delivery of housing within local development plans.
Timescale	5 years post opening
Indicators	Provide access to sustainable travel infrastructure and services encouraging residents to travel using sustainable modes when accessing the town centre from new developments.
Objective 3	**Develop a healthy and green area**
Measure of success	Increased use of sustainable modes of transport. Improved air quality along project routes. Improved health gain and wellbeing for population.
Timescale	5 years post opening + Annual travel and quality of life surveys

Indicators	Increased bus patronage and number of cycle trips with corresponding reductions in private car/vehicle use. Reduction in particulate and NOx levels along key routes, with reduced congestion and delay on the highway network. Increased levels of physical activity in population and workforce, increased number of walking and cycling trips.
Objective 4	**Create a better-connected community around active travel**
Measure of success	Increased level of active travel in TF area
Timescale	5 years post opening + Annual travel survey
Indicators	Increased walking and cycling trips by residents and workforce seeing an increased modal share for these modes of travel.
Objective 5	**Provide an enhanced space to support the arts and events in Boscombe**
Measure of success	Boost in number of events taking place and attendance of events.
Timescale	5 years post opening
Indicators	Provide better facilities to connect communities and encourage further uptake/attendance of events in Boscombe.

Scope

3.69 The LTIPs comprise four projects focusing on updates and improvements to transport and travel provision within the Boscombe area.

3.70 The interventions proposed to deliver this corridor include pedestrian improvements, significantly improved cycle facilities along the A35 Christchurch Road and provision of a minibus shuttle service. Public realm improvements will also be made including facilities suitable for use by all ages/abilities accompanied by cycle parking.

Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements

3.71 Pedestrian priority/continuous footways at side roads will be considered where possible, as well as measures that give buses priority and improved bus facilities (real time, bus shelters, bus stop locations/layouts, etc.). Public realm improvements which highlight and provide links to key nodes/facilities along the corridor will also be implemented as will adjustments to on-street parking provision (i.e., location, period of operation and duration) including provision of appropriate loading/servicing facilities.

3.72 Measures to address known road safety issues are key in this area. Measures which discourage ad-hoc waiting and loading that create a road safety hazard and/or cause obstruction/nuisance to other road users are proposed.

Project 3 – Bus Service Pokesdown Station to Boscombe Pier

3.73 A new mini-bus service between Pokesdown Station, Boscombe town centre and onwards to the pier is set to be implemented to create a robust and modern bus route for people to use and enjoy through Boscombe. This will be provided in the form of a seasonal, frequent “hopper” service operating every 30 minutes through the Boscombe town centre area connecting these three key destinations.

Project 4 – Ashley Road Pedestrian Improvements

3.74 There are pedestrian improvements to be made across the A3049 Ashley Road to help promote walking and cycling in the area. The interventions include additional crossings on Ashley Road to cater for key pedestrian desire lines, including routes towards the football stadium, Kings Park Academy and Kings Park. Pedestrian priority/ continuous footway at side roads where possible and measures to slow traffic speeds to enable safe provision for cycling from Holdenhurst Road to Boscombe Town Centre.

Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements

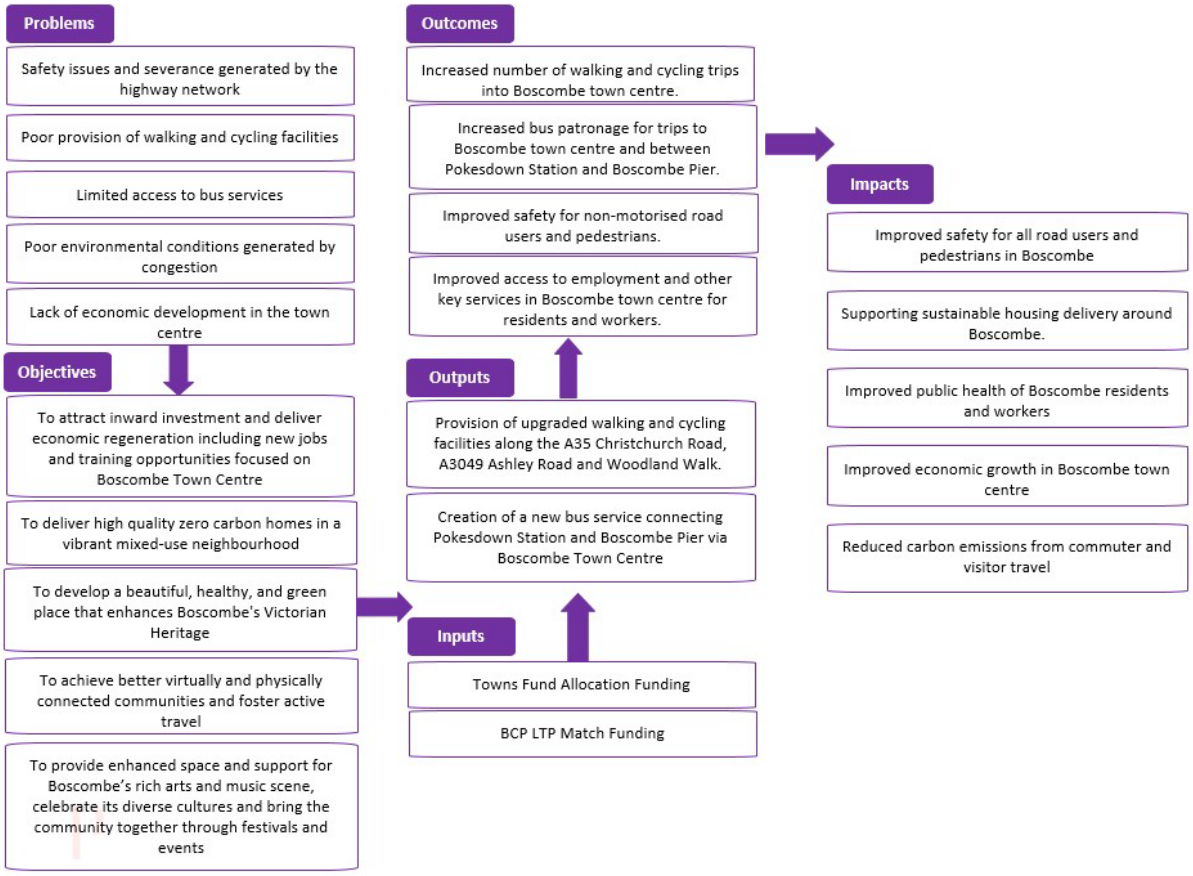
3.75 Other walking and cycling improvements are to be implemented elsewhere in the area, specifically, Woodland Walk, in order promote active travel for residents and visitors. This will also help give back a sense of ownership of the park that surrounds it. Interventions for this scheme are to include improvements to the existing pedestrian and cycle network, including safe, prioritised routes with enhanced wayfinding and cycle parking facilities. Creating a sense of arrival at entrances to the Woodland Walk while maintaining any historic gate/features will increase the attractiveness of the route. Provision of additional seating will provide resting places along the route to assist with inclusiveness for all types of users. Fundamentally, the route will provide an onward cycling link via Boscombe Overcliff Drive to Portman Ravine but there is further potential for access to AECC University College.

3.76 Other general placemaking improvements include proposals to address graffiti (e.g., murals or planting), general park improvements (e.g., planting, management, biodiversity, use of interpretation boards, signage and wayfinding, etc.).

Strategic Benefits

3.77 The logic map presented below in Figure 17, sets out the theory of change identifying how the investment will result in the desired outcomes and impacts expected for the project.

Figure 17 - Logic map presenting the theory of change relating to the Boscombe LTI.



Constraints

General

3.78 At this stage, the main constraints are anticipated to be:

- Time to deliver required outputs: In order to ensure timely delivery of the proposals a detailed Scheme Delivery Programme will be prepared, this will account for detailed scheme design, procurement processes and construction.
- Stakeholder perception of interventions/options put forward: Consultation will be undertaken at different stages in the design process so that stakeholder expectations are managed, and any concerns can be mitigated.
- Deliverability of solutions identified: Some of these solutions and changes proposed may be in their infancy, and so may not end up being fully implemented in the final construction of the changes. This will be managed through a detailed delivery programme which will be prepared. Landowner and Contractor engagement early in the process will assist in foreseeing any potential deliverability issues so that the impacts can be mitigated.

- Impact of inflation and cost uncertainty may impact the overall costs of the scheme when it comes to construction: A detailed cost estimate will be produced and is to be regularly reviewed in order to prevent any unforeseen cost increases.

3.79 More specific Project Area constraints are set out below.

Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements

- Impact on highway network: The highway requires major changes for this proposal, road closures and construction work may cause disruption through queues and delays on the highway network. This will be managed with appropriate notice provided to residents and businesses with appropriate traffic management measures implemented during the construction of the project.
- Local perception of the changes to the highway network, particularly if it results in a loss of on-street parking: People who are directly impacted by the changes may object to their implementation, thereby stunting the plan to improve Boscombe. This constraint will be managed through the consultation process and provision of additional information to relevant stakeholders when required.

Project 3 – Bus Service Pokesdown Station to Boscombe Pier

- Securing agreements with bus service operators.
- Uncertainty of procurement of the new bus service operator: The procurement strategy will take time to achieve, and the end provider will not be known until completion of the procurement process.

Project 4 – Ashley Road Pedestrian Improvements

- Public perception to changes to the highway network, particularly if it results in a loss of on-street parking: People who are directly impacted by the changes may object to their implementation, thereby stunting the plan to improve Boscombe. This constraint will be managed through the consultation process.

Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements

- Public perception to changes to Woodland Walk, particularly if the perception is that change will lead to inappropriate usage of the space (including anti-social behaviour). People who are directly impacted by the changes (residents whose properties back on to the space) may protest and object to their implementation, thereby stunting the plan to improve Boscombe. This constraint will be managed through the consultation process with the views of the public considered from the early stages.

Strategic assessment of investment options

3.80 Community focused engagement events took place within Boscombe in the summers of 2020 and 2022 (further details are given below), which lead to significant feedback on what improvements were required and where. Options for the Project Areas were derived from consultation and stakeholder information. Therefore, no option refinement process was required.

Interdependencies

3.81 BCP Council as the programme promoter, is committed to the delivery of the LTIPs and will support the development of the scheme to the necessary level of detail. The work undertaken will minimise any factors that might affect the successful delivery of the project as far as possible.

3.82 There are no interdependencies known as part of this scheme.

Stakeholders and Consultation

3.83 A comprehensive consultation exercise has been undertaken previously on the TF focusing on the vision, aims and themes in June 2020. The consultation exercise had a total of 547 responses through an online survey. Two thirds of respondents to the survey suggested the addition of extra green spaces on the high street is the highest priority. 64% of respondents stated that improvements in cycle access to Boscombe Town centre is required with 63% also stating that improvements are required for those travelling on foot. 56% of survey respondents also stated that the provision of a bus route between Boscombe Pier and Boscombe Town centre is required.

3.84 Alongside the responses provided against the question regarding improvements in access to Boscombe and the surrounding area, respondents were asked for any other priorities that should be focused on to improve access to the town centre. 120 respondents provided comments for this question which have been coded into themes. The two most frequently discussed themes were ‘public transport’ and ‘safety’.

3.85 Comments received on the ‘public transport’ theme focused on prioritisation of public transport with the aim of improving access to Boscombe town. Respondents' comments suggested that improvements could focus around:

- the provision of a bus service between Pokesdown station and Boscombe Pier.
- General improvements in public transport throughout BCP providing access to key services and facilities.
- Creation of a Park & Ride at Wessex fields providing a link to Boscombe Pier, Boscombe bus station and Kings Park.

3.86 The second key theme identified from the stakeholder engagement by respondents was ‘safety’. These respondents believed that to improve access to Boscombe town safety needs to be focused on improving the environment for people to travel. The following comments were made concerning safety.

- Provision of CCTV and lighting is required to reduce crime and increase perception of safety.
- Increased police presence required.
- The area of Boscombe feels unsafe due to criminal activity.

3.87 In July 2022, further public consultation was undertaken for the Bournemouth TF Phase One. A total of 504 responses were obtained, 72% of these were from within the TF area.

3.88 44% of respondents said that they were likely to use the new bus service with 56% saying it would be useful for the beach, 33% would use it to visit shops and 33% said they would use it to link with train services at Pokesdown.

3.89 For the Christchurch Road active travel improvements, 65% of respondents supported proposals for more pedestrian crossings and 64% supported a continuous cycle lane. The least supported proposal was for a reduction in on-street car parking which was supported by 42% but opposed by 38% of respondents.

3.90 71% of respondents agreed that improvements to pedestrian facilities on Ashley Road are needed, whereas 15% disagreed; and 59% of respondents agreed to prioritising pedestrians rather than bicycles. 55% of respondents said that that the proposals would make them more likely use Woodland Walk, whereas 45% said they would more likely cycle here. Further public engagement will be undertaken following the submission of the current business case and current concept design work. Consultation Reports showing the result of engagement to date can be found in Appendix B.

ECONOMIC CASE

4 Economic Case

Introduction

4.1 The Economic Case focuses on the appraisal of the four LTIPs as explained within the Strategic Case. It demonstrates the extent to which the interventions would meet the objectives set out in the Strategic Case regarding the economic benefits to transport users, supporting local regeneration and providing benefits to all users. It identifies the impacts of the proposed scheme and establishes the resulting value for money. It comprises:

- A summary of the assessments carried out to identify the impacts of the LTIPs.
- Commentary on the economic, environmental and social impacts of the projects, both beneficial and adverse, using qualitative, quantitative and monetised information.
- Information on the extent to which the LTIPs benefits outweigh its costs.
- Statement about which Value for Money category the LTIPs equate to.

4.2 The Economic Case follows a defined structure as set out in Table 15.

Table 15 - Structure of Economic Case

Heading	Description
Introduction	Outline approach to assessing value for money
Options Appraised	A list of the options (set out in Strategic Case) that have been appraised
Methodologies, assumptions, and data	A summary of any appraisal methodologies followed to appraise LTIPs with assumptions and data used also presented.
Economic Costs	Summary of the costs used in the economic appraisal of the LTIPs.
Value for Money Assessment	Results of Value for money assessments completed for individual LTIPs and for the combined LTIPs programme.
Non-quantified Benefits	Qualitative review of LTIPs not appraised quantitively for VfM.
Social and Environmental Assessment	A high-level review of the anticipated social and environmental benefits of the LTIPs, a qualitative review which also considers the results of the AMAT.
Sensitivity Tests	Sensitivity testing has been undertaken to explore how successes of the LTIPs may differ based upon uptake scenarios.
Value for Money Statement	Summary of economic appraisal and VfM results.

4.3 The scheme appraisal detailed in the Economic Case has been carried out in accordance with the methodologies set out in WebTAG and the Treasury Green Book (2022). The Value for Money has been produced using guidance set out in the DfT Value for Money Framework guidance.

Options Appraised

4.4 Initially a 6 project list of schemes was developed through consultation, and as such, no sifting was required during the options creation process. Following further consultation (Summer 2022), the following options were removed from the LTIP Programme:

- Project Area 1: Pokesdown Station public realm and streetscape improvements
- Project Area 6: Variety of widespread cycle infrastructure throughout Boscombe

4.5 As set out in the Strategic Case, the proposals considered include:

Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements

- Multi modal corridor along the length of A35 Christchurch Road between Pokesdown Station and Boscombe Precinct, including upgrading the environment for pedestrians and cyclists.

Project 3 – Bus Service Pokesdown Station to Boscombe Pier

- A mini-bus service between Pokesdown Station and Boscombe Pier via Hawkwood Road. This will improve connections between three key destination points.

Project 4 – Ashley Road Pedestrian Improvements

- Improved pedestrian network along A3049 Ashley Road to improve safety for active modes, as well as improving accessibility for destinations such as the football stadium and Kings Park Academy.

Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements

- Improve the existing walking and cycling facilities throughout Woodland Walk focusing on provision of a safe and clear route, providing extra facilities for active travel modes.

4.6 The appraisal will consider both the impacts that can be quantified, and monetised, and those which can be covered qualitatively.

Methodologies, Assumptions and Data

4.7 The approach and methodologies used to appraise the LTIPs have been carried out in accordance with the guidance in TAG and are summarised below.

Approach to Active Mode Assessment

4.8 The benefits of the LTIPs have been estimated using the Department for Transport (DfT) guidance on Active Model Appraisal from TAG Unit A5.1. The DfT's Active Mode Appraisal Toolkit (AMAT) (May 2022 version) has been used to calculate physical activity benefits, absenteeism benefits, journey quality benefits, environmental impacts, indirect tax impacts and decongestion benefits as a result of the implementation of the walking and cycling schemes. A separate AMAT has been produced for each project.

4.9 Within the AMAT, default parameters have been used as they were deemed to be appropriate values for the purpose of the appraisal of the LTIPs. There was no alternative local data available that could have been used to update the parameters. Parameters within the AMAT which determine background growth in cycling and the parameters regarding typical trip characteristics (such as distance, speed, proportion of trips which are commuting, proportion of trips using other modes and percentage of trips which are classed as a return trip) have not been changed from default values.

4.10 The AMAT calculates benefits for 220 days a year (average number of workdays) across a 20-year appraisal period, in line with guidance in TAG unit A5.1. A 20-year appraisal period is recommended in WebTAG guidance for active mode schemes and represents an appropriate evaluation of the lifetime of the LTIPs before any major maintenance work is required. Maintenance costs have not been included, as it is considered that these would be minimal for active mode schemes over a 20-year period.

Baseline Cycling Trips

4.11 Baseline cycling trips have been calculated from the National Propensity to Cycle Tool (PCT) and have been used to estimate the number of cyclists commuting daily. The PCT was funded by the DfT and uses Census 2011 data to provide bicycle commuting trips. The tool uses a routing algorithm (developed by Cyclestreets) to estimate the number of cyclists on a particular route.

4.12 The PCT only estimates commuting trips; hence, it was necessary to convert the number of cyclists from commuting to all purposes. To do this, commuting numbers were factored using data from the 2017 National Travel Survey (Table NTS0409), which details the trips per person per mode per year. A commute to all purposes expansion factor was calculated by dividing the total number of cycle commuting trips by the total number of cycle trips per year for each purpose. The factor used to convert commute numbers to all purposes was calculated to be 2.92.

Baseline Walking Trips

4.13 Baseline walking trips have been calculated from the online DataShine Census Commute tool which has been used to estimate the number of pedestrians commuting daily. As the DataShine Commute data is based on the Census 2011 MSOA centroids baseline demand has been calculated looking at what a reasonable proportion of the trips identified by DataShine would be using the area where projects are located.

4.14 As DataShine only estimates commuting trips it was necessary to convert the number of pedestrians from commuting to all purposes. To do this, commuting numbers were factored using data from the 2017 National Travel Survey (Table NTS0409), which details the trips per person per mode per year. A commute to all purposes expansion factor was calculated by dividing the total number of walking commuting trips by the total number of walking trips per year for each purpose. The factor used to convert commute numbers to all purposes was calculated to be 15.73.

Forecast Cycling and Walking Trips Without LTIPs

4.15 The AMAT spreadsheet tool forecasts an increase in background growth of all trips of 0.75% based on data from the National Travel Survey between 2006-2016. This background growth has been applied through the 20-year appraisal period based on TAG guidance.

Forecast Cycling and Walking Trips With LTIPs

4.16 Forecast cycling and walking trips have been estimated using the DfT Cycling and walking Uplifts Calculator tool. The tool calculates the uplift in cycling and walking trips based on the outputs of the Cycling and Walking Investment Strategy (CWIS) Active Travel Investment Models produced by Transport for Quality of Life, which have associated an increase in trips based on the associated capital cost of a scheme. The model outputs are tailored to each individual Local Authority (LA) area across the UK based on Intrinsic Cycling and Walking Potential scaling factors from CWIS model which estimates the effectiveness of a scheme based on background factors such as the hilliness of a LA, Age data and Indices of Multiple Deprivation.

4.17 The key inputs for using the Cycling and Walking Uplifts tool are baseline cycling and walking trips, LA area of proposed scheme and total scheme costs. Alongside the overall scheme costs the tool requires

the costs to be broken down the infrastructure categories provided in the tool. The tool also requires a percentage difference between the scheme costs and the benchmarked costs provided in Appendix 6 of the CWIS model technical report. This benchmark difference allows for the scale of the impacts to be adjusted based on the scheme costs in comparison to the scheme used in developing the model. Following this the tool provides the number of weekday trips with the scheme in place and provides a low, medium and high estimate of demand and suggest based on the LA which values to use in any assessments being undertaken.

4.18 Within the tool three estimates of demand uplift are provided with a Central estimate identified for the LA in which the scheme is being considered. For the assessment of the TF LTIPs the central scenario has been used for Project 2 and 4. This assumes a high increase in cycling trips and a Middle increase in walking trips, for project 4 cycling trips were not included due to the nature of the project focusing on improving the local pedestrian network. Within the guidance for the tool, it does allow the individual undertaking the assessment to decide which scenario is most appropriate for the scheme if they believe the demand is being over or underestimated. This allowance within the tool to use a lower level of demand uplift was followed for Project 5. This is due to the nature of the project focusing on improving an existing cycling and walking route with facilities that will benefit existing users as well as a small percentage of new users. The values used and the assumptions behind the walking and cycling demand uplift are shown in Table 16.

Table 16 – Assumptions applied to calculation of walking and cycling demand uplifts.

Project	Walking	Cycling	Assumptions
Project 2	Medium	High	Based on the DfT demand uplift tool these increase in demand are the appropriate values to use for the Local Authority area.
Project 4	Medium	N/A	Based on the DfT demand uplift tool these increase in demand are the appropriate values to use for the Local Authority area. Cycling has not been included due to the nature of the improvements focusing on pedestrians.
Project 5	Low	Low	The proposed scheme is looking to provide improvements to existing infrastructure and therefore it has been assumed that the potential for an increase in demand is lower than that of a new piece of infrastructure.

Assumptions used in Cycling and Walking Economic Appraisal

4.19 Within the appraisal of the projects several assumptions have had to be made on a project-by-project basis to ensure the results of the economic appraisal provide an accurate representation of the predicted impacts of the LTIP interventions.

4.20 The economic appraisal of project 2 has seen the previously described demand calculations followed with those cycling and walking trips used in the AMAT.

4.21 For the economic appraisal of project 4 intervention focuses on improving the study area for pedestrians with no specific changes included for cycling. Therefore, in the AMAT for this project cycling trips were not included, and benefits were only calculated for walking trips.

4.22 The economic appraisal of project 5 has followed the methodology discussed above for the calculation of baseline and forecast cycling and walking trips. However, in the AMAT the low estimate of demand from the DfT Cycling and Walking Uplifts tool have been used as this project is proposing to make changes to an existing cycling and walking route and improving the level of service the route provides, but not to the point where new or alternative facilities being provided. Therefore, it was assumed that the scheme would have a positive impact on existing users and would likely encourage other to begin using the route but not to the level the LA Intrinsic Cycling and Walking Potential scaling factors would suggest.

Data used in Cycling and Walking Appraisal

4.23 As stated above the cycling and walking trips have been calculated using the PCT and DataShine Commute tools which present Census 2011 travel to work data which has been uplifted to account for all trips and not just commuters. Table 17 presents the cycling and walking trips used in the economic appraisal of the cycling and walking projects included in the LTIPs.

Table 17 - Cycling and Walking trips included in the Economic Appraisal.

Project	Baseline Cycling Trips	Baseline Walking Trips	Forecast Cycling Trips	Forecast Walking Trips
Project 2	245	5,553	479	5,857
Project 4	-	1,168	-	1,352
Project 5	35	1,257	38	1,286

Qualitative Assessment

4.24 The assessment of Project 3 – Bus Service Pokesdown Station to Boscombe Pier has been undertaken at a qualitative level as due to the size and proposed timescales it has not been deemed appropriate to estimate economic benefits of its introduction. A qualitative review of the project's potential benefits has been provided detailing the need for the service and the predicted outcomes of the service.

4.25 The project's costs have been converted into a PVC to be included in the overall LTIPs BCR assessment, but no economic benefits of the scheme have been calculated. This has been done to ensure an accurate BCR for the over package of LTIPs can be calculated.

Project Costs

4.26 The costs for the economic appraisal for the four projects have been calculated in line with TAG A1-2 Scheme Costs (November 2021). An overview of the costs for each option tested is provided in the Financial Case and include preparation and supervision, construction, and land costs (where appropriate). Optimism bias has been applied as required in TAG A1-2 Scheme Costs (November 2021) at 23% in the AMAT assessment as the set default value within the AMAT tool (a sensitivity test has been completed to understand the impact of using a higher OB percentage). The individual project costs have been summarised in Table 18.

Table 18 – Cost for each project included in the LTIPs

Cost estimates	Project 2	Project 3	Project 4	Project 5
Base Scheme Cost (2022 prices)	£2,323,751	£100,000	£668,894	£152,021
Base Scheme Cost including Optimism Bias (2022 prices)	£2,858,214	£123,000	£822,739	£186,986
Present Value Cost (PVC) (rebased and discounted to 2010 prices)	£1,503,866	£71,494	£449,865	£110,167

4.27 The costs for project 3 have been presented here despite no value for money assessment being completed on this project as they are then able to be accounted for in the combined BCR calculation for the overall LTIPs.

Value for Money Assessment

4.28 The following assumptions have been made to inform the economic appraisal of the options:

Active Mode Appraisal

4.29 An Active Mode Appraisal was undertaken using the DfT's Active Mode Appraisal Toolkit (AMAT), as set out in TAG unit A5.1, to appraise the active travel elements, including the cycle infrastructure along the A35 Christchurch (project 2), the improved pedestrian provision along the A3049 Ashley Road (project 4) and the improvements to the off-road shared cycleway/footpath that is provided throughout the Woodland Walk route (project 5).

4.30 The monetised impacts of the active travel LTIPs have been included within the Benefit-to-Cost Ratio (BCR) calculations shown in Table 19.

Table 19 - Monetised Impacts

Appraisal Outputs		Value for Money Category
Project Area 2 – A35 Christchurch Road Cycle and Pedestrian Improvements		
PVB (in £'000s)	2,487.41	**Medium**
PVC (in £'000s)	1,503.87	
BCR	1.65	
Project Area 4 – Ashley Road Pedestrian Improvements		
PVB (in £'000s)	625.37	**Low**
PVC (in £'000s)	449.86	
BCR	1.39	
Project Area 5 – Woodland Walk Local Walking, Cycling and Park Improvements		
PVB (in £'000s)	171.75	**Medium**
PVC (in £'000s)	110.17	
BCR	1.56	

4.31 Table 19 shows that all of the LTIPs that have been assessed for the monetary benefits and Value for Money have either a Medium or Low value for money.

4.32 Alongside the individual appraisal of each scheme an overall combined BCR has been produced for the LTIPs and is presented in Table 20.

Table 20 - Combined BCR and VfM for the LTIPs

Appraisal results	Combined
PVB (IN £'000S)	3,284.53
PVC (IN £'000S)	2063.90
BCR	1.54
Value for Money Category	Medium

4.33 The Value for Money results presented in Table 20 for the combined programme of the LTIPs (including the costs of Project 3 presented previously in Table 18) shows the overall programme to fall within the Medium VfM category with a BCR of 1.54.

Non-quantified benefits

Project 3 – Bus improvements

4.34 The mini-bus service (project 3) is proposing to provide a pilot off-peak seasonal 'hopper' style mini-bus service via a figure of eight loop operating between Pokesdown Station and town centre and onwards to Boscombe Pier (and visa versa).

4.35 The objectives of this Rail to Beach (via town) 'hopper' service are to:

- Provide an end-to-end affordable and reliable transport solution linking Pokesdown Station and Boscombe Pier via Boscombe town centre. This will increase usage of the Station and improve footfall in the town centre area.
- Make provision for elderly and mobility impaired members of the community as part of a wider set of measures which achieve better connected communities and improve accessibility within Boscombe, Pokesdown and Southbourne. The service provides new direct links for residents, many of whom do not have access to a service at present.
- Add an additional sustainable transport option for visitors to the beach by helping to reduce congestion throughout the busiest summer period on busy/sunny days.

4.36 There is no bus service currently operating between Boscombe Pier, the town and Pokesdown Station. While the pedestrian route is just under 1km, it comprises a significant gradient, making it difficult for the elderly and those with mobility impairments to use. From the town the link to Pokesdown Station is a further 1km.

4.37 Consequently, people tend to use private vehicles, placing demands on the network and local parking provision, and adding to greenhouse gas emissions from travel.

4.38 BCP Council investigated a range of solutions to improve this situation. Many are not technically feasible; and all are prohibitively expensive. A 'hopper' mini-bus service would help address the issues above, whilst potentially bringing social and economic benefits, both for users and local businesses.

4.39 In a survey (July 2022) half of respondents (205/466) said they would use a service if provided. Over half indicated they would use it to visit the seafront/beach; and one third said they would use it to get to the shops/Pokesdown station.

4.40 The proposed service provides a new direct link, thereby delivering against objectives by helping increase usage of the Station, improve footfall in the area, and complimenting planned accessibility improvements at Pokesdown Station.

4.41 This project also supports the Vision (specifically Aim 4) of the Bournemouth Town Investment Plan:

- AIM 4: To achieve better connected communities and foster active travel.

4.42 It also supports key challenges presented within BCP Council's Local Transport Plan, including:

- creating a shift to more sustainable travel behaviour.
- reducing overall levels of greenhouse gas emissions.
- supporting sustainable tourism.

4.43 It is intended that the mini-bus service will be operational from Easter 2023 and run daily every 30 minutes between 0930-1430hrs and 1630-1800hrs until the end of October 2023.

4.44 Due to the short-term operation of the service between Easter 2023 and October 2023 it has been considered that the scheme is not suitable for a detailed economic assessment. As stated above the costs of the mini-bus service have been included in the overall LTIPs combined BCR, but no benefits have been included. This proposed pilot service will help to identify the need for a future bus service between Pokesdown Station and Boscombe Pier allowing any future services to appropriately operate based on empirical data collected throughout the pilot period to ensure any future services do not under or over serve residents and visitors.

4.45 A Technical Note detailing the bus service options is available in Appendix C.

Social and Environmental Impacts

4.46 Social impacts have not been assessed quantitively unless information is available from assessments undertaken to support the economic appraisal, where economic information isn't available a qualitative review has been completed. The impacts for noise, air quality, reliability, journey quality and severance have been assessed using the AMAT tool. A summary of the outputs is summarised below. Water biodiversity, historic environment and townscape has not been assessed at this stage.

Accidents

4.47 A high-level quantification of the impact of the packages on accident rates has been carried out, no COBALT assessment has been undertaken. The impact of the interventions on accidents have been considered within the AMAT model based on mode shift from car to cycle, and range between £360 - £2,000 depending on the scheme.

4.48 The estimation of accident benefits within the AMAT does not account for the improved safety of segregating cyclist and pedestrians from highway traffic. Reducing this interaction will reduce the likelihood of collisions. The impact of the scheme on accidents is assessed to be Slight Beneficial.

Physical Activity

4.49 The benefits associated with increases in physical activity capture the health impacts of increased physical activity through improvements to cycling and walking infrastructure inducing demand. The AMAT toolkit captures the health impacts related to increased cycle demand (and therefore physical

activity) in terms of reduced risk of premature death and a reduction in absenteeism where a healthier workforce requires less time absent from work.

4.50 The impact of the scheme on physical activity is assessed to be Slight Beneficial, the AMAT assessment estimates health benefits to be in the region of £73,520 - £2.384m depending on the package.

Security

4.51 Along the majority of sections of the cycleways and pedestrian paths, lighting will be maintained which will facilitate the feeling of safety along these routes. No new environmentally sensitive areas are anticipated to require proposed lighting.

Severance

4.52 As part of the proposals, new road crossings will be installed which will improve the permeability of travel for pedestrians and cyclists, reducing severance. The installation of cycleways and footways is alongside existing highway alignments, therefore there is estimated to be no negative impact on severance compared to the current situation.

Journey Quality

4.53 The benefits associated with improvements to journey quality (including ambience) for walking and cycling trips have been monetised using the AMAT and could be up to £95k depending on the package.

Option and Non-Use Values

4.54 This scheme bid is building on and enhancing existing transport infrastructure for pedestrians and cyclists whilst developing a news service for bus users. Therefore, there is anticipated to be a slight beneficial impact.

Accessibility

4.55 The scheme will have a positive impact on the availability and physical accessibility of transport with the BCP Council area. The expansion of existing cycling and pedestrian infrastructure and 'filling the gaps' of the current network will provide access to transport for areas currently under-served. The incorporation of these cycling and walking interventions with improved bus services and facilities will further expand the transport services on offer in the region.

4.56 The impact of the scheme on access to services is estimated to be Slight Beneficial.

Personal Affordability

4.57 The cycling and walking interventions are not estimated to have any negative impact on affordability as these modes are free to use. As a result of improved infrastructure, current highway users are forecast to switch to cycling in the AMAT model. This may result in a reduction in cost to the user in terms of reduction in fuel costs and car maintenance.

4.58 The bus service is a pilot scheme and therefore as part of the pilot study, affordability will be measured within this.

Noise

4.59 A full quantitative assessment has not been undertaken for the noise impacts of the scheme, however at a high level, the impact on traffic flows is expected to be relatively minor. Although there is anticipated to be a move to sustainable modes (bus and walk and cycle) from car use it is anticipated that the impacts

on noise sensitive receptors will be limited. Given the nature of interventions, the impact of construction noise is similarly expected to be minimal and short lived.

4.60 The AMATs completed to appraise the walking and cycling improvements do provide monetised benefits for Noise impacts and these come to a combined total of £116,000. Overall, the expectation is the impact of the proposals on noise will be slight beneficial.

Air quality

4.61 A full quantitative assessment has not been undertaken for the air quality impacts of the scheme; however, car traffic is anticipated to reduce either through transfer to cycling or to bus. The switch from car traffic to sustainable transport is likely to lead to a slight beneficial benefit in air quality. The AMAT assessment completed to appraise the walking and cycling elements of the LTIPs show there to be a benefit of £245,000 related to improvements in air quality.

Greenhouse gases

4.62 The predicted switch to sustainable travel modes from the intervention is forecast to lead to a reduction in Greenhouse Gas emissions. The AMAT assessment completed to appraise the walking and cycling elements of the LTIPs show there to be a benefit of £819,000 related to reductions in greenhouse gas emissions.

Sensitivity Tests

4.63 Sensitivity testing has been undertaken to explore the sensitivity of the expected outcomes to changes in inputs. The following sensitivity tests have been carried out, drawing on the key assumptions made in the core scenario for each of the LTIPs:

- Test 1: Low Demand Uplift – Using the low demand estimations of cycling and walking from the DfT demand uplift tool.
- Test 2: High Demand Uplift – Using the high demand estimations of cycling and walking from the DfT demand uplift tool.
- Test 3: Increase optimism bias from 23% - 46%.

4.64 The changes in the demand uplift for the low and high demand scenarios is shown in Table 21 and Table 22 below. As the DfT uplift tool calculates the uplift in demand based on the cost of a scheme intervention and its comparison in terms of scale to benchmarked schemes, the level of increase is different for each project and therefore the demand uplift presented is different for each project. For test 3 it has been assumed that the core assessment demand values have been used and the only change in the assessment is the increase in the optimism bias from 23% to 46%. This change in optimism bias aligns with the values suggested in TAG unit A1-2.

Table 21 - Walking values used in sensitivity tests and percentage uplift from baseline values.

Project	Baseline walking	Core Walking	Test 1: Low Uplift	Test 2: High Uplift
Project 2	5,553	5,857 (+5.5%)	5,753 (+3.6%)	6,049 (+8.9%)
Project 4	1,168	1,352 (+15.8%)	1,289 (10.3%)	1,467 (+25.6%)
Project 5	1,257	1,276 (+1.5%)	1,276 (+1.5%)	1,305 (+3.8%)

Table 22 - Cycling values used in sensitivity tests and percentage uplift from baseline values.

Project	Baseline cycling	Core cycling	Test 1: Low Uplift	Test 2: High Uplift
Project 2	245	479 (+95.5%)	311 (+26.9%)	479 (+95.5%)
Project 4	0	0	0	0
Project 5	35	38 (+8.6%)	38 (+8.6%)	44 (+25.7%)

4.65 The tables below (Table 23, Table 24 & Table 25) show the impact on PVB, PVC and BCR of each of the sensitivity tests compared to the initial BCR, for each package.

Table 23 – Project 2 Sensitivity test Value for Money results.

Sensitivity Test	PVB (£000s)	PVC (£000s)	BCR	VfM Category
Project 2: Core assessment	2,487.41	1,503.97	1.65	Medium
Test 1: Low Demand uplift	1,035.53	1,504.27	0.69	Poor
Test 2: High demand uplift	3,048.21	1,503.90	2.03	High
Test 3: Optimism Bias 46%	2,487.41	1,785.29	1.39	Low

4.66 The VfM results provided in Table 23 for project 2 shows that there is some variability in the potential value for money category of each of the of the sensitivity tests undertaken, with the VfM category ranging from Poor to High depending the on the demand scenario used.

Table 24 – Project 4 sensitivity test Value for Money results.

Sensitivity Test	PVB (£000s)	PVC (£000s)	BCR	VfM Category
Project 4: Core assessment	625.37	449.89	1.39	Low

Test 1: Low Demand uplift	439.16	449.92	0.98	Poor
Test 2: High demand uplift	965.29	449.85	2.15	High
Test 3: Optimism Bias 46%	625.37	534.03	1.17	Low

4.67 The VfM results shown in Table 24 for project 4 show that the various sensitivity tests produce VfM categories ranging from Poor to High.

Table 25 – Project 5 sensitivity test Value for Money results.

Sensitivity Test	PVB (£000s)	PVC (£000s)	BCR	VfM Category
Project 5: Core assessment	171.75	110.17	1.56	Medium
Test 1: Low Demand uplift	N/A	N/A	N/A	N/A
Test 2: High demand uplift	298.55	110.15	2.71	High
Test 3: Optimism Bias 46%	171.75	130.77	1.31	Low

4.68 The sensitivity test results presented for project 5 in Table 25 shows the VfM category to range from Low to High. A low demand uplift sensitivity test has not been undertaken for project 5 as the demand values used in the core assessment were already set using the low demand uplift category due to the nature of the intervention proposed.

4.69 It can be seen in the tables above that the test 3 scenario, where the optimism bias is increased from 23% to 46%, that the BCR for each project is between 1.17 – 1.39.

4.70 A combined LTIPs PVB, PVC and BCR has also been produced as part of the sensitivity tests, the results of this are presented in Table 26.

Table 26 – Combined LTIPs sensitivity test Value for Money results.

Sensitivity Test	PVB (£000s)	PVC (£000s)	BCR	VfM Category
Combined LTIPs: Core scenario	3,284.53	2,063.90	1.54	Medium
Test 1: Low Demand uplift	1,662.28	2,135.85	0.78	Poor
Test 2: High demand uplift	4,312.05	2,135.39	2.02	High
Test 3: Optimism Bias 46%	3,284.53	2,534.95	1.30	Low

4.71 The results presented for the sensitivity testing of the combined LTIPs show that the results produce BCRs ranging from 0.78 in the low demand uplift scenario to 2.02 in the high demand uplift scenario. In the scenario where an increased OB value is used it shows that the BCR reduces to 1.30 which is a relatively small decrease when compared against the core assessment. This change in the BCR is expected in this scenario as the change in OB was expected to lead to an increase in the PVC for the overall LTIPs.

Value for Money Statement

4.72 Through the economic appraisal of the LTIPs they have shown to generate a positive impact both in terms of monetised and non-monetised benefits. The AMAT tool has been used to monetise the benefits of Projects 2, 4 and 5 with the PVB for these projects ranging from £171,750 - £2.48m with all projects appraised presenting positive BCRs ranging from 1.39 to 1.65. The combined LTIPs Value for Money results show that as a whole package the PVB generated is £3.28m and presents Medium VfM with a BCR of 1.54.

4.73 The qualitative appraisal of the pilot mini-bus service between Pokesdown station and Boscombe pier, shows the service would improve the accessibility of key destinations helping to reduce the levels of severance in Boscombe. The proposed pilot service will help to identify the need for a permanent service which can be tailored to best suit the needs of all users whether that be residents or visitors. The qualitative assessment of this project shows the clear need for the service and the non-monetised benefits support the overall package of projects proposed for Boscombe as part of the LTIPs.

FINANCIAL CASE

5 Financial Case

Introduction

5.1 This section describes the Financial Case for the programme of the LTIPs, outlining the high-level capital cost estimate and spend profile.

5.2 The Financial Case provides details of the risk and inflation assumptions, the affordability of each element and potential funding arrangements.

5.3 The operating and maintenance costs are also presented to provide consideration of whole life costs.

5.4 This chapter deals with costs and accounting issues. The question of value for money is dealt with separately in the Economic Case.

Approach to Financial Case

5.5 Control of costs is critical to deliverability of the LTIPs given the constraints to Council finances. Funding for LTIPS will be secured through the TF and BCP Council's own LTP, with no budgets currently being allocated to cover cost overruns. A risk allowance has however been included within the cost estimates which will be kept under review as the improvement schemes develop. Table 31 sets out the possible risks of cost rises, and the mitigation considered. Until detailed design / cost estimates are developed, the final costs will be unknown, however value engineering options are available should the available budget be exceeded.

5.6 For each project, where cost increases are possible, every effort will be made to implement Value Engineering to keep the project within budget. If savings cannot be made, then the impact on overall budget will be communicated by the TF Programme Manager. Project amendments can be made, and the option to remove elements is possible so long as the project objectives and Value for Money are maintained.

Costs

5.7 This section describes the details of the LTIPs capital cost estimate, along with the basis for developing the estimate. The section also presents the spending profile of the cost estimates by financial year (April to March) and discusses whole life costs and maintenance liabilities.

Capital Cost Estimates

5.8 The capital costs of the delivery of the LTIPs are set out in Table 27 below. Capital, or investment costs, are defined in TAG unit A1.2 and the main components are construction, land and property, preparation and administration and traffic related maintenance costs.

5.9 All costs are presented in Q4 2022 prices and exclude VAT. The TF contribution is fixed based on an initial quoted cost per project and no further inflation will be applied to the costs. BCP Council intends to undertake a full procurement process for the work to be undertaken by a project officer and the fee quote is considered to be the maximum cost. No cost overruns are anticipated.

5.10 The detailed spending profile for the funding streams is set out in Table 27 and included within the programmes presented in Appendix D.

Table 27 – LTIPS individual cost estimates

	Financial Year				Total
Cost Type	**2022/23**	**2023/24**	**2024/25**	**2025/26**	
Project Area 2 – A35 Christchurch Road Cycle and Pedestrian Improvements					
Preparation	£975	£116,641	£125,844	£0	**£243,460**
Construction	£0	£0	£55,556	£2,009,128	**£2,064,684**
Supervision	£0	£0	434	£15,173	**£15,607**
Total	**£975**	**£116,641**	**£181,833**	**£2,024,302**	**£2,323,752**
Project Area 3 – Bus Service Pokesdown Station to Boscombe Pier					
Operation	**£0**	**£100,000**	**£0**	**£0**	**£100,000**
Total	**£0**	**£100,000**	**£0**	**£0**	**£100,000**
Project Area 4 – Ashley Road Pedestrian Improvements					
Preparation	£228,894	£0	£32,153	£30,382	**£291,429**
Construction	£0	£0	£0	£372,479	**£372,479**
Supervision	£0	£0	£0	£4,985	**£4,985**
Total	**£228,894**	**£0**	**£32,153**	**£407,847**	**£668,894**
Project Area 5 – Woodland Walk Local Walking, Cycling and Park Improvements					
Preparation	£52,021	£0	£0	£0	£52,021
Construction	£0	£100,000	£0	£0	£100,000
Total	**£52,021**	**£100,000**	**£0**	**£0**	**£152,021**
LTIPs Total					**£3,244,666**

5.11 The interventions have an estimated combined capital cost of £3,244,666. It should be noted that any PM costs included within Project 5 are contained within the TF budget for this scheme.

Funding and Revenues

Capital Costs

5.12 The total costs for the LTIPs are estimated at a total of £3,244,666 for the package of 4 projects. This is broken down into the following:

- Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements: £2,323,752
- Project 3 – Bus Service Pokesdown Station to Boscombe Pier: £100,000
- Project 4 – Ashley Road Pedestrian Improvements: £668,894
- Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements: £152,021

5.13 Table 28 summarises the funding needed to cover the cost estimate for the LTIPs. The table includes committed local contributions and additional requested funding to cover any budget shortfalls.

Table 28 – Breakdown of funding sources for LTIPs

Improvement	Towns Fund Allocation	BCP LTP Match Funding	Total
Project Area 2: A35 Christchurch Road Cycle and Pedestrian Improvements	£73,752	£2,250,000	**£2,323,752**
Project Area 3: Bus Service Improvements from Pokesdown Station to Boscombe Pier	£100,000	£0	**£100,000**
Project Area 4: Ashley Road Pedestrian Improvements	£668,894	£0	**£668,894**
Project Area 5: Woodland Walk Local Walking, Cycling and Park Improvements	£152,021	£0	**£152,021**
Total	**£994,667**	**£2,250,000**	**£3,244,667**

Maintenance and Whole life costs

5.14 Maintenance of the infrastructure funded through the TF will be undertaken using BCP Council's existing highway maintenance arrangements, which comprise an 'in-house' maintenance team and a term maintenance framework contractor. Maintenance activities will be funded from BCP Council's existing budgets. Maintenance will be carried out in accordance with the Council's highway asset management strategies and policies[13]. At this stage the impact on operating costs is assumed to be broadly neutral.

[13] https://www.bcpcouncil.gov.uk/Roads-and-transport/Maintaining-our-roads/Highways-asset-management/Highways-asset-management.aspx

Wider Financial Implications

5.15 Wider financial implications include the cost and surveying of the scheme, as well as outline work, research of area, allowances, and the costs of operating around populated areas.

5.16 The cost of LTIPs has been estimated by the BCP Council. These have undergone a further independent Quantity Surveying review by consultants at WSP.

5.17 This review has comprised the quantification of the significant elements of the work from the outline design available with the use of Google Maps to assist in ascertaining the scope. The resulting items/quantities have been priced using industry standard published data informed by tenders from similar projects with adjustments made for productivity issues associated with working in live carriageways/pedestrian areas and the restrictions that this may have on working hours and efficiency. Allowances have been made for main contractor's preliminaries and overheads and profit and traffic management where required based on tenders comprising similar works.

5.18 This has produced a base estimate cost to which has been added an allowance for professional fees and the impact of the proposals on underground utilities.

5.19 The detailed cost of delivering the LTIPs will not be known until the detailed design has been completed, and tender prices have been received.

Summary of Financial Case

5.20 The cost of the improvements has been estimated as:

- Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements: £2,323,752
- Project 3 – Bus Service Pokesdown Station to Boscombe Pier: £100,000
- Project 4 – Ashley Road Pedestrian Improvements: £668,894
- Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements: £152,021

5.21 Funding is to be provided from BCP Council LTP Match Funding and the TF Allocation. The overall costs of the LTIPs are £3,244,667 with a total of £994,667 being provided through the TF Allocation and the remaining £2,250,000 being funded through BCP Council LTP match funding.

COMMERCIAL CASE

6 Commercial Case

Introduction

6.1 The Commercial Case sets out the procurement approach that will be adopted to ensure that the LTIPs are commercially viable and deliverable within the project budget and the investment timescales and can achieve the best value to the public purse.

6.2 This Case sets out the procurement strategy for the delivery of LTIPs, contract implementation timescales, how the capability and expertise of the team delivering the projects will secure the delivery within the time scales and the intended approach to risk allocation.

6.3 Consideration has also been given to the following, which will be developed at future dates; payment mechanisms, finalisation on details for risk allocation, pricing and charging frameworks and human resourcing including contract management.

Procurement Strategy

6.4 The design and delivery/construction of the LTIPS are significant tasks that require a robust procurement strategy. As part of the delivery of the LTIPs contractors will need to be procured to construct projects 2, 4 and 5. As well as this, procurement will be required for the bus service operators to run the pilot service between Pokesdown Station and Boscombe Pier, this will include provision of the mini-bus itself.

6.5 BCP Council has identified a mixture of procurement routes covering design, construction and service provision to deliver the LTIPs. These provide the greatest degree of 'cost certainty' and value for the taxpayer.

6.6 Key objectives for the procurement strategy include innovation and carbon reduction, achieving value for money, collaborative behaviors (including healthy and safety, and quality), market interest and a procurement programme. These aims should come together to achieve maximum social value and an increase in biodiversity for the area.

6.7 BCP Council will conduct a 'traditional approach' to procurement for both design and construction/delivery phases and include the following options to deliver the LTIPs:

- In-house capability
- Use of existing professional frameworks
- Contract tendering

6.8 The procurement strategy will utilise a suite of existing "proven" suppliers and providers to deliver the LTIPs. Where necessary, new suppliers/providers will be determined through new contractual relationships. These new relationships will be procured in accordance with BCP Council's financial regulations which are aligned with procurement law. Key procurement details / milestones are included within Table 33 of the Management Case.

Design Capability to Deliver the Project

6.9 BCP Council has experienced and qualified 'in-house' design and programme/project management capabilities which will be used to deliver the LTIPs. Further details of capability are described in the Management Case.

6.10 To compliment this resource BCP Council also has established consultancy service frameworks that will be utilised to provide additional resources to deliver the LTIPs as required. The current framework supplier for professional services is WSP.

6.11 WSP has provided support on this existing framework which will be in place for the next 7 years. This framework will be used to support the delivery of the LTIPs. WSP has worked with BCP Council (and its predecessors) for the past 12 years and provide civil engineering consultancy, transport planning and project management services.

6.12 Other consultancy frameworks will be used as a top up if required. This approach gives BCP Council access to appropriate qualified professionals to call upon to deliver the LTIPs.

Construction Capability to Deliver the Project

6.13 Where the scope of the LTIPs is appropriate, the tendering of a contract will be procured through an existing local or regional procurement frameworks available to BCP Council. These include:

BCP Council In-House team / Term Maintenance Framework Contractor

6.14 BCP Council's 'in-house' maintenance team and term maintenance framework contractors will be utilised to deliver minor elements of the programme using their experience and expertise to undertake and construct elements of the works, for example, minor civils works on walking and cycling infrastructure.

6.15 In relation to project 3, BCP Councils Sustainable Transport section has over 25 years of experience of procuring and managing a range of local bus service contracts. Currently there are 22 contracts with a range of operators across the BCP Council area with a total value of £880,000 per annum. This experience will be valuable when procuring the proposed mini-bus service between Pokesdown Station, Boscombe town centre and Boscombe Pier as part of the LTIPs.

External Frameworks - Hampshire County Council

6.16 BCP Council are named members of the Hampshire County Council Generation 3 and 4 Civil Engineering, Highways and Transportation Infrastructure Works Frameworks which comprise several major contracting firms.

6.17 Works through these frameworks are subject to mini competition between interested framework contractors. This construction frameworks include civil engineering contractors who have already demonstrated their technical, commercial and financial quality in a process of competitive pre-qualification and tendering.

6.18 Because of their costs, projects 2, 4 and 5 will be categorised into Framework Two of the Generation 3 and 4 Works Frameworks.

6.19 Contractors on Hampshire County Council's Generation 3 and 4 Works Frameworks include Mildren Construction Ltd, Cola Ltd, Knights Brown Ltd and Alun Griffiths Contractors Ltd.

External Frameworks - SCAPE Procure Civil Engineering & Infrastructure

6.20 This framework is suitable for both the type and scale of the LTIPs. The SCAPE Framework has recently been successfully used by BCP Council to deliver the Lansdowne Phase 1a and 2 schemes.

6.21 The SCAPE group is a Local Authority controlled company wholly owned by Derby City, Derbyshire County, Gateshead, Nottingham City, Nottinghamshire County and Warwickshire County Councils in equal shares.

6.22 SCAPE was formed under section 95 of the 2003 Local Government Act and incorporated on 21 December 2005. It began trading on 1 April 2006. SCAPE acts as a Contracting Authority and Central Purchasing Body as defined in the EU Procurement Directives.

6.23 The Group's vision is to be leaders in collaborative working, providing cost effective solutions by using simple, easy to use and hassle-free processes which deliver an inclusive and engaging experience for clients and the communities they serve. Works under the Civil Engineering and Infrastructure Framework are valued from £50k to £100m and above.

Issues for Implementation

6.24 Key issues affecting implementation for delivering the LTIPs are detailed in the Management Case including details of key risks and relevant mitigation to manage the risks.

Issues for Human Resourcing

6.25 No significant human resources issues have been identified that could affect the deliverability of the LTIPs. Further details of the required capabilities and assigned resources are set out in the Management Case.

Contract Management

6.26 Design, procurement, and construction supervision will be managed by BCP Council in conjunction with the appointed Contractor(s) and Consultant(s) in accordance with framework agreements.

6.27 The Principal Designer for detailed design leading to construction of the LTIPs will be the appointed designer(s); and the Principal Contractor will be the appointed Contractor(s).

Payment Mechanisms

6.28 BCP Council will tender the works contracts for the LTIPs based upon a fixed price. Payment timing will be adopted to maximise the value from the contract through minimising financing and construction costs. Payment would be made to the designer(s) and/or contractor(s) by monthly valuation with a BACS payment within 28 days of issue of the initial valuation.

Pricing Framework

6.29 For the larger scale LTIPs, specifically projects 2 and4, New Engineering Contract (NEC4 contracts) will be used. The contract(s) will provide for specified risks which if realised, will result in the lump sum being adjusted to account or compensation events. BCP Council will seek Early Contractor Involvement (ECI) where possible to deliver the LTIPs.

Risk Allocation

6.30 The LTIPs contract documentation will include clauses to facilitate the transfer of appropriate risks from BCP Council to the suppliers, such as risks associated with construction costs increasing above those predicted in the Financial Case.

6.31 At this stage of design and prior to the appointment of a contractor(s), the LTIPs cost estimates contain a greater proportion of risk borne by BCP Council, than will remain after appointment. The risk will be

captured and quantified within the proposed QRA process. The detailed description of this process is outlined within the Risk Management section of the Management Case.

6.32 Once the tendering process is complete as set out in the programme for each individual project (Appendix D), some of the risk (such as cost increases associated with the design and construction stages) can be transferred to a contractor(s). Other risks, such as the identification of statutory undertaker equipment, and mitigation costs associated with these, can be removed from the "risk pot" completely should they do not materialise, or transferred to "actual" scheme costs if they do materialise, rather than remaining as risk.

Contract Length

6.33 To some extent, the preferred procurement approach will determine the length of contract(s), it will need to be determined if the works will be delivered as one package or a number of smaller distinct packages.

6.34 The scheme programme included in Appendix D of this Business Case schedules construction to take place between July 2023 and January 2026 for the various projects included. Table 29 shows the proposed construction start and end dates for each project.

Table 29 - Programmed construction dates

Project	Construction Start	Construction End
Project 2: A35 – Pokesdown Station to Boscombe Precinct	May-25	Oct-25
Project 4: Local walking, cycling and park improvements – Ashley Road	Nov-25	Jan-26
Project 5: Local walking, cycling and park improvements – Woodland Walk	Jul-23	Oct-23
Project	**Contract Implementation**	**Contract End Date**
Project 3: Bus Service Improvements	April 2023	September 2023

MANAGEMENT CASE

7 Management Case

Introduction

7.1 This chapter forms the management case for the LTIPs, setting out the following:

- Evidence of similar projects
- Governance structure
- Project reporting and dependencies
- Stakeholder management
- Risk management
- Benefits monitoring and realization

Evidence of Similar Projects

7.2 The delivery of the LTIPs will build upon the experience gained from other transport and highway schemes delivered in the BCP Council bounds.

7.3 A selection of key schemes is displayed below, summarising the scope of works, capital costs, duration and form of contract. Opportunities will be taken where possible to improve upon the delivery process through acting on lessons learnt from these previous projects and the feedback received.

7.4 Lansdowne Phases 1a and 2 – Improvements to public realm on Holdenhurst Road totaling circa. £4.4m were completed in 2021. This comprised the introduction of new cycle facilities, improved pedestrian areas and crossing facilities, the creation of new public spaces which utilise high quality surface finishes, street furniture, street trees and planters, and introduction of the Chine Forest public artwork outside the Old Fire Station building. This project was managed by BCP Council's in-house client team, designed by WSP and delivered by Balfour Beatty Living Places. It was procured through the SCAPE Civil Engineering framework, which is nationally available civil engineering framework that is collaborative, committed to innovation and focused on achieving value for money as well as the very best outcomes for the client and communities. This project was delivered inside the originally planned 6-month construction timeframe between March and September 2021 and in sufficient time to allow BCP to draw down on the inputted external funding.

7.5 Townside Access: Major access improvements to the Port of Poole and new development sites, improved pedestrian/cycle provision and place-making. These developments were made between October 2018 and December 2019. This was delivered by the BCP council. The improvement of the pedestrian and cycle access for this project can be used as something to learn from for the LTIPs.

7.6 Castle Lane West Pedestrian and Cycling Scheme: Showcase walking and cycling project. 2km of continental style segregated cycle facilities, enhanced public transport facilities, remodeled signalised junction, side road improvements and reconstruction of main carriageway and footways. This improvement was delivered between August 2014 to June 2015 by Bournemouth Borough Council and Dorset County Council. The major improvements and key focus on the walking and cycling changes are a good foundation to take experience from for the LTIPs.

7.7 Bournemouth Travel Interchange: Remodeling of Travel Interchange providing improved and more accessible bus, taxi and cycling facilities. This improvement was completed between January 2015 and September 2015 by Poole Borough Council and Dorset County Council. This project had focus on bus and

cycle facilities which lines up with the projects in the LTIPs, helping with the delivery of the projects lined up.

7.8 LSTF (Large), LSTF (Small) and Better Bus Area Fund: Sustainable travel improvements across Bournemouth, Poole and Christchurch, including enhanced local bus, rail, walking and cycling alternatives through a combination of targeted infrastructure, service, and operational improvements. This project was delivered by the BCP and Dorset council between July 2012 and March 2016. This project focused on sustainable and active travel changes in the area to help provide new travel methods, providing vital experience for the LTIPs.

7.9 Within BCP Council's Sustainable Transport Team currently there are 22 contracts with a range of operators across the BCP Council area with a total value of £880,000 per annum. This experience will be valuable when procuring the proposed mini-bus service between Pokesdown Station, Boscombe town centre and Boscombe Pier as part of the LTIPs.

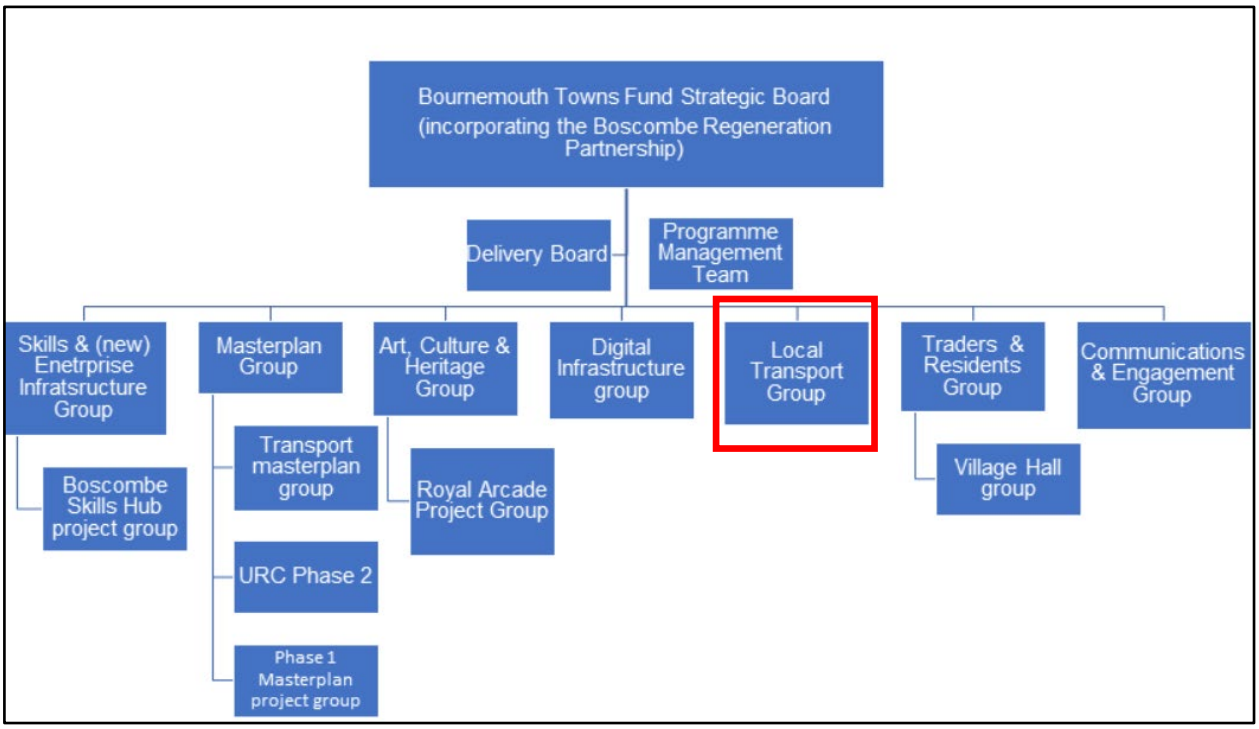
Governance Structure

7.10 BCP Council is acting as lead authority for this programme, providing resources to effectively design, manage and deliver the LTIPs using the money received from the TF and from its own LTP budget.

TF Governance

7.11 The LTIPs are being led by the TF Programme Management Team and its governance structure, as shown in Figure 18. The Programme Management team is delivering a suite of Boscombe TF projects and comprises experienced individuals.

Figure 18 - Towns Fund Governance



7.12 Throughout the development of the LTIPs, the Programme Management Team has reported directly to the TF Delivery Board and Strategic Board on a monthly basis. These boards comprise a wider range of stakeholders including senior BCP Council officers, members of the public as well as members from the private and voluntary sectors.

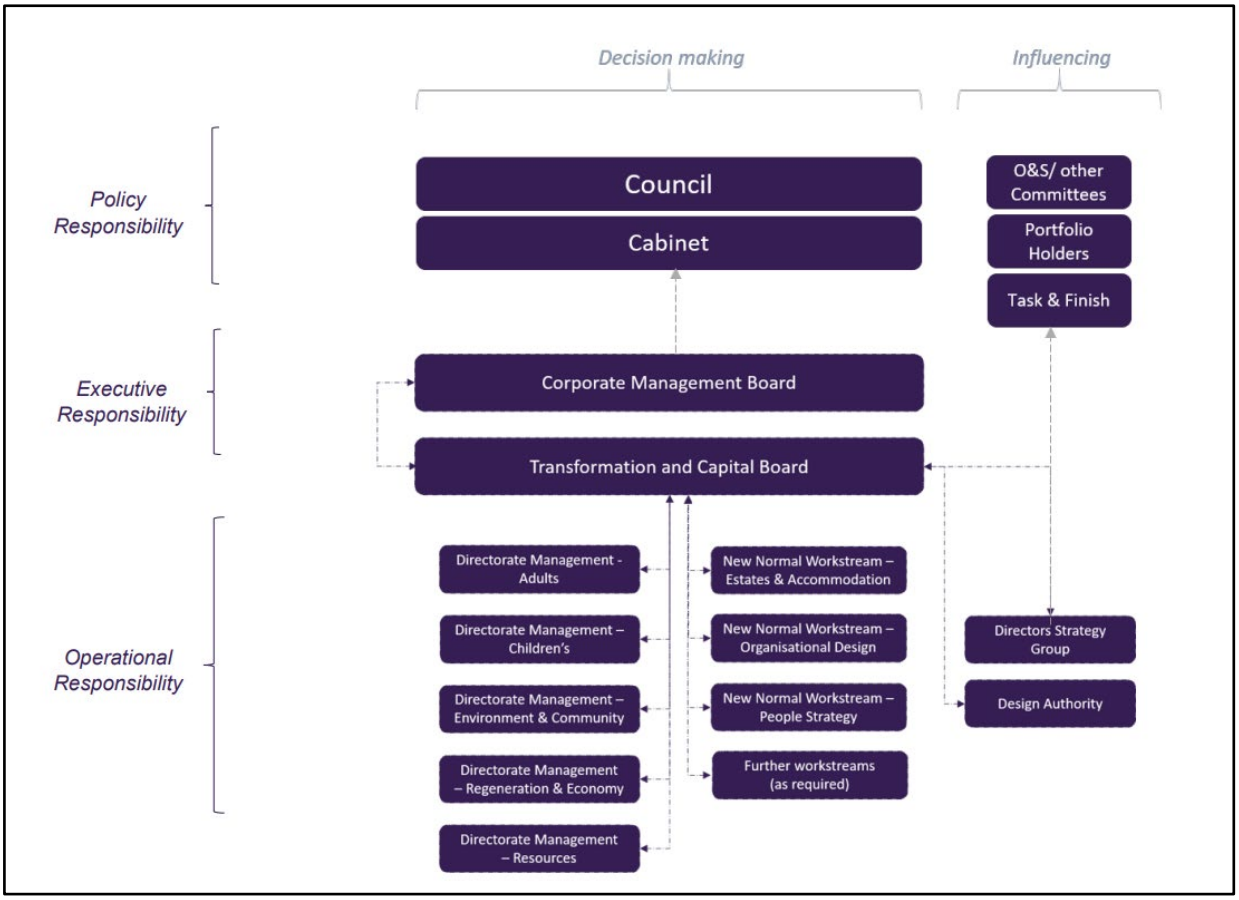
7.13 The Delivery Board provides operational oversight of the project, and has responsibility for monitoring project progress, budget spend, delivery of outputs and outcomes.

7.14 The Local Transport Group (TWG) provides input into the design of the LTIPs through regular meetings and consists of officers from BCP Council, the relevant BCP Council portfolio holder, community stakeholders, and some members of the Delivery Board and Strategic Board.

BCP Council Governance

7.15 Internal BCP Council local governance is illustrated in Figure 19 below. This is an existing structure which has been applied successfully and will be managed by monthly reporting of the TWG to the Regeneration and Economy Directorate.

Figure 19 - Local Governance



7.16 In relation to the LTP match funding, Council approval for annual spend is sought in advance at the start of each financial year (as part of the Council's annual budget setting process). All new annual capital project approvals are supported by scheme reports detailing expected outcomes and full financial implications within the proposed annual plan. Where necessary these reports delegate to the S151 Officer to determine the precise funding model for approved capital schemes (in consultation with relevant portfolio holder).

7.17 Subsequent approvals for any changes in capital budgets approved at the start of each year are sought in line with the Council's delegated responsibilities within its Financial Regulations.

7.18 Progress on the 5-year BIG plan delivery is reported quarterly to Council through financial services Council Budget Monitoring. Continuous engagement through the Council's Regeneration Board ensures delivery occurs seamlessly. An annual retrospective update / progress report is also presented as part of the forward-looking annual plan report to Cabinet to allow oversight of progress on the overall programme, update on retrospective approval over the last 12 months.

Assurance

7.19 The "Three Lines Model of Assurance" principles will be applied to the LTIPs, as detailed in Table 30 below:

Table 30 - Three lines model of assurance

LINE	FUNCTION / INDIVIDUALS	RESPONSIBILITY	ROLES
First	**Operational Management** Workflow, monitoring of milestones, performance management, financial management and risk.	Transport Group (TWG)	The TWG will deliver the LTIPs with support from appropriate relevant service units across BCP Council (e.g. transportation, finance and legal). Local Governance assurance processes will apply as outlined above and the TWG will work in close communication with the TF Programme Management Team, providing bi-monthly updates.
Second	**Towns Fund Programme Management (Compliance and Risk)** e.g. programme, legal, information security, quality assurance, health & safety, risk	Programme Management Team (PMT)	The PMT will monitor items including programme, risk management and budget and provide monthly updates to the Delivery Board. The accounting and auditing principles set by DLUHC, and the TF will be followed.
Third	**Independent Assurance** (Ensure first two lines are operating effectively and advise on how they can be improved	Delivery Board	Tasked by the Strategic Board to provide an evaluation, through a risk-based approach, on the effectiveness of governance, risk management and internal control. The Board includes the TF Programme Manager, the Director of Economic Development, Director and Head of Regeneration Delivery and the Finance Manager for Regeneration and Capital Accountancy. Support is provided by other BCP Council officers from relevant service units.
		Strategic Board	Ultimate decision-making body for any changes of strategic significance. Comprising of local businesses, community, representatives, council members and Senior Officers of BCP Council (Lead Authority) Dorset LEP and Coastal BID.

Project Management and Delivery

7.20 The programme management team will be responsible for producing Highlight Reports and associated project monitoring documents typically covering progress against programme, budget status, risk status and outputs and outcomes (deliverables) status. These will typically be provided bi-monthly to the Delivery Board. The Team will also assist with the preparation of reports and returns for DLUHC in accordance with the TF Monitoring and Evaluation Plan.

Programme Manager

7.21 The Programme Management team is led by Martha Covell who has extensive experience of running successful regeneration projects including the Poole of London Partnership Public Realm renewal scheme, a multi-million-pound grant investment programme in the centre of London attracting in considerable match funding from private sector developers, landowners and local authorities. The Programme Management team will include four other officers who will support this project. Martha will be supported in delivering the LTIPs by a Project Officer.

Senior Responsible Officer

7.22 The Senior Responsible Officer (SRO) within BCP Council is Sarah Longthorpe, Director of Regeneration. Sarah is overseeing several ambitious and innovative programmes across BCP Council area including the TF Programme, BCP FuturePlaces (an urban regeneration company owned by BCP Council charged with leading on the development of council owned sites and driving the conurbation's investment opportunities.); and Bournemouth Development Company (a 50:50 partnership between BCP Council and Muse Developments who are working to develop council-owned land assets in Bournemouth town centre).

Project Reporting and Dependencies

7.23 The Project Officers (names yet to be confirmed) will be responsible for coordinating the delivery of the scheme elements and supporting the Programme Manager, this includes identifying key interdependencies and ensuring that the LTIPs will be delivered to programme, quality and budget, as well as ensuring accurate and timely reporting to internal clients, external funders and other agencies whilst maintaining clear boundaries between delivery, client, and maintenance functions. An identified BCP Council Project Officer will be responsible for delivery of project 5; whereas BCP Council's Accessibility Team Leader will oversee the procurement, delivery and monitoring of project 3. A Project Officer for projects 2 and 4 has been identified and will be appointed once this Business Case has been signed off.

7.24 BCP Council has an effective and proven reporting system that will be utilised for the scheme.

Stakeholder Engagement and Communications

Key Stakeholders & Management

7.25 BCP Council has involved stakeholders from the very early stages of the TF programme with consultation undertaken in 2020 and 2022 with the feedback provided used to inform the direction of the programme.

7.26 Stakeholders have a crucial role in the successful delivery of the LTIPs. Engagement and consultation gives all stakeholder groups a voice that is heard and allows for concerns to be addressed at an early stage to ensure a successful outcome.

7.27 The stakeholder engagement process will provide further evidence of the strong local and political support for the scheme. Stakeholders will continue to be involved throughout the delivery phase. A dedicated Community Engagement Officer supports the TF Programme Management team, and this resource will be utilised to develop a wider communication and engagement strategy for the LTIPs at the appropriate time.

7.28 The initial consultation exercises have been open to all stakeholders through an online Engagement HQ allowing respondents to complete surveys concerning the TF.

7.29 A list of key stakeholders to be consulted going forward into the delivery stage of the LTIPs is summarised below:

- Boscombe Forum representatives
- BCP Council – transportation (internal stakeholders)
- Public transport operators/providers/partners (MoreBus, Beryl Bikes, South West Trains)
- Bournemouth TF Programme Management Team
- Bournemouth TF Delivery Board
- Key political stakeholders (BCP Council Portfolio Holders for Development, Growth and Regeneration; and for Transport and the Environment)
- Local Councillors for Boscombe East & Pokesdown Ward and for Boscombe West Ward
- Emergency Services
- Businesses, Schools, Universities etc.
- Residents and Community Groups
- Environment Interest Groups
- Cycle and Walking groups, including BH Active Travel
- Disabled groups

BCP Council's Equalities Impact Assessment Panel Stakeholder Engagement Strategy

7.30 The TF Community Engagement Officer is focused on continuous consultation and an open dialogue with the whole community. In relation to the LTIPs, this will be done through:

- Discussion with members of the Strategic Board, Delivery Board and Transport Working Group.
- Discussion with Traders and Residents group.
- The Boscombe Engagement hub (located in the Royal Arcade) in the centre of the High Street will be used to publicise the programme, host meetings with stakeholders, shopkeepers, and businesses.
- A targeted communications campaign and dedicated resource for the LTIPs through the Programme Management team.
- The Programme Management team will make the most of all opportunities throughout the year to engage with landowners and businesses through other events in the area.

7.31 An Engagement Action Plan to be contained within the Engagement Strategy will include the LTIPs, issues and relevant stakeholders. Other stakeholders, places and issues will undoubtedly emerge throughout the year, and the Community Engagement Officer and working group will work proactively to account for this.

7.32 The TF programme management team includes Project Officer who will work closely with the designer(s) and within BCP Council to advertise the LTIPs and assist with engagement activities.

7.33 Engagement will be focused around the TF hub/office on Christchurch Road in the middle of the regeneration area. This will be used by the Project Officers for meetings with stakeholders also spark interest in the LTIPs. The shopfront (through a digital screen) will provide information to owners. As necessary on-line' meetings will also be held.

Risk Management

7.34 Construction activity involves inherent risks. In relation to the LTIPs, a cautious approach has been adopted to minimise the risks as much as possible. Financial contingencies have been included and significant consultation has been undertaken to date to help ensure the LTIPs are sustainable.

7.35 Risks will be managed at project management level. Key risks will be identified on the Risk Register will be monitored and the current status reported to the Delivery Board. New key risks will be added to the Risk Register and also reported upon.

7.36 Risks for the LTIPs have been identified during discussions with officers, including inputs from technical experts in highway engineering, transport planning, economic, modelling and environmental disciplines.

7.37 The key project risks were grouped into the following categories, and a risk rating assigned, and mitigation measures outlined in Table 31.

Table 31 – Key project risks identified for the LTIPs

Key Project Risks	Risk Rating	Mitigating Actions
Risks to the project programme	Low	The programme has been determined to ensure delivery of the LTIPs within the TF timeframe. This will be monitored monthly by the TF Programme Management team; and as necessary interventions put in place to ensure that risks to the project programme are minimised.
Failure of the Principal Designer(s) to deliver designs for the LTIPs	Low	The use of 'in-house' design team and/or established framework suppliers provides access to design resources. The programme for the LTIPs has been determined such that the design phases for projects 2 and 4 are staggered to avoid possible capacity issues. Furthermore, early engagement with the design resource is planned to commence well ahead of when their services are likely to be required, thereby ensuring any issues with capacity or availability can be mitigated.
Failure of the Principal Contractor(s) to deliver the LTIPs	Low	As the design is developed, early involvement of a contractor(s) will take place via the chosen delivery framework, thereby ensuring the contractor(s) are clear on the task in hand, is able to identify any 'buildability' issues early on and is aware and mindful of the delivery plan/programme Furthermore, the contract(s) will allow for a 3% retention and include penalties such as Liquidated/Delayed Damages. A performance bond to the value of 10% of the contract(s) value or Parent Company Guarantee will also be required. Collateral Warranties will also be provided by the appointed design resource.
Risks to the LTIP costs	Low	The costs of the LTIP have been estimated using local experience and knowledge obtained on other similar and recent transport projects within the BCP Council area. Project costs associated with the LTIPs will be monitored to ensure delivery within budget.

Key Project Risks	Risk Rating	Mitigating Actions
		This will be monitored by the TF Programme Management team; and interventions put in place wherever appropriate to ensure that risks to project costs are mitigated.
Risks to scheme funding	Medium	Within BCP Council's LTP programme, match funding to the order of £2,250,000 was agreed 'in-principle' to support the LTIPs at the time of submission of the TIP in 2020. Approval for annual spend is sought in advance at the start of each financial year (as part of the Council's annual budget setting process). All new annual capital project approvals are supported by scheme reports detailing expected outcomes and full financial implications within the proposed annual plan. Where necessary these reports delegate to the S151 Officer to determine the precise funding model for approved capital schemes (in consultation with relevant portfolio holder). The next report is planned for Spring 2023.
Rising construction costs render the LTIPs unaffordable	Low	Good project management will enable the close monitoring of progress and any issues that may arise to be dealt with promptly.
Risks to the operation of the transport network	Low	Some level of impact to users of the highway is to be expected given the nature of the LTIPs. Projects 2 and 4, which have the biggest potential to impact on the transport network, have been programmed such that their construction phases do not over-lap. This will minimise the risk of network operational issues. Projects 3 and 5 will have minimal impact on the operation of the transport.
Design and information risks	Low	Within the programme for projects 2 and 4 there are tasks identified to collect appropriate data and information, including topographical surveys, drainage surveys, basement surveys, ground condition surveys/trial pits, and other required investigatory surveys. The undertaking of these surveys in advance of commencing the design stage will minimise risk. This is allowed for in the programme.
Cumulative risks such as unforeseen ground conditions and weather disruption	Low	See Design and Information risks (above). These The possible risk of weather disruption has been mitigated by aligning the delivery/construction phase of project 2 to occur outside of the winter months. For this project and project 4, weather conditions will be monitored throughout the delivery/construction phase(s) and wherever possible working with the main contractor construction tasks will be adjusted to reduce the impact of weather disruption.

Key Project Risks	Risk Rating	Mitigating Actions
		Project 3 is not impacted by this risk; likewise for project 5 the minor nature of the proposed works is likely to be unaffected by unforeseen ground conditions or weather.
Health and safety risks	Low	Health and Safety risks are predominately associated with the delivery/construction phase of the LTIPs, and thereby this risk can be appropriately mitigated by the employment of competent, capable contractors, who have a proactive approach to minimising risk to their employees, road users and members of the public. A contractors approach to health and safety, and their ability to appropriately manage this are key considerations as part of the procurement process.

Assessing Impacts and Costs of Risks

7.38 Each risk will be evaluated in terms of the cost outcomes of the risk. Whilst DfT recommends the use of empirical evidence to estimate a range of cost outcomes, wherever possible, it is noted that 'common sense approximations' are to be used when such empirical data is not available, rather than aiming for unrealistic levels of accuracy. At this stage, the cost range associated with the consequences of each risk has not been estimated. The estimates are to be derived using from each discipline specialist working alongside the Quantity Surveyor, to ensure estimates of cost (and probability, discussed within the next section) are complete and accurate, and consistent with the basis of the base cost estimate.

Estimating the Likelihood of Outcomes Occurring

7.39 Estimation of the likelihood (probability) of the risk occurring also needs to be completed. Assigning probabilities is not an exact science and therefore technical specialists, including Quantity Surveyors, will apply a degree of judgement-based on experience gained from working on other similar projects and programmes.

Managing Risks

7.40 Following the initial assessment of programme intervention risks, a systematic approach will be adopted to respond to risks and allocate responsibility to the most appropriate party in line with governance arrangements set out. One of the following four strategies will be adopted for each risk when developing a suitable response plan.

- Accept or tolerate consequences if the risk occurs – If a) the cost of taking any action exceeds the potential benefit gained; or b) there are no alternative courses of action available.
- Treating the risk – Continuing with the activity that caused the risk by employing four different types of control including preventative, corrective, directive, and detective controls.
- Transferring the risk – Risks could be transferred to a third party e.g. insurer or contractor.
- Terminating the activity that gives rise to the risk.

7.41 Development of the response plans to manage risks will be undertaken only when the likelihood, occurrence and impact of risks can be managed cost effectively.

Implementation and Review

7.42 Effectiveness of the response plan is dependent on the proper implementation and review of the residual risk (including any secondary risk associated with implementation). Reviews on the status of programme / scheme risk assessments and their related response plans (as part of project reporting) will be an integral part of progress meetings (and at PMB). This will be during progression of detailed design and the construction period of the LTIPS. All key risks will be formally reviewed at key decision points in the TF programme lifecycle.

Benefits Monitoring and Realisation

7.43 To support the identification and progress on the LTIP deliverables (outputs) the anticipated benefits (outcomes) the LTIPs will reported to the Delivery Board one year and five years post project completion.

7.44 To monitor project benefits a Benefits Realisation Plan will be used to define how benefits will be delivered and when a measurement of the achievements of the LTIPs benefits can be made. The plan will relate to the project outcomes and will assume all outputs will be delivered in line with the agreed project approach.

Monitoring Arrangements and post- implementation Evaluation

7.45 The LTIPs will be monitored, by the TF Monitoring Officer and overseen by the Delivery Board in accordance with a DLUHC approved Monitoring and Evaluation Plan.

7.46 The outcomes from the LTIPS will continue to be monitored beyond the completion date of March 2026. Best practice will continue to be captured along with lessons learnt which can be shared locally, with other local authorities and with DLUHC. There are no planned monitoring activities identified at this time; although, BCP does hold various traffic/pedestrian/cycle survey data which can be repeated to demonstrate impact

7.47 The TF Programme Management Team will follow the Monitoring & Evaluation timetable prescribed by DLUHC and the TF. Progress on the deliverables (outputs) and benefits (outcomes) from the LTIPs will reported to the Delivery Board on a 6 monthly basis. The risk management processes (including a live risk register) will help to identify any deviation from outputs and outcome measures and address performance issues. The outputs shown in Table 32 below will be monitored.

Table 32 - Outcome monitoring

No.	Outcome	Measure	Quantity	Monitoring Method	Reporting Frequency
1.	Project 5 – Woodland Walk - pedestrian and cycle route improved	km	2.5	Measurement on completion	Every 6 months
2.	Project 2 – Christchurch Road - pedestrian and cycle route improved	km	0.5	Measurement on completion	Every 6 months
3.	Project 4 – Ashley Road - pedestrian route improved	km	0.8	Measurement on completion	Every 6 months
4.	Projects 2 (Christchurch Road) and Project 4 (Ashley Road) – length of road improved for all users	km	1.3	Measurement on completion	Every 6 months

Project Management and Contract Management

7.48 Projects 2, 4 and 5 will be monitored by the appointed project officers supporting the Programme Manager. Project 3 will be monitored by BCP Council's Accessibility Team Leader and they will report into the TF Programme Management Team.

7.49 A Principal Designer(s) will be employed from July 2023 (in this case an engineering consultant to ensure quality of design) up to the commencement of the delivery/construction phase (i.e. once a Principal Contractor has been appointed). The Principal Designer(s) will be utilised as necessary thereafter to respond to any design queries and to provide clarifications on design matters.

7.50 Ensuring quality through the design and construction phases will be an outcome on which the appointed Principal Designer(s) and Principal Contractor(s) will be judged during the procurement stages.

7.51 For projects 2 and 4 contract(s) will be managed by a suitably experienced/qualified New Engineering Contract (NEC) practitioner who will be appointed by BCP Council to monitor cost, contractual and quality performance of the main contractor(s). This role will report into the appointed project officer.

7.52 For project 5 any contract(s) and/or works orders will be managed by the appointed project officer, reporting into the TF Programme Management Team.

Milestones and Delivery Dates

7.53 Key milestones and delivery dates are summarised in Table 33.

Table 33 – Key milestones and delivery dates.

Milestone	Milestone Dates
Production of Business Case	Dec-22
Submission of Business Case	Dec-22
Approval of Business Case	Mar-23
Project 2 – A35 Christchurch Road Cycle and Pedestrian Improvements	
Traffic Modelling	Jul-23
Preliminary Design	Jan-24 – May-24
Detailed Design	Sep-24 – Nov-24
Tender/Award	Feb/Mar-25
Construction Start Date	May-25
Construction End Date	Oct-25
Project 3 – Bus Service Pokesdown Station to Boscombe Pier	
Procurement/Tender	Nov-22 – Feb-23
Mobilisation	Feb/Mar-23
Service Operational	Apr-23
Service End	Oct-23
Project 4 – Ashley Road Pedestrian Improvements	
Preliminary Design	Nov-24 – Jan-25

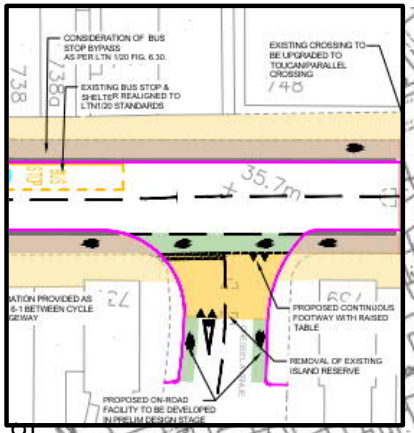
Detailed Design	Apr-25 – Jul-25
Tender/Award	Aug/Sep-25
Construction Start Date	Nov-25
Construction End Date	Jan-26
Project 5 – Woodland Walk Local Walking, Cycling and Park Improvements	
Develop Action Plan	May-23
Finalise Action Plan	Jun-23
Implement Short Term Works	Oct-22 – Jan-23
Improvement Works Start Date	Jan-23
Improvement Works End Date	Sep-23

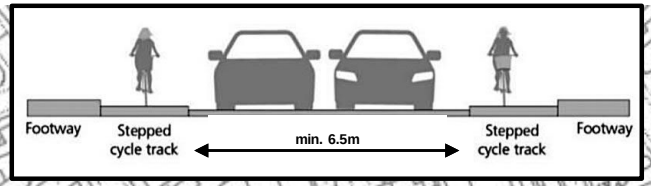
APPENDICES

APPENDIX A – SCHEME DRAWINGS

Project 2

PROJECT 2 - A35 - Pokesdown Station to Boscombe precinct





BUDGET: £2,413,751
(reduced by £90,000 if CCIF bid for Project 3 was unsuccessful)

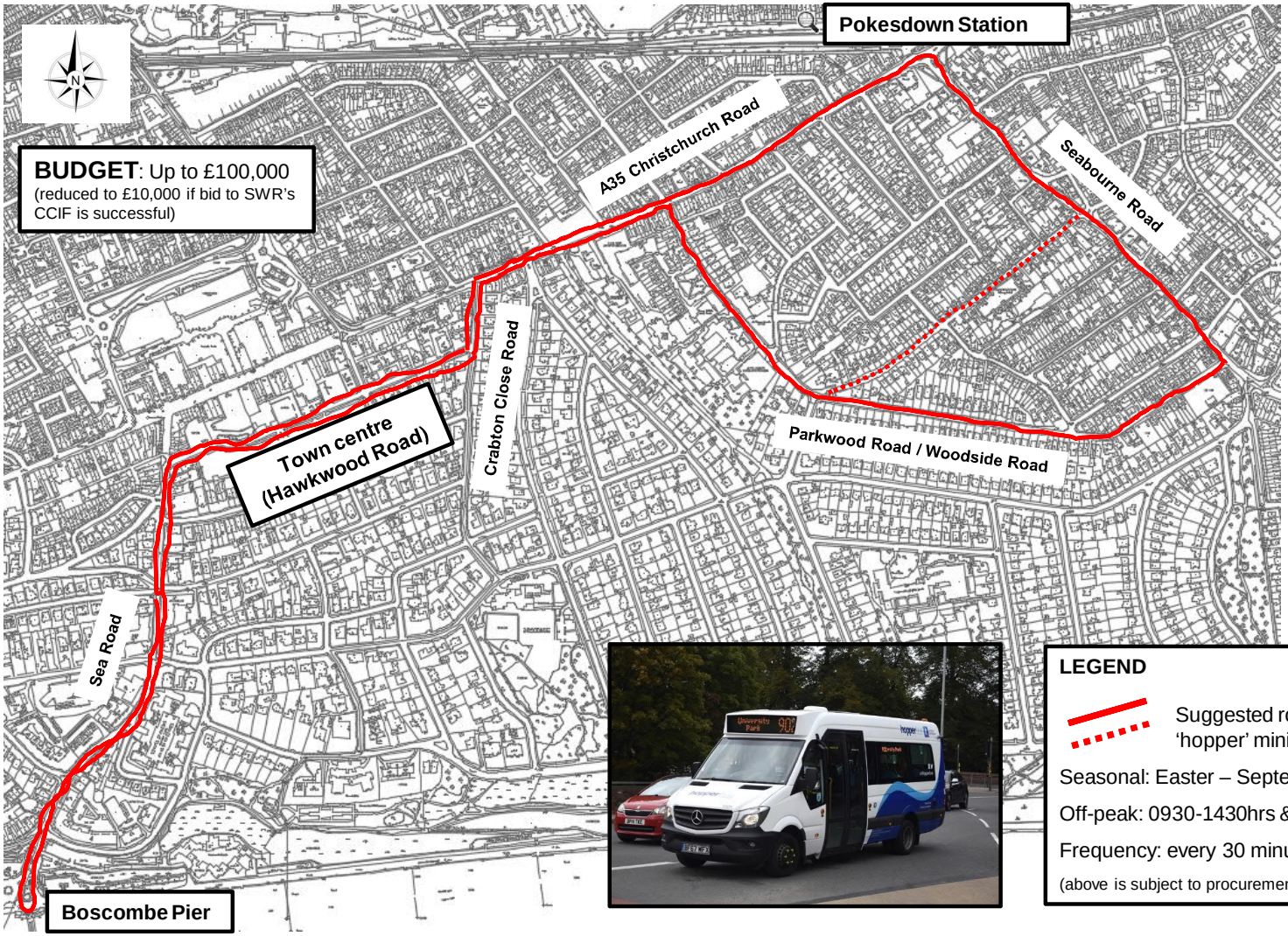


LEGEND

- Stepped cycle way
- Pedestrian crossing and junction improvements, with possible closure of Heathcote Road
- Junction improvements to mitigate any impacts caused by closure of Heathcote Road
- Junction treatment, including continuous footways across side road junctions

Project 3

PROJECT 3 - Bus service – Station to Precinct to Pier



BUDGET: Up to £100,000
(reduced to £10,000 if bid to SWR's CCIF is successful)

LEGEND

Suggested route for 'pilot' 'hopper' mini-bus service

Seasonal: Easter – September 2023

Off-peak: 0930-1430hrs & 1630-1800hrs

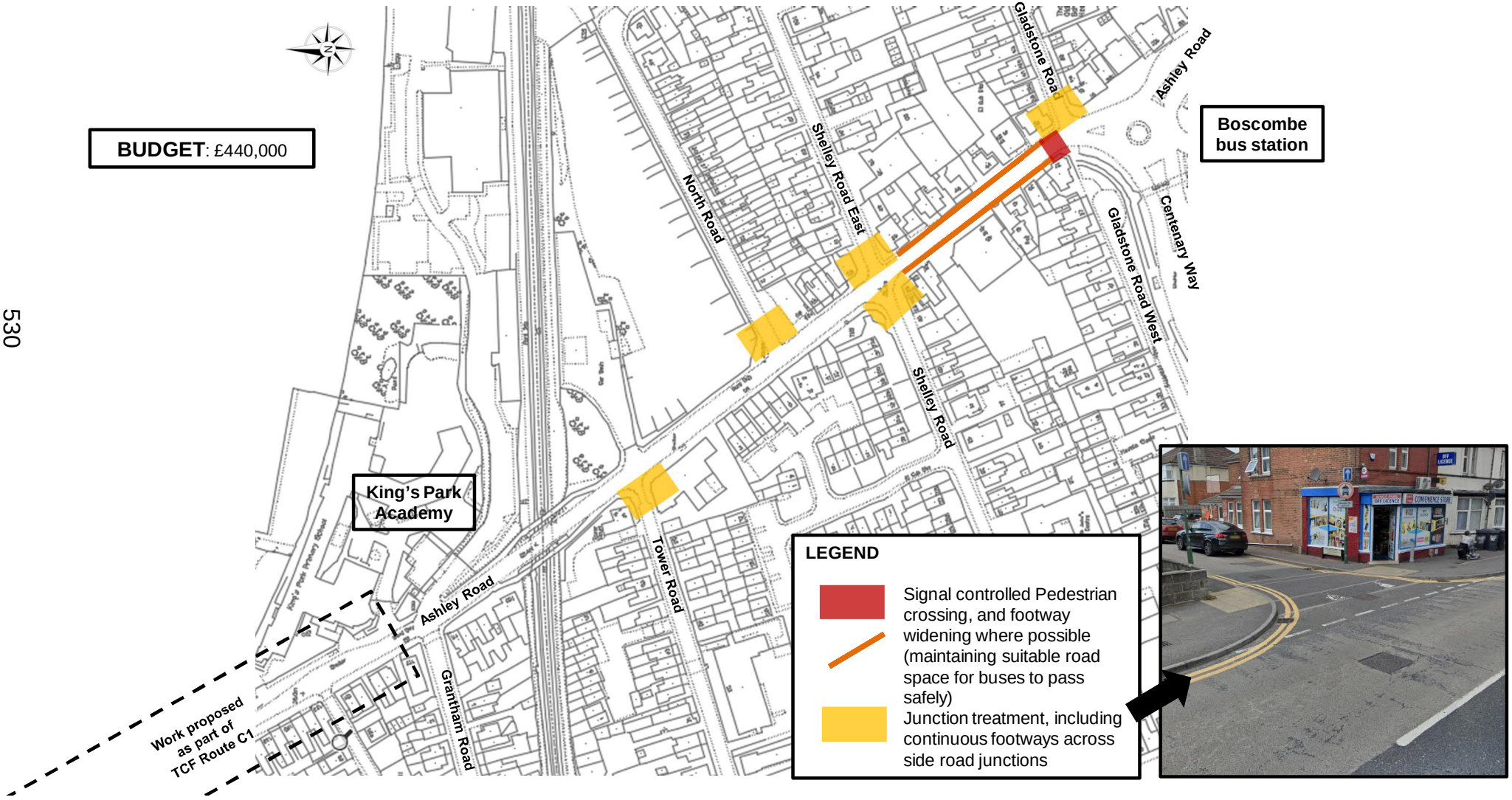
Frequency: every 30 minutes

(above is subject to procurement of the service)

Project 4

PROJECT 4 - Ashley Road: local walking and cycling improvements

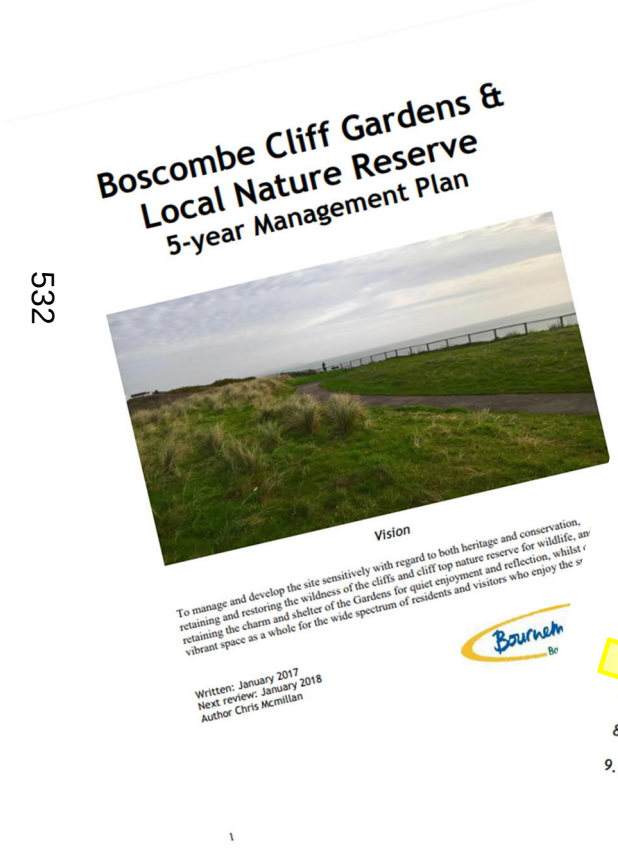
BUDGET: £440,000



Project 5

PROJECT 5 - Woodland Walk: local walking, cycling and park improvements

BETTER MANAGEMENT
of what is already there using existing revenue budgets





WAYFINDING / SIGNAGE



INTERPRETATION



SEATING

DEVLOPMENT PLAN / IMPROVEMENTS PROGRAMME

BUDGET: £100,000
(targeted towards wayfinding, interpretation & seating)

APPENDIX B – CONSULTATION REPORTS

Boscombe Towns Fund Stage 1 Consultation Vision, Aims and Themes

June 2020

Report July 2020

Insight Team
BCP Council

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1. Executive Summary

Below is a summary of the key findings from this survey:

- There were 547 responses to the survey with more than half of respondents coming from Bournemouth (59%).
- Most respondents supported the draft vision for the regeneration area in Boscombe.
- ‘Attracting inward investment and delivering economic regeneration’ and ‘developing a beautiful, healthy and green place’ were the most popular aims for the regeneration area.
- **Theme 1: Employment, Skills and the Creative Sector** – respondents said the key priorities for creating new jobs opportunities in the area were ‘converting old/under-utilised buildings’ and providing training for ‘school leavers’ and ‘adults’.
- **Theme 2: Homes** – respondents said the key priorities for providing a new range of homes in the area were ‘family housing’ and ‘affordable homes to buy’.
- **Theme 3: A Cultural Community and Destination** - respondents said the key priority for helping local creative and cultural organisations was ‘providing affordable workspace for creative businesses to thrive’.
- **Theme 4: Better virtually and physically connected communities:**
    - respondents said the key priority for improving access to the Town and surrounding areas is ‘adding more green space on the high street’
    - respondents said ‘improving access to broadband for residents and businesses’ would be the best way to improve access to IT services
- **Boscombe Town Centre Masterplan** – respondents said:
    - ‘more space for small and independent shops’ is the key priority for the redevelopment of Boscombe Town Centre
    - ‘green space and planting’ are the key priorities if more open space becomes available
    - ‘indoor food hall/market space’ is the main priority for attracting new businesses and cultural facilities
    - ‘better public lighting’ is the main priority for encouraging people to visit Boscombe Town Centre in the evening
    - ‘a safer environment for pedestrians’ is the main priority for making Boscombe Town Centre more sustainable

2. Introduction

BCP Council ran a consultation on a draft vision for the Boscombe Towns Fund Regeneration Area to find out what stakeholders and the general public feel are the priorities for the area. The draft vision included questions on the aims for Regeneration Area, Employment, Skills and the Creative Sector, Homes and the Boscombe Town Centre Masterplan.

The consultation ran between 2nd and 30th June 2020 and asked for respondents' views on what aspects of the proposed regeneration should be prioritised.

3. Methodology

The survey was hosted on the BCP Council Consultation Tracker page and was promoted through various channels including:

- Social media posts (Facebook, Twitter, LinkedIn) – see more details in the Communications Report below
- Emails to key stakeholders including Towns Fund Board, businesses and the general public
- BCP Email Me Newsletters
- BCP Boscombe Community e-Newsletter
- Coronavirus News, service changes and support e-Newsletter

An online survey was produced asking for respondents' views on the proposed changes. It was made available at https://www.bcpcouncil.gov.uk/Council-and-Democratic/Consultation-And-Research/Consultations/Boscombe-Towns-Fund-Consultation.aspx along with a brief description of the project. The survey was also made available at a dedicated webpage for the consultation: https://www.bcpcouncil.gov.uk/News/News-Features/Towns-Fund/How-to-get-involved.aspx.

The survey was designed in Snap (survey design software). The online responses were downloaded into Snap for analysis. The data was checked and verified in preparation for analysis and held in the Insight Team's secure area.

Quantitative analysis was carried out using Snap to identify the frequencies for each question. Demographic analysis was carried out to identify any differences in views by characteristics such as postcode, ethnicity and age.

Where sample sizes allowed, cross tabulations were run in order to identify valid associations between variables.

The write in (qualitative) responses were exported into Excel and coded into categories. Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact and many researchers

therefore believe that numbers should not be included in reporting. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. Importantly, however, given the nature of the data, this does not provide an indication of significance or salience in relation to the question asked.

4. Communications Report

A variety of communication methods were used to promote the Boscombe Towns Fund Consultation. Below is a breakdown of all the methods used to engage with the public, signposting them to key information and informing them of how to take part:

Social Media
Posted on BCP Council Twitter (x6), Facebook (x7) and LinkedIn (x6) (which included tagging in partners to encourage engagement and reach) – **19 total posts**

The survey was promoted **at least once a week** on corporate channels and **twice in the launch week**.

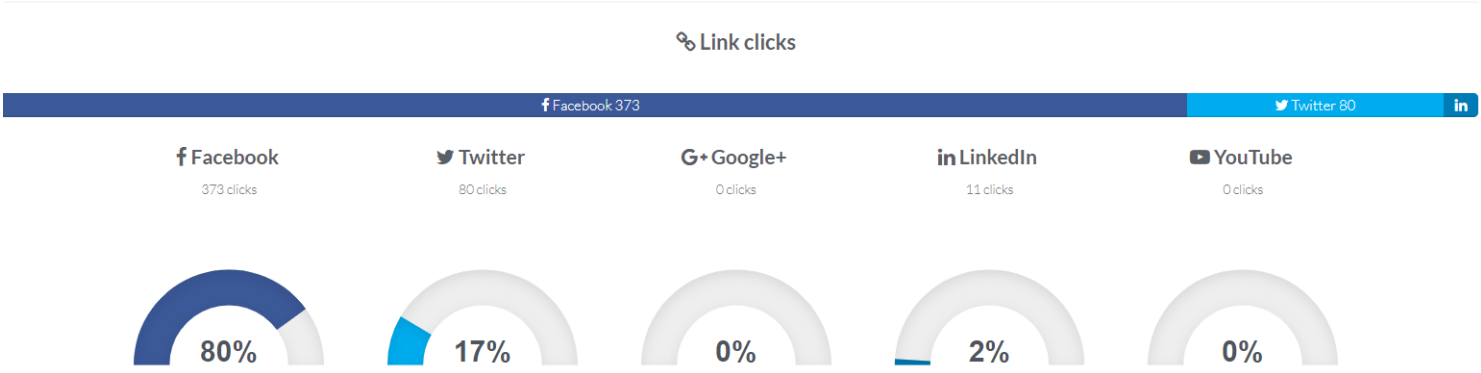
The posts consistently gained a lot of engagement including comments. The launch post on 2 June had **111** comments.

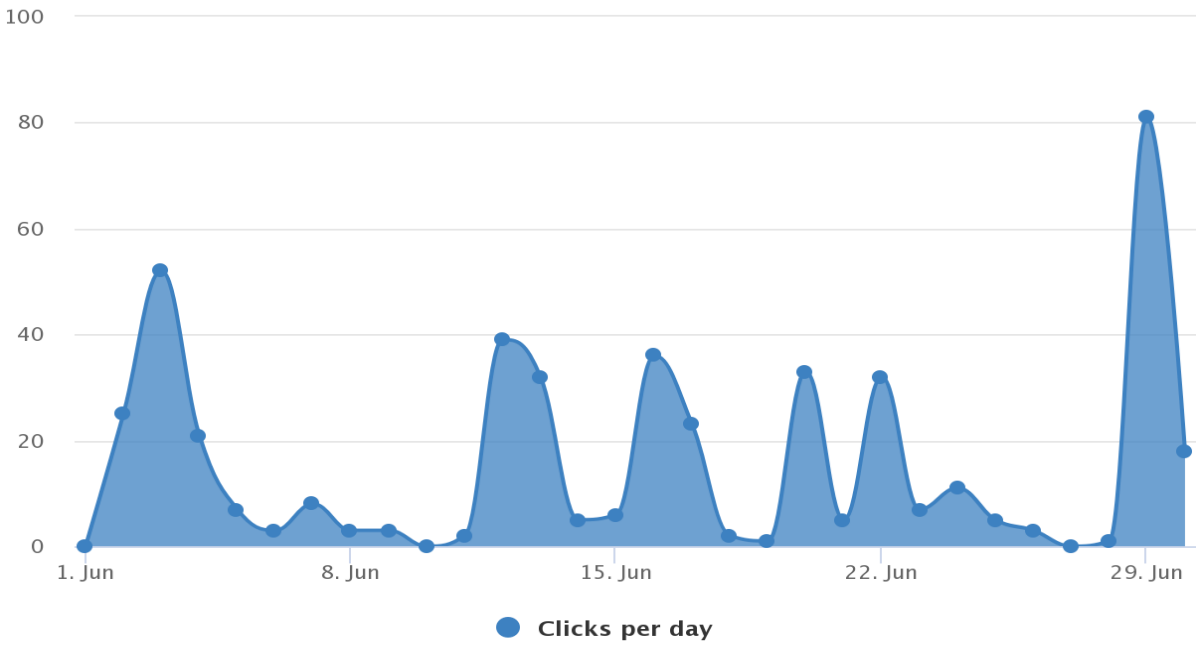
Posts **reached 299,438** (people who saw the content) on Facebook and Twitter alone. Our campaign analytics do not pull through LinkedIn data.

Posts received **103,050 impressions** (times content appeared in someone's feed)

We received a total of **110 retweets/shares** and **171 total likes**

From social media, **464 people clicked** through to the survey from posts on Facebook, Twitter and LinkedIn. Breakdown per platform:





All of our comms directed people to this page: https://www.bcpcouncil.gov.uk/News/News-Features/Towns-Fund/How-to-get-involved.aspx which is where we held the survey. Stats on this are below:

Our communications directed people to the '**How to get involved'** web page located in the bcpcouncil.gov.uk/**townsfund** news feature.

The webpage received **1581 views** (individuals who viewed multiple times) and **1339** unique page views. The most views occurred during the launch of the survey communications activities in the first week (2 – 9 June).

Page visitors spent an average of **00:02:42** seconds on the page. **78.24%** exited the main Towns Fund landing page to visit this webpage.

E-Newsletter

The Boscombe Towns Fund Survey was included in 2 newsletters:
Coronavirus News, service changes and support (**34,648** recipients)
Boscombe Community News (**3,877** recipients)

In total, e-newsletters with Boscombe Towns Fund survey content were **opened 36,106** times with **19,305 unique opens**. Additionally, there were a total **868 clicks** through to the survey and **681 unique clicks**



Beaches: Your questions answered

Not sure what powers we have on the beach when it comes to social distancing, BBQs, camping and more? Want to know our seafront toilet opening times?

We've answered your most frequently asked questions on our new Seafront FAQs webpage.



Read our FAQs

Social distancing measures

As more shops across Bournemouth, Christchurch and Poole prepare to reopen on 15 June, you'll see our "keep left" messages in the highstreets and open spaces.

Find out more about the measures we are putting in place to keep you safe whilst supporting businesses to reopen.



Find out more

Have your say to help regenerate Boscombe

We have a chance to bid for up to £25million funding to bring about major regeneration in Boscombe and the surrounding areas. One of our aims is to deliver high quality, zero carbon homes in a vibrant mixed-used neighbourhood. But what do you think? Where do you think the focus should be?

Complete our survey by 30 June and have your say.



Complete our survey now



We've launched a four week survey to get your views on the draft vision for the Boscombe Towns Fund Regeneration Area. You have until 30 June to have your say. **Take part in our survey.**

What is our vision?

Our draft vision is that by 2030, Boscombe-Bournemouth (the regeneration area) will be well connected, diverse, healthy and safe.

Building on the area's art and creative sector as well as our built seaside heritage, there will be more jobs in a wider variety of sectors. The community will have greater access to good quality jobs, training, leisure activities and homes.

Find out more about our #MyTown bid

Towns Fund Investment

The MyTown fund could support investment in four main regeneration areas:

1. Employment, Skills and the Creative Sector
2. Homes
3. A Cultural Community and Destination
4. Better virtually and physically connected communities

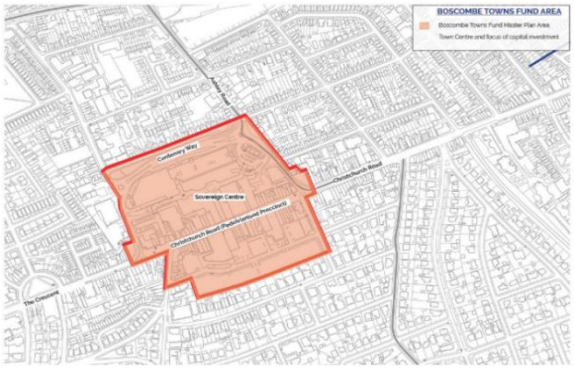
We need your help to prioritise this investment:

- We want to provide a range of new job opportunities in the area
- We want to provide a range of new homes in the area
- We want to help the local creative and cultural organisations
- We want to improve access to the Town and surrounding areas
- We want to improve access to Information Technology (IT) services

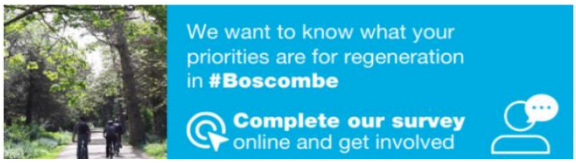
Let us know what you think we should focus on.



Boscombe Town Centre Masterplan



We are preparing an ambitious plan for the partial redevelopment of Boscombe Town Centre and would like to understand what is important to you and what your priorities are. Take a look at the masterplan and let us know your thoughts.



5. Findings

A total of 547 responses were received to the online survey.

Figures in this report are presented as a percentage of people who answered the question i.e. excluding ‘don’t know’, ‘not applicable’ and ‘no reply’, unless otherwise stated.

The percentages in this report will not always add up to 100%. This can be because of rounding, or because respondents are allowed to select more than one response. Where there are significant differences between groups of respondents, this has been stated within the report.

Please note that where numbers have been provided for the most prevalent codes to open-ended questions, this is to give an indication of the magnitude of response rather than an indication of significance or salience in relation to the question asked.

5.1. Vision and Aims

In this section, we asked respondents to tell us how supportive they were of the draft vision for regenerating the Boscombe area of Bournemouth. The regeneration area was identified in the image below:

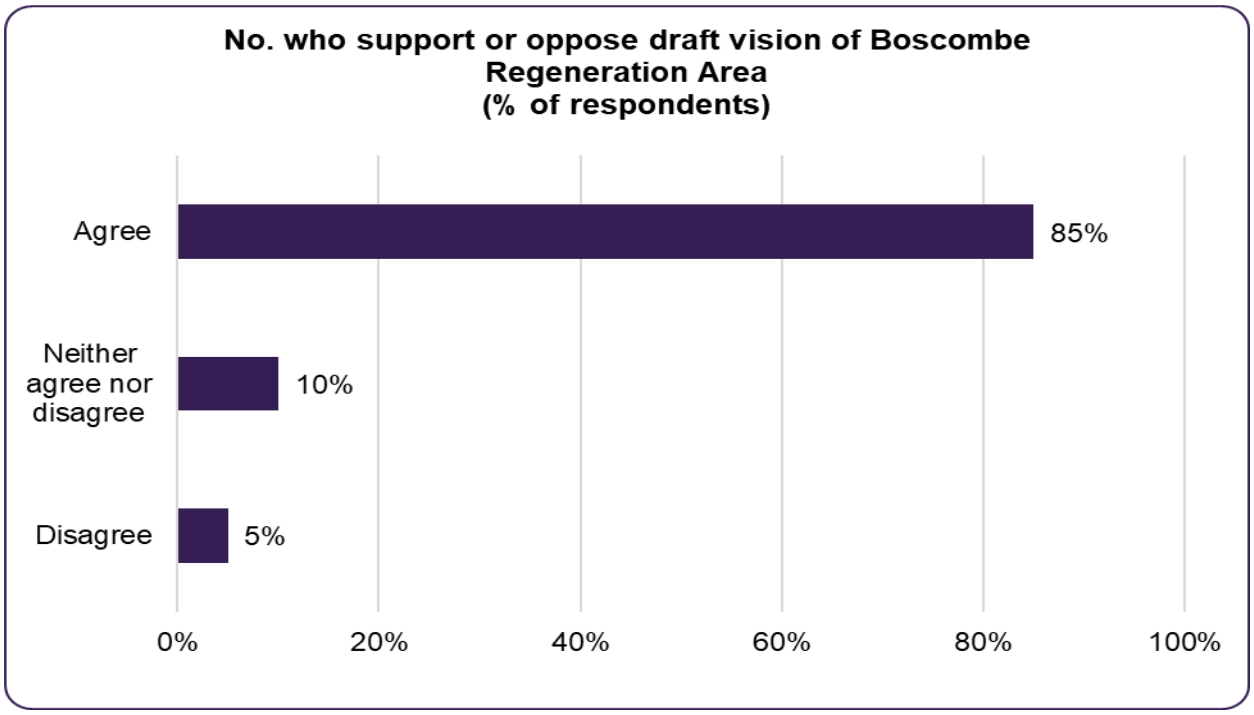


The draft vision was explained to respondents as follows:

"Our draft vision is that by 2030, Boscombe-Bournemouth (the regeneration area) will be well connected, diverse, healthy and safe. Building on the area's art and creative sector as well as our built seaside heritage, there will be more jobs in a wider variety of sectors. The community will have greater access to good quality jobs, training, leisure activities and homes."

Q1. To what extent do you agree with our draft vision for the Boscombe regeneration area?

Over four-fifths of respondents (85%) said they were supportive of the draft vision for the Boscombe regeneration area, while 5% said they were not supportive.



Base: 540 respondents

Almost nine-tenths of people who live in Boscombe (89%) agree with the draft vision for the regeneration area compared to four-fifths of people who work in Boscombe (82%) and those who responded from businesses/organisations (79%).

Q1a. If you disagree or strongly disagree, please tell us why.

Respondents who disagreed or strongly disagreed with the draft vision were asked to explain why. 25 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the most prevalent theme: 'Criticism':

Criticism (17 comments)

Respondents gave a variety of reasons for disagreeing with the draft vision but the most prominent was because they felt that attempts to regenerate the area had been done before and failed. Below is a selection of these comments:

*"**It's all been done before**. Poole is the priority now."*

*"Such a 'vision' is the dream of any council, for any [of] their suburbs. **Nice words which will never be matched with effective action.** Boscombe has become a dumping-ground for too many unemployable people reliant on social security benefits and the proceeds from drug-related activity. It is in the Council's interest to keep these people in one area, in order that they do not contaminate the more affluent suburbs."*

*"Pie in the sky thoughts, **wishy washy sound bites**."*

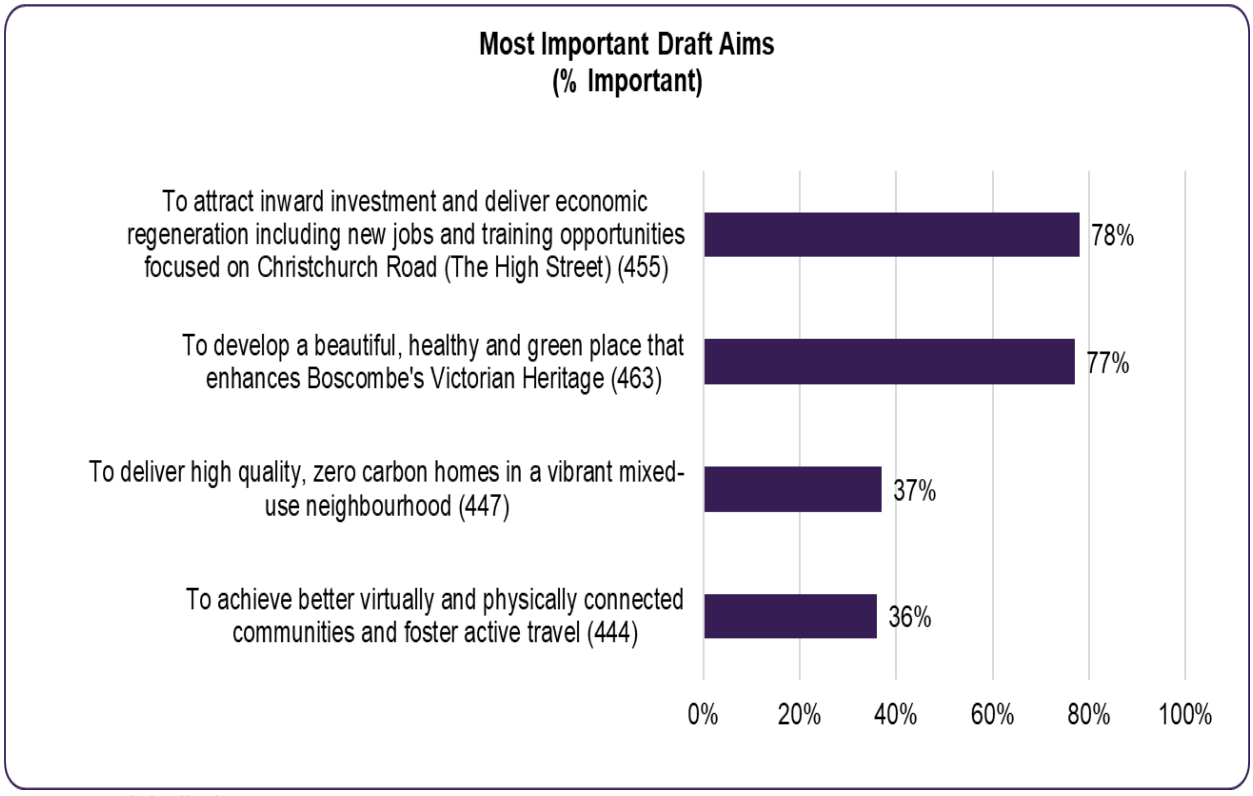
*"Because **we have been here before** and all projects have failed."*

*"To[o] much money **already wasted on Boscombe** spend it some where else."*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Q2. Our draft aims for the Regeneration Area are listed below. Please tell us what you think the priorities should be by ranking them in order of preference.

Respondents ranked 'attracting inward investment and delivering economic investment focused on Christchurch Road' (78%) and 'developing a beautiful, healthy and green place that enhances Boscombe's Victorian heritage' (77%) as the most important draft aims to prioritise for the regeneration area. Just above a third of respondents said the aims 'to deliver high quality, zero carbon homes in a vibrant mixed neighbourhood' (37%) and 'to achieve better virtually and physically connected communities and foster active travel' (36%) were the most important draft aims.



Bases: as labelled

There were no differences in views on the draft aims by respondent type.

5.2. The Towns Fund Regeneration Area

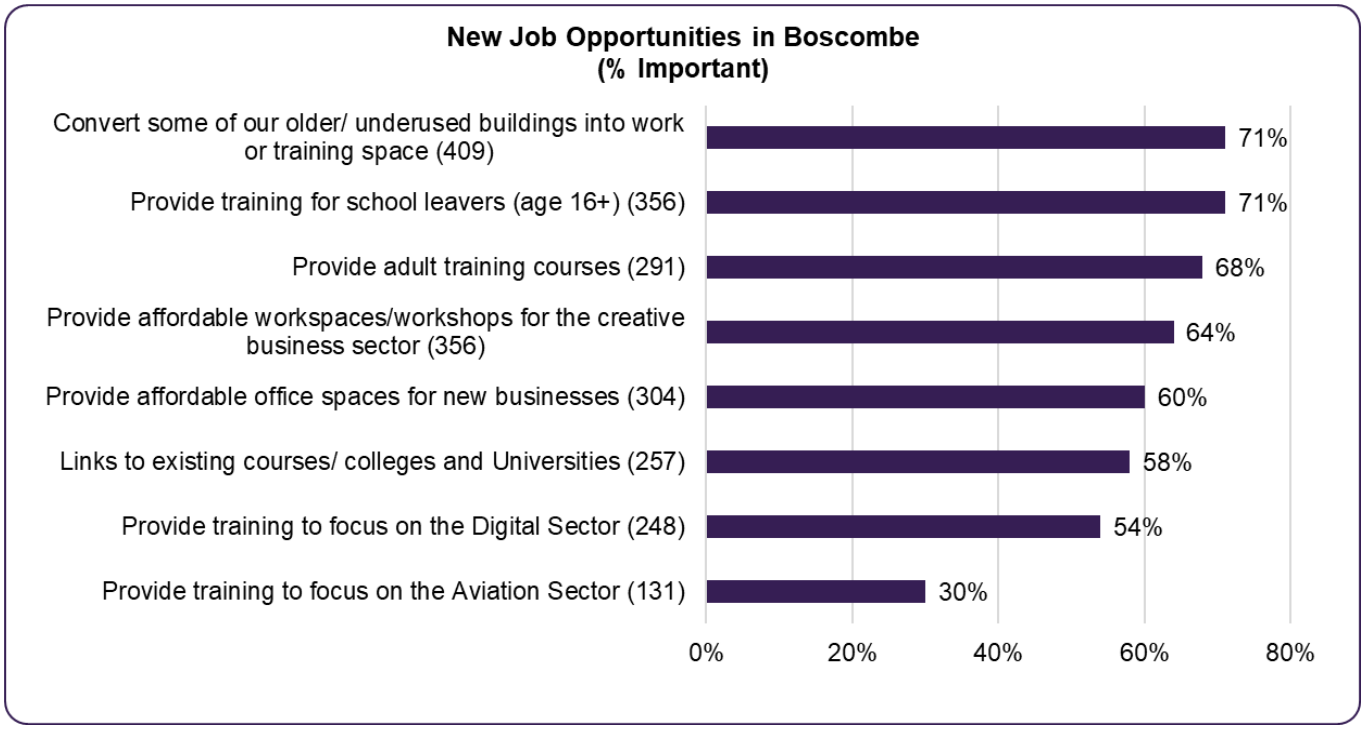
We proposed 4 key themes in the Town Investment Plan that could support investment across the regeneration area:

- Theme 1: Employment, Skills and the Creative Sector
- Theme 2: Homes
- Theme 3: A Cultural Community and Destination
- Theme 4: Better virtually and physically connected communities

Theme 1: Employment, Skills and the Creative Sector

Q3. We want to provide a range of new job opportunities in the area. What do you think the priorities should be?

Respondents said the top priorities for the 'employment, skills and the creative sector' in the regeneration area were to 'convert older/underused buildings into work or training spaces' (71%) and to 'provide training for school leavers aged 16 and over' (71%). This was closely followed by 'providing training courses for adults' (68%). Less than a third of respondents said 'Providing training to focus on the Aviation sector' (30%) should be a priority for this theme in the regeneration area.



Bases: as labelled

Q3i. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on for creating new job opportunities in Boscombe. 156 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the two most prevalent themes: 'Support' and 'Regeneration'.

Support (39 comments)

These respondents felt it was important to prioritise supporting the Community to develop a variety of ways to create new job opportunities in the area. The majority of these respondents saw training as playing a key role in making this happen. Below is a selection of these comments:

*"**Anti-drug** training."*

*"**Learning opportunities** for those whose first language is not English."*

*"Help those who have come through challenges such as homelessness and addiction into **employment, skills** etc."*

*"**Provide training** following rehabilitation."*

*"Training for those with **disabilities and the work shy**. Opportunities for young people who don't want to accumulate debt obtaining a degree from Bournemouth Uni that will be useless to them anyway."*

*"Focus on a joined up **young persons (11+) integrated personal development and awareness scheme**, such as currently delivered by Young Enterprise. BUT ensure schools engagement is mandatory! STOP problems at source!"*

*"Encourage **small businesses and training** that produce food and useful practical skills. Eg. Upcycling, building maintenance, car and computer repairs, plumbing, horticulture."*

*"Provide training for **adults and young people** in skills such as plumbing, carpentry, bricklaying - all skills which are needed."*

*"That's all great, however, the population in Boscombe are more likely to be hands on workers. Space for **CSCS [Construction Skills Certification Scheme] training and construction training** would be useful. Degrees are devalued if everyone has one."*

*"Unemployment. Create a **'learn to earn' scheme**, where benefits will be stopped if claimants don't sign up for, and attend, learning courses. Benefits continue for those that participate. Maybe create community ventures staffed by people who have attended, or are attending a course. Many people abuse the current system with no intention of finding employment."*

*"Provision for **homing and educating the homeless**. To provide more visionary direction for substance abusers - deal with social problems rather than 'move them on'."*

*"Offer **training and support** for those with mental disabilities or mental health."*

*"I would focus strongly on **apprenticeships in technical and practical skills**, eg building, plumbing, carpentry etc. Also raise the profile of and appreciation of local voluntary sector. For example, I would staff all the cliff lifts and all the public toilets 365 from dusk to dawn, with local volunteers."*

*"Provide more careers opportunities to **local children at a younger age** prior to GCSE options so they can with parents start aiming for their career goals."*

Regeneration (30 comments)

These respondents felt it was important to prioritise regeneration. Below is a selection of these comments:

*"The **modern future** is working & shopping from home, so rid the area of a central shopping, develop local small shop hubs within areas of housing. Manufacturing sites should be within the areas of housing to reduce movement distance between home, work, shopping."*

*"The revamp of the local train station is critical to everything you're commendably trying to achieve here. You cannot have a dilapidated, not fit for purpose, unsafe and unclean rail hub as the gateway to this vibrant and positive place to live, **work** and play."*
*"Improve Broadband connection and speed so people can **work at home** better."*

*"**Link completed training to local businesses** by offering placements/participation in local regeneration for successful trainees."*

*"**Encouraging more service industry** such as family pubs and restaurants to the area thus making it a place people want to come, visit and spend money. Combining these with the **creative sector** would be good."*

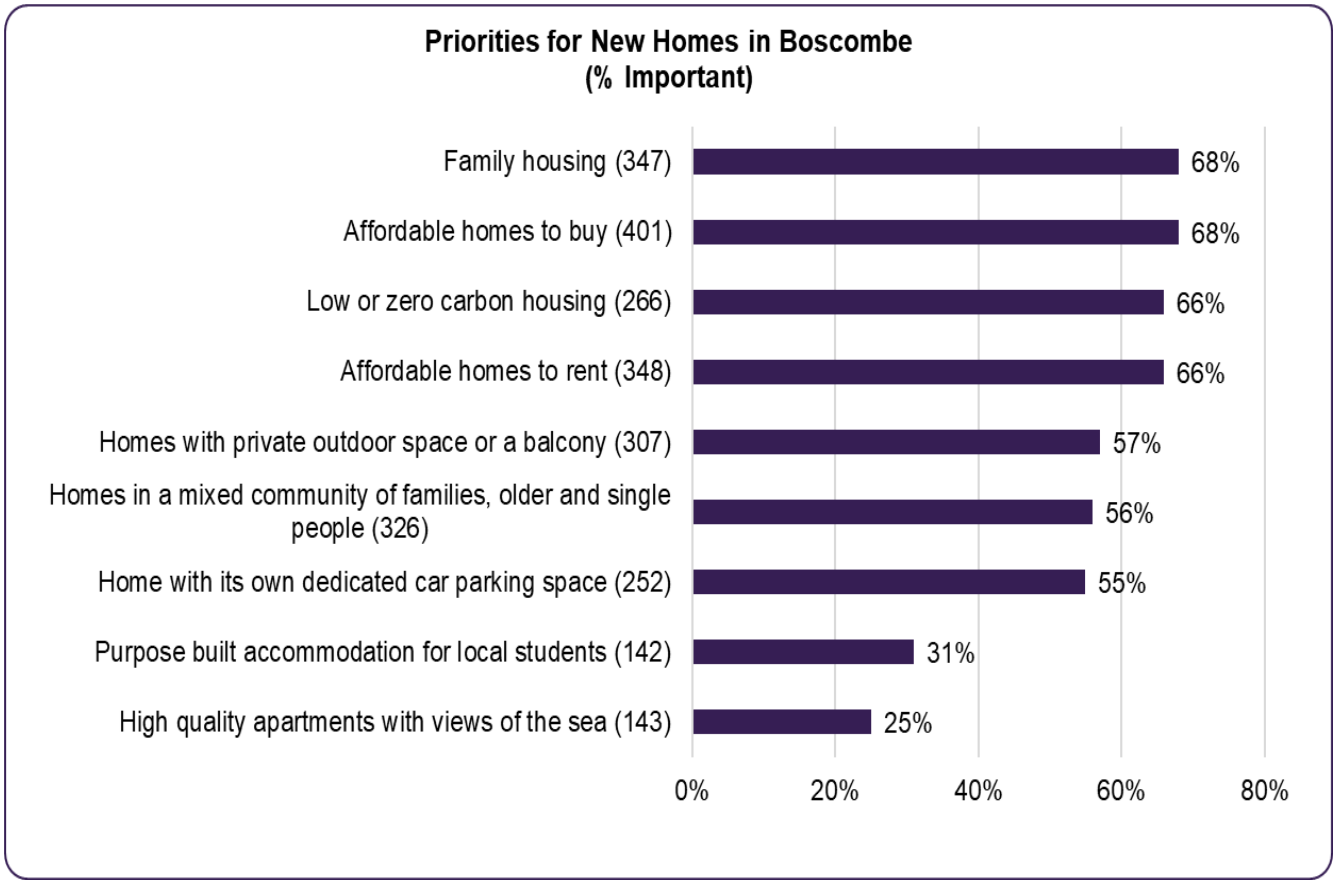
*Please don't just make this about the Uni! Everything is being changed to accommodate them. **Think about locals not just students**."*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Theme 2: Homes

Q4. We want to provide a range of new homes in the area. What do you think the priorities should be?

Respondents said that, 'family housing' (68%) and 'affordable homes to buy' (68%) were the main priorities for this theme in the regeneration area closely followed by 'low or zero carbon housing' (66%) and 'affordable homes to rent' (66%).



Bases: as labelled

Q4j. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on for providing a new range of homes in Boscombe. 140 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the most prevalent theme: 'Accommodation'.

Accommodation (83 comments)

These respondents felt accommodation was the most important priority for the area. Three key 'sub-themes' emerged from this broad topic: 'Quality/Maintenance', 'Space/Green space', and 'Landlords'.

Quality/Maintenance (17 comments)

These respondents felt that the quality of accommodation was a priority as well as the maintenance of existing buildings in the area. Below is a selection of these comments:

*"Make sure properties **kept to a good standard** so general look of the area well kept."*

*"**Move away from cheap** if you want to change Boscombe."*

*"Building houses with only one bed and no outdoor space leads to **higher issues with mental health**. There is no point in adding things to help that when it is encouraged at their home. There has been reports carried out in the Bournemouth area on this."*

*"Please try to get [property developer] to provide **proper living accommodation** rather than [their] cheap and nasty conversions."*

*"Driving out businesses like [property developer].... the sheer amount of money they make for **providing very poor quality housing** that encourages no one to remain in the area long term.... have been a blight on the area for generations and the children I have taught talk about the so so poorly."*

*"**Maintenance scheme** to keep properties in good order, or face fines."*

*"Homes should be **highly insulated and efficient/low cost to run**."*

*"In order to maintain the soul and fabric of this unique area, **tighter controls need to be in place to stop the destruction of the unique family homes**. These properties provide a sense of place."*

*"Protect and maintain historic houses and current housing stock **to be used fully by families**. Avoid conversion of old houses into HMOs and flats. Provide facilities for families of all ages and ethnicity well-being and safety. Use retail space for*

community use as education, leisure and work spaces. ***Community spaces and streets to be maintained*** *as clean safe well lit areas for use by all.*

Space/Green Space (16 comments)

These respondents felt that space, including green space, was a main priority for providing new homes in the area. Below is a selection of these comments:

"Homes that suit young growing families ie semi-dethatched with ***small areas of outside space****."*

"Please don't cram homes into a small space. ***Everyone should have beautiful and safe outdoor spaces*** *that benefit their mental health and promote healthy exercise."*

*"****Decent size family houses****, not 1 bed flats with no parking and as many units crammed in as possible."*

"Don't build rabbit huches if you build small you will have slums, ***build big and spacious for a good feeling people****."*

"No more rental accommodation unless you want Boscombe to stay as it is. Keep every tree already planted and ***add green space****."*

"I think we should stop turning every house into flats. Houses are needed. I think houses should only be built on brownfield land that is unused in the area ***not on any green spaces****. All empty houses should be used. There are many empty places in the area. The upper floor of the Boscombe arcade was going to be used for flats but it seems to have fallen through. Is this because the developers wanted too much money?* ***So much wasted space*** *exists it is criminal."*

"Homes with excellent public transport links and electric vehicle charging points. Public use bike parks to be included in the design with substantial cycle ways incorporated. ***Green spaces to be made more important****."*

"Building houses with only one bed and ***no outdoor space*** *leads to higher issues with mental health. There is no point in adding things to help that when it is encouraged at their home. There has been reports carried out in the Bournemouth area on this."*

*"****Outdoor space*** *but not more flats. The area is overcrowded as it is. Drug dealers use flats because you can't tell which flat it is. Yes, I have had this conversation with police."*

*"****Larger houses*** *available for young professionals to house share and rent as a group. It's too expensive when you're young to rent a bedsit. It encourages community especially in artistic young people."*

Landlords (16 comments)

These respondents felt the behaviour of some landlords causes significant issues in Boscombe and, consequently, felt that greater regulation of landlords was a key priority for providing new homes in the area. Below is a selection of these comments:

*"Enforce landlord (i.e. freeholder) **to keep buildings in good state of repair** so they make attractive homes.There are beautiful buildings in Boscombe with paint peeling, wood rotting, gutters full of grass."*

*"Council owned homes to rent, **no more private landlords** that will ultimately destroy the area with inflated rent and that cannot be held accountable."*

*"Prevent private landlords/letting agents **from pricing single parent families, who want to work, out of the market**."*

*"Stop the booze and drug centres in Boscombe. Stop [property developer] ruining the area. **Stop bad landlords** filling the area with undesireable people."*

*If the council actually enforced decent standards for ALL private rental properties in the area instead of ignoring some dreadful housing conditions there would be more decent housing that would attract working people and families back into Boscombe. **Good landlords would not object to more council interest in their properties and the bad landlords could be driven out of the area if they were forced to spend money improving the condition of their properties.** Once working people and families begin to move in to an area everything begins to improve because they need shops and facilities, and have money to support local businesses. They also organise litter picks, have neighbourhood schemes that are well supported and are willing to help the police reduce petty crime and drug dealing. The council should inspect all the horrible little studios and HMOs on a regular basis and then ensure necessary improvements are carried out. This single action [would] improve housing stock."*

*"Making sure **private landlords keep their buildings in good repair** so their tennants live in properly insulated warm damp free housing."*

*"Make use of the hundreds of empty buildings - **make landlords accountable for bad practice & empty spaces**."*

*"**Controlling and holding landlords accountable** for who they choose to lease to. Boscombe is full of run down shoddy tenancy buildings filled with criminals, vagrants and all manner of antisocial types. This has to STOP and is the biggest contributing factor of this towns bad name and degradation. A town is only as good as its people and if you fill it with antisocial types, drug addicts and lay abouts then that's what it will become known for. This town deserves so much better than that and this must be brought under control immediately as well as the amount of these people mooching and lurking about the town begging or sitting in our beautiful parks drinking and ruining it for everybody else. Policing on the streets must be increased and antisocial behaviour orders enforced."*

*"**Deal with the rogue landlords** and stop living in their pockets."*

*"**Exert pressure on powerful local landlords** like [name removed] who control a significant portion of the existing rental stock and are often the source of less desirable people coming to the area."*

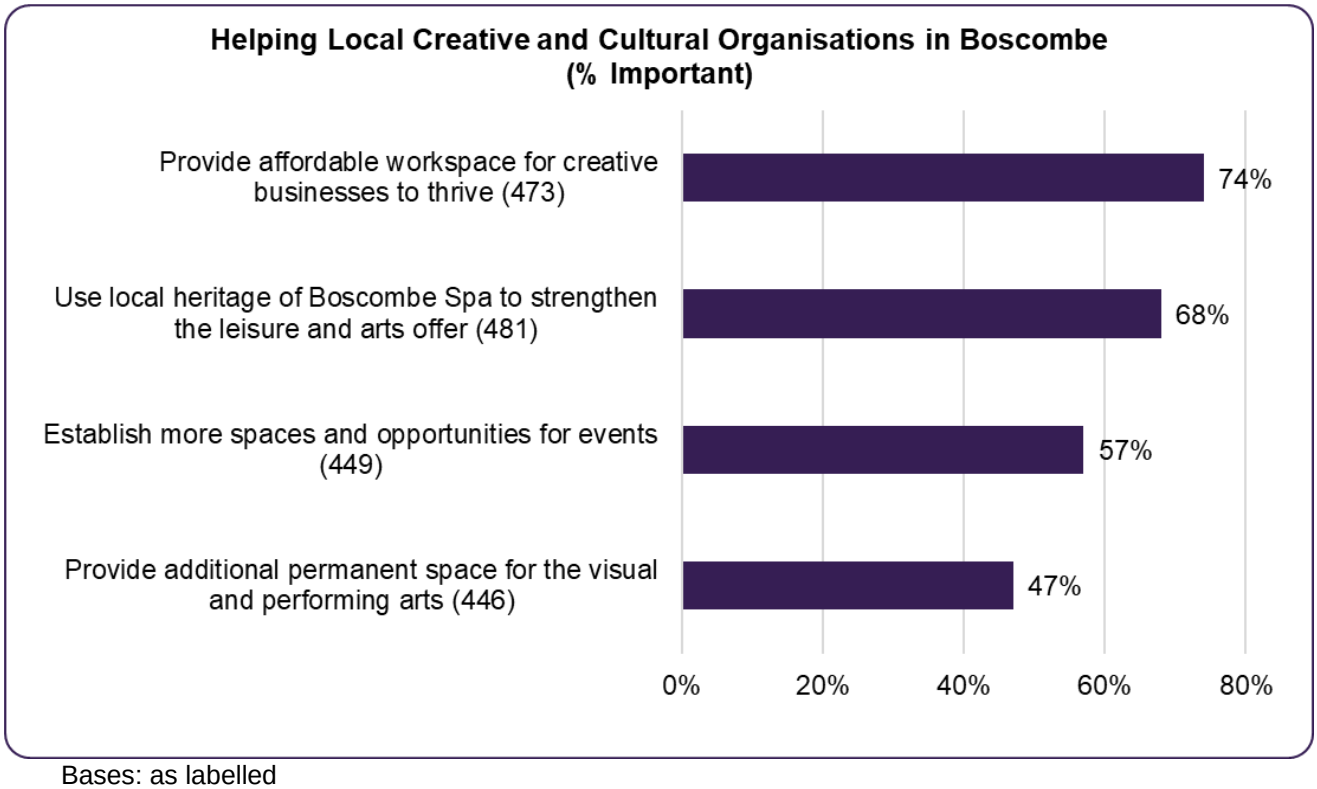
*"Look at private landlords and maintenance charges. **Tighter regulations** [are needed] on the monopoly that private landlords hold. Condition of homes particularly HMO."*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Theme 3: A Cultural Community and Destination

Q5. We want to help the local creative and cultural organisations. How do you think we can best do this?

Three-quarters of respondents said 'providing affordable workspace for creative businesses to thrive' (74%) is the best way to help local creative and cultural organisations in the regeneration area. This was followed by 'using the local heritage of Boscombe Spa to strengthen the leisure and arts offer' (68%). Less than half of respondents who answered this question said 'providing additional permanent space for the visual and performing arts' (47%) would help turn the regeneration area into a cultural community and destination.



Bases: as labelled

Q5e. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on to help local creative and cultural organisations in Boscombe. 86 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the two most prevalent themes: 'Creative Initiatives' and 'Better use of existing facilities'.

Creative Initiatives (18 comments)

These respondents felt the Council should prioritise initiatives that promoted creativity and supported creative businesses and members of the community. Below is a selection of these comments:

*"**Arts for wellbeing** - Boscombe is an ideal location for creating new opportunities."*

*"**Make Boscombe the focus for art in Dorset**. Would be wonderful to establish a 'Tate Gallery' here. Margate, Bexhill, Chichester, St Ives etc have wonderful art galleries. There is nothing here. Now that would put Boscombe on the map."*

*"Encourage **artists co-ops** and allow practicing artists to live in their studios."*

*"If you create the infrastructure the artists and creatives will use it, forget the marketing and hype. Boscombe is already known to the arts. **Artists need infrastructure and support to be creative within**. Make a pathway from workshops and courses to retail, exhibition and marketing."*

*"The arts and green energy projects provide a lot of **employment opportunities**."*

*"**A creative immersive planetarium for the local area** for schools and adults together with a tourist outreach. An immersive dome is used in many cities to provide arts link, dance link and a planetarium. Visual arts and films which surround screen is a link to the local film industry and a planetarium dome can provide an immersive screen and venue."*

*"If you encourage creative businesses to the area and **make Boscombe more identifiable as a cultural and arts hub**, then more people will want to visit and more people will want to set up businesses here."*

*"Arts and culture. **Encourage art and music spaces**. Studios, galleries, rehearsal spaces, venues, exhibitions, museums, affordable workshop spaces, regular events for art, food, music. Encourage decent restaurants. There's the perfect space for alfresco dining and cafe culture /bar in the pedestrianised area. Independent arty shops. Pokes down used to be full of interesting independents and antique shops. People would travel to go there. Not enough parking for Pokesdown. I'd like to see more pernament Park and ride schemes."*

Better use of existing facilities (11 comments)

These respondents felt it was important for the Council to prioritise utilising existing facilities as a way of helping local creative and cultural organisations. Below is a selection of these comments:

*"**Get the O2 Academy into greater use**. It is a shame that such a fantastic venue is only used for such a limited purpose. It could hold tea dances, plays, jazz concerts etc ..."*

*"When comparing to areas such as Bristol, Islington and Hackney there is a shortage of small to medium size music venues. **The O2 feels underused** when compared to Bristol, Islington etc."*

*"**Re-open Shelly Museum**. You have an asset to bring in business and revenue in that."*

*"**The spaces largely exist though are underused**, need to provide a safer environment especially in the evenings for this to be used by a wider set of society."*

*"Lots of **redundant retail space**."*

*"Perhaps we could make the Royal Arcade **a place for both creative business but also for events**, holding music events and space for art exhibitions."*

*"Complete the restoration of Shelly Theatre and **make fully operational and useable by more groups/organisations**. The last community arts centre in Shelly Road was redeveloped to housing!"*

*"There is a multi cultural hub in the sovereign centre, with no support from the community or council. BEAF Arts is a grass roots Boscombe initiative. These groups need to benefit from funds. The TJ Hughs space could be great venue. **Not building new places**. There are those developing creative business spaces. Would these be funded to expand with this funding?"*

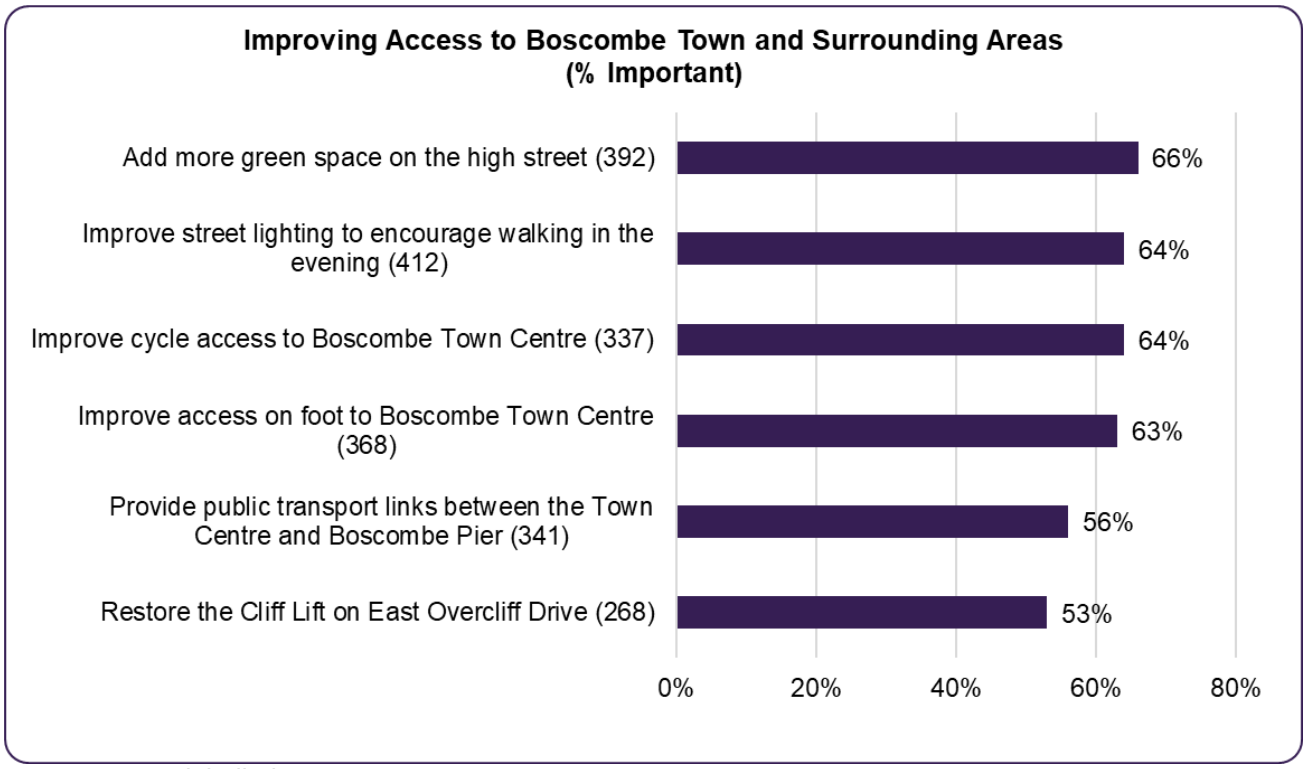
*"**Protect and maintain existing legacy**. Promote positive use of safe spaces by local and wider diverse community to enjoy safely creative and cultural. **Promote and publicise the value of area so people see positive side of area**. Encourage use by all."*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Theme 4: Better virtually and physically connected communities

Q6. We want to improve access to the Town and surrounding areas. What do you think the priorities should be?

Two-thirds of respondents who answered this question said 'adding more green space on the high street' is the main priority for improving access to Boscombe Town Centre and surrounding areas. Slightly fewer respondents said 'improving street lighting to encourage walking in the evening' (64%), 'improving cycle access' and 'improving access on foot' (63%) to the regeneration area would make Boscombe Town Centre a more connected community.



Bases: as labelled

Q6g. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on to improve access to the Town and surrounding areas. 120 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the two most prevalent themes: 'Public Transport' and 'Safety'.

Public Transport (27 comments)

These respondents felt it was important for the Council to prioritise public transport in order to improve access to Boscombe Town and surrounding areas. Below is a selection of these comments:

*"Provide **direct bus link** from Pokesdown and Bournemouth station to Boscombe Pier to encourage people to travel by train, not [by] car."*

*"Provide transport and **restore the lift** on the East Ovecliffe drive."*

*"**Reinstate the lifts** at Pokesdown Station."*

*"Explore the **reopening of the old Boscombe Station**."*

*"**Expand [the] land train service** for local residents and tourists."*

*"A **tram**."*

*"**Cable car** between Bournemouth and Boscombe along the coast. Ideal for life after Covid 19."*

*"**Improve public transport links** between Poole, Bournemouth, Boscombe, Christchurch, the hospitals and shopping centres."*

*"**Cheaper** bus travel for all."*

*"Cycling & walking are the future. Investment in these modes of transport is imperative. Investing in electric infrastructure for electric travel is vital. Improving public transport may be a fool's task - public transport will suffer. **Invest in safe cycling & walking**."*

*"**Create a park and ride system** using the Wessex Fields site as a base. Enviromentally friendly buses could circulate from the park and ride to Bournemouth travel exchange, Lansdowne, Bournemouth Pier, Boscombe Pier and Boscombe bus station and Kings Park."*

*"There are no late night trains between Bournemouth and Southampton. 23.15pm is the latest service. Night buses go no further than Christchurch. **This has a negative impact on nightlife in Bournemouth and Boscombe** and increases drink driving."*

*"Provide easy free parking. **Restore free on street parking outside the precinct area** to attract shoppers to these areas. DO NOT make it more difficult to drive/park."*

*"**Providing public transport links** between town centre and [the] Pier will benefit residents round Sea Road area who shop in Boscombe. It's a nice walk up Sea Road to and from the town centre but its hard for [the] elderly."*

*"This is the key**. A proper transport hub** - like a free tram system would be revolutionary. Make Kings Park more like Bournemouth Gardens with fountains, statues, ponds and landscaping and link this through to the town and then to the Pier. Make Boscombe a garden town (which I believe it once was) it should be a beautiful tourist destination, with the beach it's pinnacle."*

*"There needs to be a link between the popular beach and the town centre of Boscombe. Encourage people to park at Hawkwood Road and the Sovereign Centre with **affordable transport to and from the beach**."*

*"Any public transport links considered should be **prioritised by green energy/energy efficiency**."*

Safety (18 comments)

These respondents felt it was important for the Council to prioritise safety in order to improve access to Boscombe Town and surrounding areas, including having a greater police presence. Below is a selection of these comments:

*"Improve lighting and cctv in parks **to make them feel safer**."*

*"Walking in Boscombe in the evening???????? More police required. Drug dealing/crime is rife. **Clean Boscombe up before any other development is considered**. Anything else is a waste of time, effort and money."*

*"Improve Kings Park lighting and CCTV cameras to get rid of the drunks and drug dealing in the evenings. **Some parts are literally pitch black** walking home from AFC Bournemouth matches."*

*"Safety. A place where their is **no crime**."*

*"**Have more police around** esp in [the] evening. Don't have groups of men hanging about. Have cafes and shops open in the eve[ning]. Outside entertainment.*

*"**Crime is always people's worry where Boscombe is concerned**. The worry is that green space will be used for drug dealing and rough sleeping. Improved cycle access is great but at the moment there's no way I'd leave my bike locked up in Boscombe."*

*"**More police** clamp down on drug dealers."*

*"The **'elephant in the room' here, is personal safety** when walking or shopping in Boscombe. Sadly the area has become synonymous with criminal activity and, unless there is a radical change soon, **Boscombe's status as a ghetto** will be irreversible."*

*"Make the whole access **more user friendly and give it a 'safer' feel**. The whole area is a muddle of vehicles and people. If restrictions apply they must be managed as at the moment folk are driving, parking and walking where they think they will. Vehicle drivers have not been brought up to drive in towns as they do in Switzerland, this must be accounted for. Parking must be controlled. **Boscombe feels unsafe and dirty - this has to change**."*

*"Crime, it's a relentless problem. Focus on crime, shoplifting, burglaries. A large proportion of the crime is fuelled by drugs. This is not a mystery, it's been happening for years. **The local community will be more on board if the crime rate obviously addressed**."*

*"Providing lighting on the high street won't change the incidences of violent crime and drug crime in the area, street lamps aren't enough to make it 'safe' for anybody. **More support services and more police involvement needs to be done** in the whole Boscombe area to be aiding reduction in crime rates."*

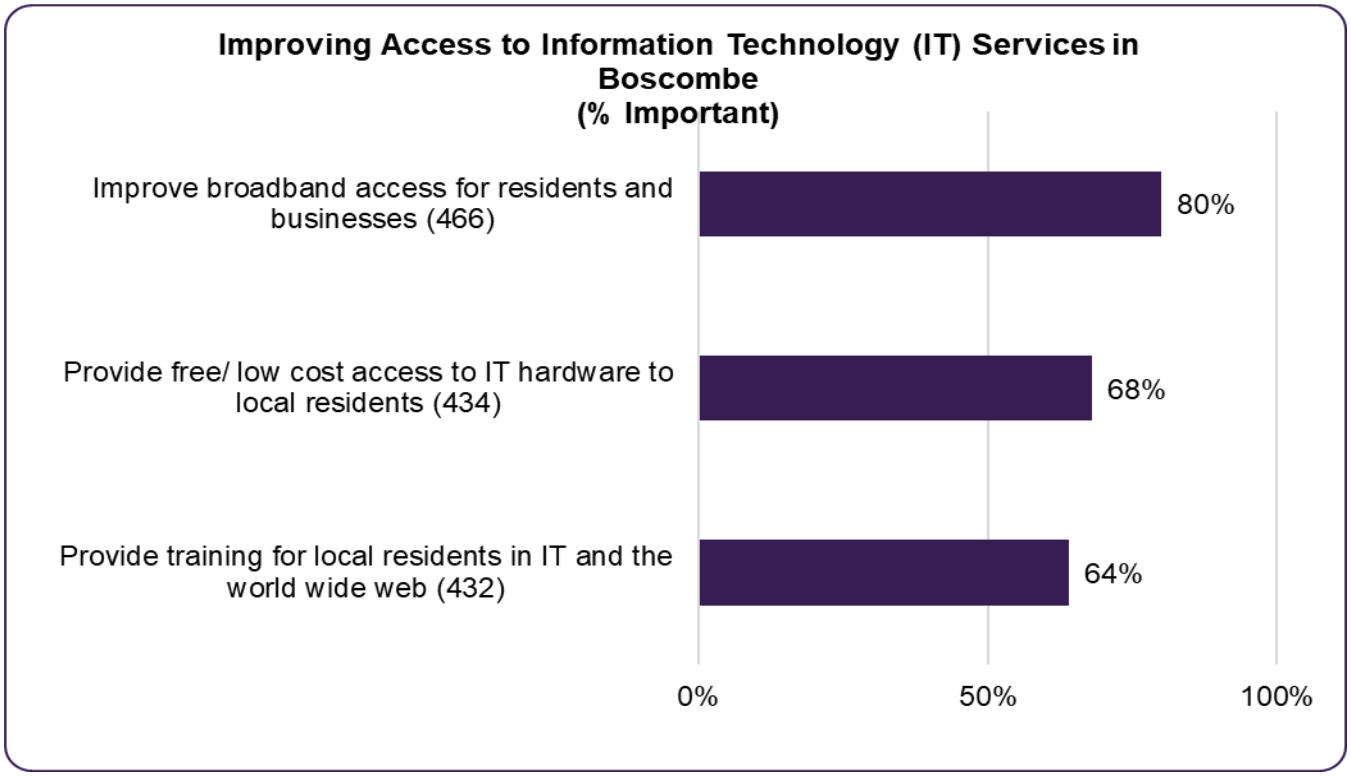
*"**Boscombe would do well with being better lit and safer at certain times**, it is a different place after around 7pm, it can really feel very unsafe. Extra green spaces would be great environmentally and just to make the area more pleasant to be in."*

*"Street lighting is not enough on its own, **consideration needs to be placed on surveillance cameras in our green spaces**. As an example Woodland Walk is often overrun with drug dealers who are opening dealing and trying to sell drugs. My 13-year-old son was recently offered drugs as he walked home."*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Q7. We want to improve access to Information Technology (IT) services. What do you think the priorities should be?

Four-fifths of respondents to this question said 'improving access to broadband for residents and businesses' would be the best way to improve access to IT services in the regeneration area.



Bases: as labelled

Q7d. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on to improve access to Information Technology (IT) in Boscombe. 63 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the three most prevalent themes: ‘Broadband’, ‘Education’ and ‘Community’.

Broadband (13 comments)

These respondents felt it was important for the Council to prioritise improving existing broadband coverage in Boscombe. Below is a selection of these comments:

*“**Expand & improve** free broadband facilities in central area, current service very poor.”*

*“There is an **urgent need** to improve signal strength and coverage.”*

*“Improve access to **full fibre connection**.”*

*“**Fibre optic** accessibility.”*

*“Public wifi **open access in public areas** such as shopping zones.”*

*“Why not put **free wifi across the town**?”*

Some respondents felt this was not a priority as the existing boradband service is more than adequate:

*“This is so misguided ... **Internet is fine already in Boscombe**, as us access to technology. Even the drunks have smart phones.”*

*“What are you talking about? Anybody can access with **excellent broadband** access anytime.”*

“I think most people here are already internet savvy.”

“The broadband is absolutely fine!”

Education (9 comments)

These respondents felt it was important for the Council to prioritise educating residents about IT in Boscombe. Below is a selection of these comments:

*“Purchase an empty commercial space as central as possible and make it a **Digital Learning and Design Centre for the whole of the BCP region**. After you've addressed the train station upgrade with SW Rail which I understand is a significant challenge.”*

*“Tech training courses should be at all levels not just entry level. Would love somewhere to go to learn to try out 3d printing. **Need to improve status of IT as a creative subject** as it is one.”*

*“Don't forget that **not everyone uses or understands technology** so these usually older folk need to be catered for as well in a way they can understand and cope with.”*

*"**Promote the IT facilities already available** in Boscombe library. Promote all IT access related schemes in a full range of popular languages."*

*"**IT focus and entrepreneur training** in local schools."*

*"Make public **digital workshop** within Sovereign Centre."*

*"I am completley against 5G, so depending on what the above actually means I am not sure how to prioritise. Have any IT agencies been consulted on these suggestions. Giving computers to households for what purpose? I think access for people to internet is important to a degree, which the library offers and I know many people who access this service. **Increasing this offer and access to adult education is always positive**."*

Community (7 comments)

These respondents felt it was important to prioritise access to IT provided that it benefits the community in Boscombe as a whole. Below is a selection of these comments:

*"Improve the way **IT connects different groups in the community** to improve the community itself (e.g. food providers, shops, community volunteering groups, 'I want/I have to offer' groups etc.)"*

*"The area will not be made attractive enough for local businesses by simply improving technology. A new business needs access to customers as an absolute priority. **Once the area is made safe and desirable for families and working people** new businesses will be attracted into the town. They will want better broadband and the people who move into the town to take up the jobs created will expect fast broadband in their homes but it will not be enough to make them willing to live in poor quality housing."*

*"**IT provision needs to be balanced** with good provision of safe outdoor spaces to allow children to play and develop their imagination, not just make it easier to spend time online."*

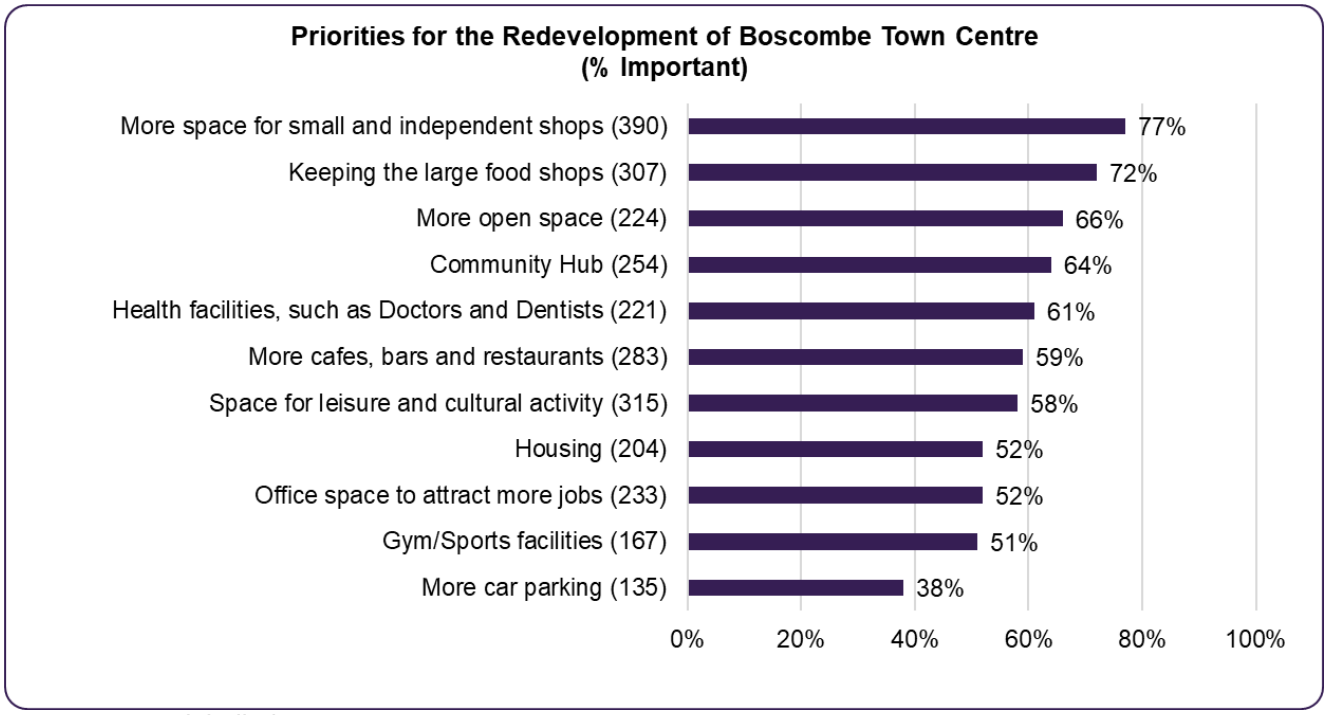
Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

5.3. Boscombe Town Centre Masterplan

We asked respondents to tell us which aspects of our ambitious plan to redevelop Boscombe Town Centre were most important to them.

Q8. What do you think the priorities for the redevelopment of Boscombe Town centre should be?

Almost four-fifths of respondents said having 'more space for small and independent shops' was the key priority for the redevelopment of Boscombe Town Centre, followed by 'keeping the large food shops' (72%). 'More car parking' (38%) was the only option that less than half of respondents said was important to the redevelopment of Boscombe Town Centre.



Bases: as labelled

Q8l. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on for the redevelopment of Boscombe Town Centre. 139 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the most prevalent theme which was 'Consumer'.

Consumer (69 comments)

These respondents felt it was important for the Council to prioritise the quality of shops and the consumer experience. Below is a selection of these comments:

"Re-establishing the highstreet with less large stores that remain empty for long periods. ***Shift the emphasis to smaller, easier to let, shops*** *owned by the council*

with lower rates to allow business owners to remain in operation during trying economic circumstances."

*"**More practical and family-oriented shops** e.g. a hardware store, toy shop. A street food market with affordable and healthy food like the one at Camden Market. Boscombe has great access routes and parking and could be brilliant for a family day out combining shopping, relaxing and fun."*

*"It is essential that Sainsbury's stay. There are no other large food shops in boscombe. **It would help if there were some**. Not everybody wants Lidles and Aldis. Sainsburys car park to stay. More shops in the Sovereign Centre and the old Boscombe arcade at affordable rents."*

*"**Mixed use to encourage residents to 'work and play' in Boscombe**, strengthening the community and ensuring it is a great place to live."*

*"There are a surplus of shops, **condense shopping area** to Sovereign Centre and make that nice and safe."*

*"Make sure the available **empty shops are used** before making more availability for small and independents."*

*"**No more take away food venues**. There are 5 within about 500 yards walking distance including McDonald's. Very unhealthy for all age groups."*

*"It is not the number/space for small businesses but **the quality of shops / cafes / take-aways** that needs to be improved."*

*"The Council should be able to **vet all new leases** to ensure that they are of attractive high quality. We have too many run-down premises."*

*"**Cafés and restaurants** with outdoor heated terraces."*

*"Commerce is the life-blood of this particular area. **Retailers should be encouraged to (re)establish their businesses here** by not regarding them as a cash cow."*

*"**Keeping rents low** so shops and cafés can afford them instead of having empty shops. The Sovereign Centre would be a lively place if all the shops were taken. How about a 'free rent' period for start-ups?"*

*"**A quality market**, making use of the old arcade. The current market is awful, with very poor quality fruit and veg."*

*"**The future is in entrepreneurial independents** - they must be supported. The day of the massive supermarket is over - impossible to realise enough profit to remain in city centres due to social distancing. These superstores must move out of town - more ordering online. The town centre must attract diners, visitors, creative footfall."*

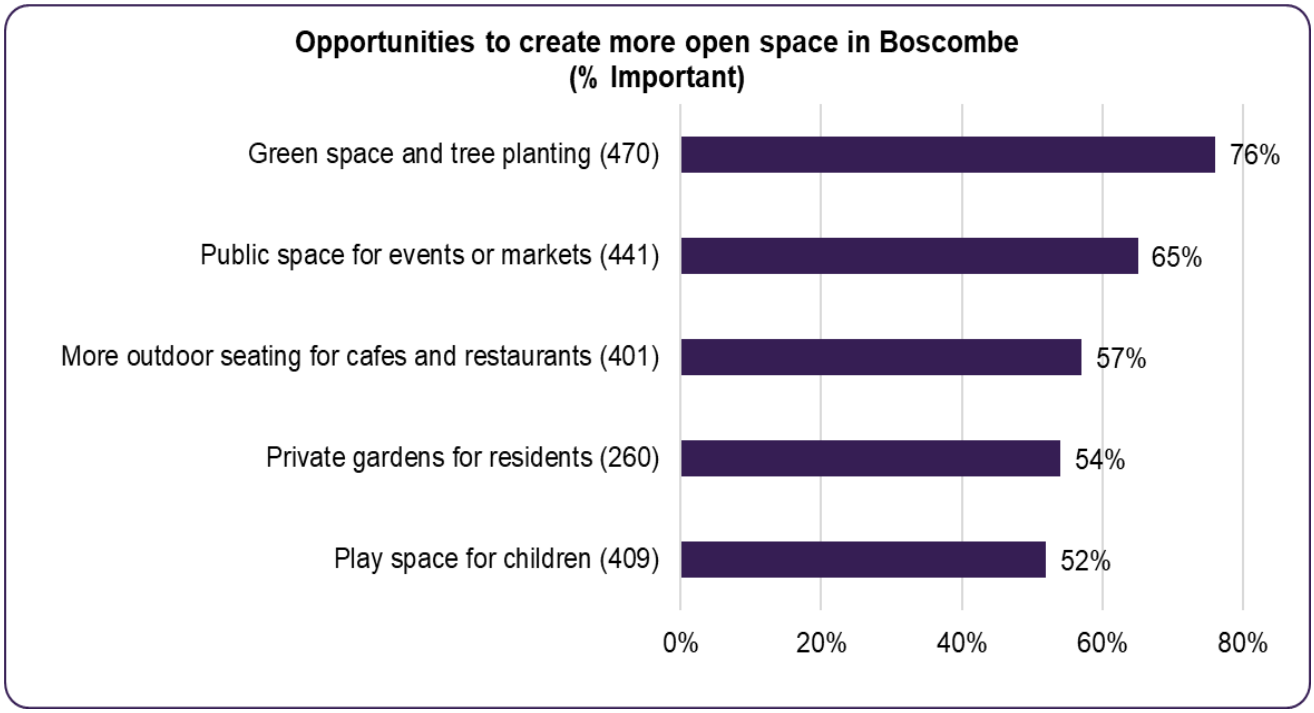
*"**Bars and restaurants is what this town needs drastically more than anything** as well as independent food shops and businesses and safe, clean public areas. The high street should be free of vagrants and anti-social types at all times and feel safe*

for people to walk at night. ***There needs to be a lot more business brought into the town*** *and the streets must feel clean and safe."*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Q9. Redevelopment of Boscombe Town Centre may provide opportunities to create more open space. If these opportunities arise, what do you think the priorities should be?

Almost four-fifths of respondents to this question said 'green space and planting' (76%) is the key priority if more open space becomes available as a result of the Boscombe Town Centre redevelopment. While, two-thirds of respondents said 'creating public space for events or markets' would be the best way of utilising this open space.



Bases: as labelled

Q9f. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on to create more open space in Boscombe Town Centre. 70 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the most prevalent theme which was 'Consumer'.

Green space (24 comments)

These respondents felt it was important for the Council to prioritise creating and maintaining green space. Below is a selection of these comments:

*"**Create more green spaces** to encourage community gardening."*

*"**We need a play park in this area**. I have to travel miles to find a good one. We don't have a good one in our area. I have two very active children and it would be nice to walk to one."*

*"**Public spaces which residents can garden in**, like a public allotment. Everyone can enjoy the space and certain areas are maintained by local residents."*

*"**Make sure any green space is policed** in order to prevent the type of activity seen in all the other green spaces already. Misuse is a problem."*

*"**Make sure your masterplanners have a green aim from the start**, there are loads of ways you could incorporate nature, sustainability, green corridors, trees etc in the planning."*

*"We also **need space for growing local food**, and for educating people in how to grow their own food."*

*"If new builds go up then **roof gardens should be considered**."*

*"If you plant trees, a lot should be fruit trees. **Access to plant-based foods are vital in low income areas**. Again, use my seeds and cuttings if you like!"*

*"**The high street itself could benefit massively from more greenery and outdoor seating** and possibly some water features to beautify the area more. Children's play spaces would be good as well as long as they dont impinge on adult recreational areas too much. **The town itself can always do with more trees and tree lined avenues** would increase the beauty of the area immeasurably."*

*"I would say **private gardens for residents** would be a priority any where else but not for this area."*

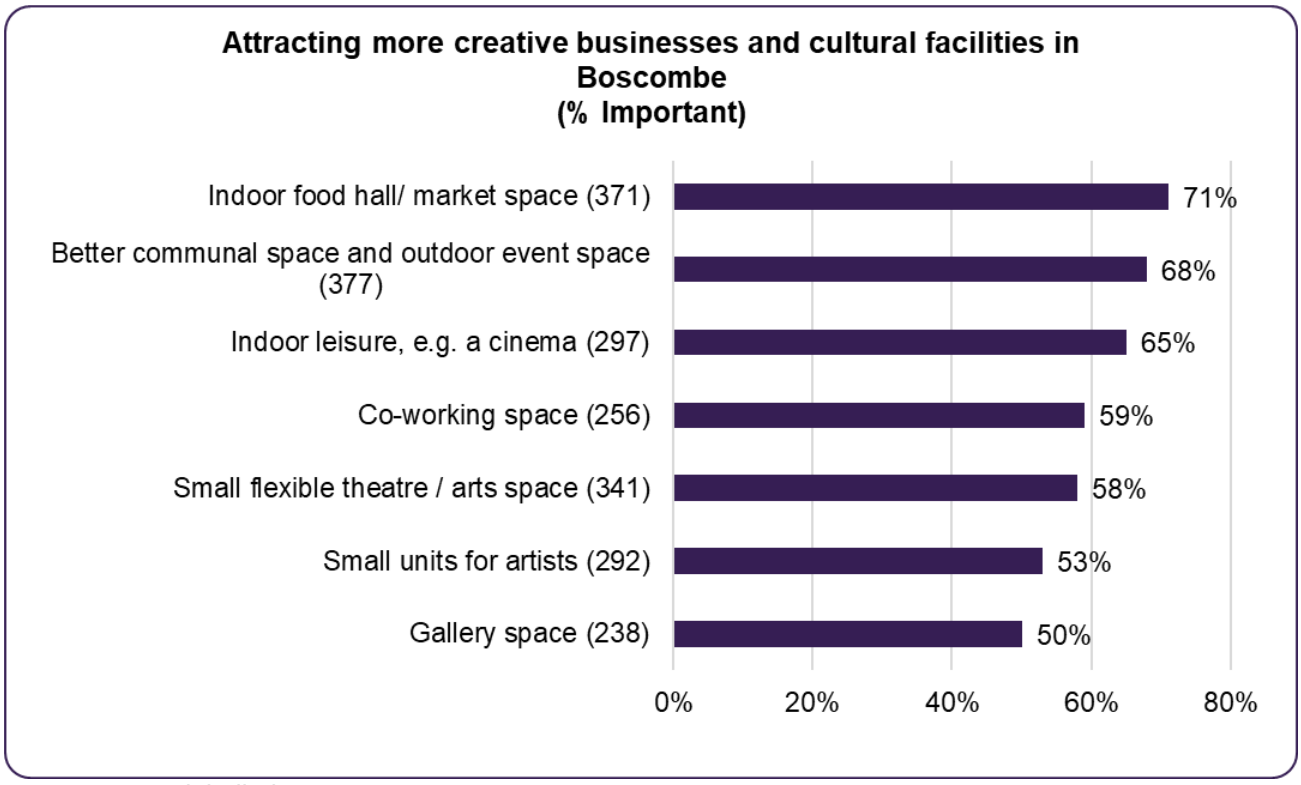
*"Space for **community engagement, green initiatives and wellbeing**."*

*I have young children and would not take them to Boscombe centre to play, I would go to the park or beach. **Green spaces for food growing and actual local sustainability and Community sufficiency needs to be a priority**. How much of the pot would be spent on redeveloping buildings and who would benefit from that money and contracts?"*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Q10. We want to attract more creative businesses and more cultural facilities in Boscombe. What do you think the priorities should be?

Most respondents felt the main priorities for attracting new businesses and cultural facilities to Boscombe were 'indoor food hall/market space' (71%), followed by 'better communal space and outdoor event space' (68%) and 'indoor leisure' (65%).



Bases: as labelled

Q10h. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on to attract more creative businesses and more cultural facilities in Boscombe. 80 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the most prevalent theme which was 'Make better use of existing facilities'.

Make better use of existing facilities (24 comments)

These respondents felt it was important for the Council to prioritise developing existing facilities to greater effect which would help to support the cultural aspirations of the community. Below is a selection of these comments:

*"Allow squatting of **empty/unused properties by organised groups** with a clear social services and business model."*

“You already have the wonderful Shelley Theatre which is fantastic. Another similar venue targetting a slightly younger audience might be good. Small is beautiful. Love live music in pubs but O2 has no appeal even if bands are good.”

“You have got a better communal working space, etc with the Old School House, just outside Boscombe precinct; within easy walking distance. Very smart but don't know how much the charges are. ***That should be developed, with 'starter fees' to encourage use by artists.*** *And also the old TJ Hughes building, empty for quite a time. Plenty of space there, 2 floors, with toilet facilities, to be developed.”*

“When I say cinema, I mean an ***art house cinema****, which is sadly lacking in this area of the country. We have enough cinemas showing the usual old stuff and the local population is sufficiently large and diverse that minority and foreign language films would find a ready audience.”*

*“****It would be great to use one of the large empty spaces****, the old TJ Huges for example as an indoor market. It it were designed to look integrated. Not several tatty stalls. If the traders that usually come outside were given an area indoors it would free up the pedestrian area for some outside seating. If a good market developed it could become a destination for people outside the local area. A theatre could be used as a cinema too. The Regent Centre in Christchurch does this well. We have the Shelley Theatre too which could be even more lovely with a bit of help. It would be good to have a small museum about the history of Boscombe. I would suggest putting it in the Royal Arcade. Perhaps if the upper floors cannot be used as flats this is the place for a Museum, Art gallery and studios. Artists could run courses. If some places could run evening courses this would get more footfall in the evenings.”*

*“****The large inside spaces that are currently standing empty could be easily utilised for an indoor food hall/market****. However, I think we could do with more leisure activities that do not involve drinking and eating but it needs to be affordable for everyone. We already have the fantastic arts space that is Shelley Theatre - this needs to be helped and promoted rather than setting up competition for it!”*

*“****We need to embrace and nurture what already exists*** *and help make the community more comfortable with accessing-Shelley Theatre is a hidden gem.”*

“Again ***lots of these things could be incorporated into a proper community centre****. The old centre had a small studio theatre. Community groups used to rent it at a very low rent. Put on themed community days for women’s day Earth Day et cetera.”*

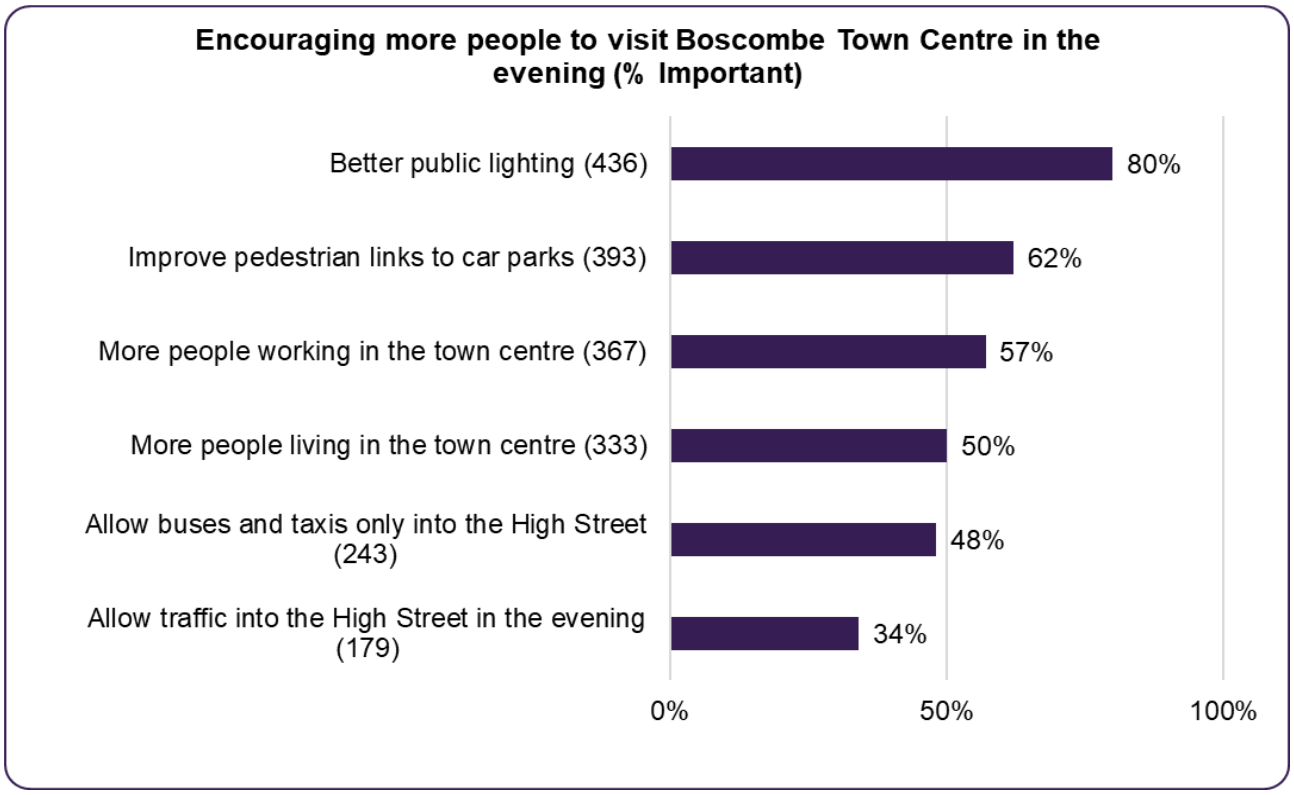
“Don't add a new cinema, Shelley Theatre already has one and that could be supported. I don't get the arts and creative spaces - focus should be on community space.”

*“****Many of these already exist****. There are 4 co-working spaces in the centre of Boscombe. Many creative businesses. Bournemouth has fasted growing Creative Tech in the country. Arts is a great area to focus money. If enabled and facilitated by the community.* ***Centrally orchestrated places don't work nearly as well as grass roots local****. Look at difference between Old School House and The Factory for example.”*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Q11. We want to encourage more people to visit Boscombe town centre in the evening. What do you think the priorities should be?

Most respondents said that prioritising 'better public lighting' (80%) would encourage people to visit Boscombe Town Centre in the evening. This was followed by 'improving pedestrian links to car parks' (62%) and encouraging 'more people to work in the town centre (57%). A third of respondents supported the proposal to 'allow traffic into the High Street in the evening' (34%).



Bases: as labelled

Q11g. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on to to encourage more people to visit Boscombe town centre in the evening. 145 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the four most prevalent themes which were 'Consumer', 'Travel/transport', 'Safety' and 'Anti-social behaviour'.

Consumer (40 comments)

These respondents felt it was important for the Council to prioritise improving the consumer offer as this would encourage more people to visit in the evening. Below is a selection of these comments:

*"Unless there is a Cinema, Gig or night club, **people won't come regularly**. Need to change the O2 into a multi function venue like the lighthouse in Poole."*

*"**More restaurants & cafes open** with green outdoor areas in evenings."*

*"More visible policing, making people feel safe, **restaurants and cafes that open into the evening, micro pubs serving good quality alcohol** NOT these massive pubs selling cheap booze to everyone."*

*"**People need a reason to visit in the eve**. How about a night market? Street food? Outside entertainment? Cafes open in eve."*

*"**You need to have things that attract people**. For example, there is a desperate need for some kind of coffee shop or ice cream parlour that is open in the evening. Also local craft shops. You see both of these EVERYWHERE on the continent in the evening. Not everyone wants to go to a restaurant or bar. Leisure facilities like a local theatre or arthouse cinema. The existing escape room is also a good evening venue."*

Travel/transport (34 comments)

These respondents felt it was important for the Council to prioritise improving travel/transport links to as this would encourage more people to visit in the evening. Below is a selection of these comments:

*"**Ban traffic**, better cycling and pedestrian facilities."*

*"**Not allowing traffic into high street in evening** as this would reduce ability to use space for activities to attract people in the evening."*

*"Here we go again: Do you want it to be people friendly or vehicle friendly: make up your mind. If you want people usage keep the vehicles out of the main areas but **enhance the parking facilities and make the connections more user friendly**, not the little alley ways that are there now. Make it feel more open to public use and definitely feel safer."*

*"I think **our town centres should be car free**, and if we're serious about this being a CLIMATE EMERGENCY, we should be encouraging active, low-carbon travel. So, car parks should only be on the periphery of the town centre, not in the middle of it, **with both pedestrian links to the shops and buses to the shops**."*

*"**Provide evening parking facilities** that people are not afraid to use - properly lit and staffed with security personnel/cameras etc."*

*"Rather than allowing any traffic into the High Street, **a well signed and convenient taxi rank should be made available** - mixing people and traffic in the evening is not a good idea. Better public lighting = atmospheric lighting not ordinary street lighting. More people working in the town centre means fewer residents to be disturbed by evening entertainment/events."*

Safety (31 comments)

These respondents felt it was important for the Council to prioritise improving safety by tackling crime and anti-social behaviour as these would encourage more people to visit in the evening. Below is a selection of these comments:

*"The area in the evening **is not a safe place to be**, people there, poor lighting and just not a very safe space."*

*"There is no doubt that the walk from car parks to the O2 for example would put me off attending a gig as **I wouldn't feel safe at night**."*

*"Better links to public transport (buses and trains). Mainly creating a space in which **businesses feel safe opening in the evenings without fear their customers will feel threatened** coming into town centre."*

*"Clean up the area and make people feel safe. It is all about perception. **If an area is perceived to be unsafe people will not go there in the evenings**. If people do not go there the area looks deserted which makes people feel unsafe. A police car parked on the corner is not the answer because it makes people think it is just waiting for trouble. More people living in the centre could help - but only if the accommodation is decent enough to attract working people rather than allowing more small sub standard conversions into HMOs and bed sits."*

*"Safety, safety safety - too many drunks, druggies at the moment. It has the potential to be a great place with some interesting bars and restaurants. **Address the safety issue and encourage the successful local small businesses - Urban Guild, Boscanova, Social Grill, Chaplins - to be the heart of encouraging people**. Need to make Boscombe an evening destination want to visit because there are reasons to do so."*

Anti-social behaviour (27 comments)

These respondents felt it was important for the Council to prioritise tackling anti-social behaviour as this would encourage more people to visit in the evening. Below is a selection of these comments:

*"Something to do!! I'm afraid the only reason to visit Boscombe in the evening at the moment is to buy / sell / take drugs or to get a takeaway. **There needs to be better restaurants and bars and a more pleasant environment**. Reduce crime and ASB, most normal people are scared to walk into Boscombe at night."*

*"The area needs to be made to feel safe & welcoming to residents, visitors & especially families without the previous negative reputation that Boscombe has so long held, sadly for good reason. **The removal of littering, graffiti & anti social behaviour should be a top priority**."*

*"**Tackling anti-social behaviour in the evening should be a priority** so that people feel more safe in Boscombe at night. Unfortunately many people would regard Boscombe as a no go area in the evening."*

*"Are you kidding!? Going into Boscombe in the evening!? **If you can rid Boscombe of drinkers, drug users & dealers, aggressive homeless/beggars, then I might be interested**. If not, there would be no way I'd go to Boscombe in the evening. Even if you offered free drinks and entertainment, I'd still not go!!"*

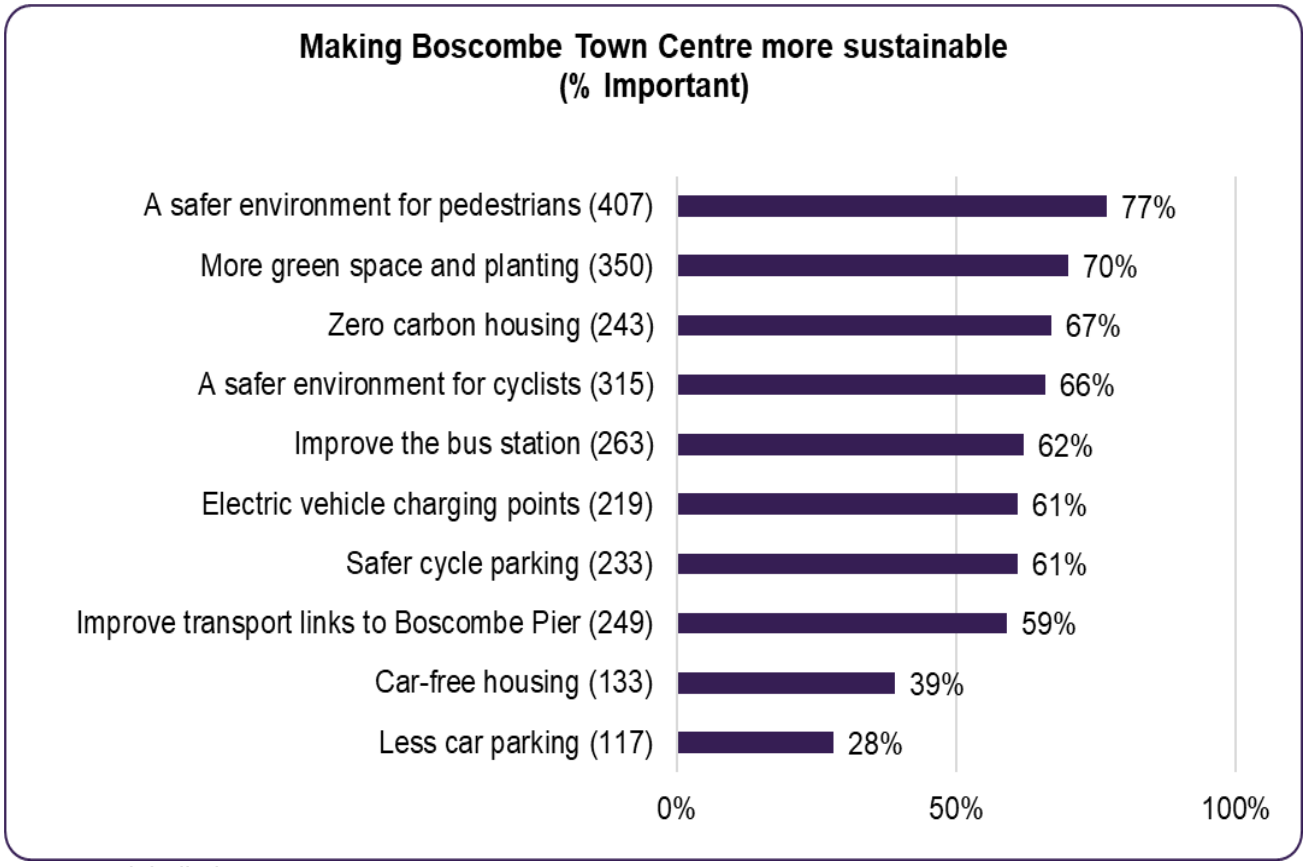
*"Boscombe in the evening lol, dirty and litter strewn and drug dealing and alcohol fuelled gangs of youths. You go and get entertained and all **us older residents will continue to stay locked in as we have been doing for years**!"*

*"**You cannot ignore the social problem**. Boscombe needs to stop being the focus of drug and alcohol... No one wants to do business in a challenging environment that is full of difficult people, it's too risky."*

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

Q12. We want to make Boscombe Town Centre more sustainable. What do you think the priorities should be?

Almost four-fifths of respondents said that 'a safer environment for pedestrians' (77%) was important in making Boscombe Town Centre more sustainable. Followed by 'more green space and planting' (70%), 'zero carbon housing' (67%) and 'a safer envionment for cyclists' (66%).



Bases: as labelled

Q12k. If you think we should focus on any other priorities, please state them.

Respondents were asked if there were any other priorities that we should focus on to make Boscombe town centre more sustainable. 83 respondents provided comments which have been coded into themes to make the them easier to interpret.

For the purposes of this report, we will focus on the two most prevalent themes which were 'Public transport' and 'Parking'.

Public transport (12 comments)

These respondents felt it was important for the Council to prioritise improving public transport in order to make Boscombe town centre more sustainable. Below is a selection of these comments:

"Improved link with Pokesdown station - maybe a free (electric) shuttle bus. People from Christchurch and Poole, for example, could then easily visit Boscombe by train. ***Combined with a shuttle to / from the pier and gardens would make the whole area easily accessible****."*

"More green space & planting. Improve the bus station to make it feel welcoming & safe. ***Improved for pedestrians, improve links to the pier, electric charging points, safer bike parks****."*

"Improve Pokesdown/Boscombe train station and it's links to the Boscombe town centre. ***Improve the environment of the pedestrian journey*** *from Boscombe town centre to Boscombe Pier."*

*"****Reduce cars*** *along the Christchurch Road by diverting them to the back of the shops along Hawkwood Road.* ***Have more safe cycle paths****.* ***Change one of the bus routes*** *that go to Southbourne so that it goes down Hawkwood Road and turns right and along Wentworth Avenue."*

*"****Better use*** *of buses, electric/hybrid taxis for access to the town centre."*

Parking (10 comments)

These respondents felt it was important for the Council to prioritise improving parking in order to make Boscombe town centre more sustainable. Below is a selection of these comments:

"There is already a resident parking problem in and around Boscombe because of HMOs. ***Building more housing with no parking space*** *will only bring more difficulty to residents."*

*"****More easily accessible parking*** *reserved for Blue Badge holders & active enforcement."*

"Reduce the number of car parks & not provide new homes with parking will only push residents to park on other roads. The other roads are already full to the brim.

Many properties in the area have no off road parking & households have 1 or more cars especially when kids grow up & have to continue living with their parents. ***To help reduce the reliance on personal cars, make the public transport a lot cheaper, more reliable, safer & offer more routes****. Even then not everyone lives & works on a bus route. Open up Boscombe Train Station. Bournemouth Station is a bus journey away, so the trip gets expensive."*

"If you reduce parking spaces then people will just park badly on residential streets. ***You need to make it easier and cheaper to use other options first****!!!"*

"I believe we need to encourage cars, not discourage them. It won't be long until they are all electric and self-driving. BCP's ongoing and self-defeating use of ever higher parking fees, dissuades people including myself from coming to Boscombe, especially if just popping in for groceries. ***Parking should be beautiful, safe and free, such that it positively encourages people to visit Boscombe. It should also benefit local businesses if cars can park nearer to shops with large, heavy goods****. I'd also encourage some better quality food supermarkets, such as M&S, Morrisons and have a compulsory mix of different business types, to include DIY shops, book shops. I'd remove all but a couple of the tawdry betting and vaping shops, which do nothing to create a positive, vibrant community. I'd also invest in restoring the frontages of the shops to how they used to be before the fronts were ripped off and tatty plastic with neon signs were installed. An excellent example is the Kho Thai."*

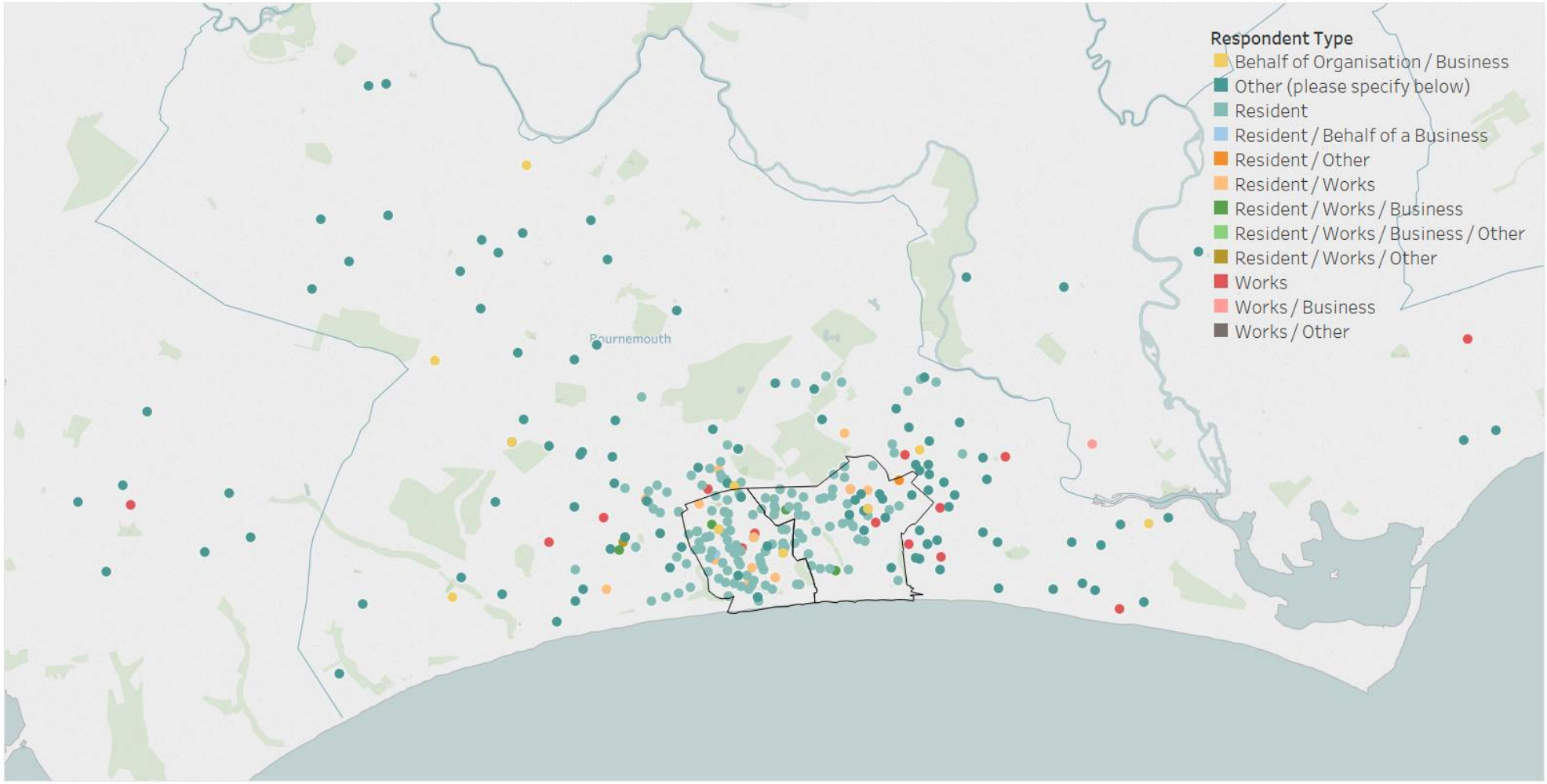
Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Insight Team.

6. Appendix 1 – Respondent Profile

Group	Breakdown	Number of respondents
Gender	Male	231
	Female	289
	Prefer not to say	20
Age	Under 25 years	7
	25 - 34 years	48
	35 - 44 years	93
	45 - 54 years	136
	55+ years	225
	Prefer not to say	32
Disability	Yes	76
	No	435
	Prefer not to say	26
Ethnicity	White British	443
	White Other	48
	BME	5
	Other ethnic group	3
	Prefer not to say	42
Religion	No religion	233
	Christian	220
	Other religion	14
	Prefer not to say	64
Sexual Orientation	Heterosexual	427
	All other sexual orientations	41
	Prefer not to say	69
Transgender	Yes	1
	No	484
	Prefer not to say	36
Respondent Type	Someone who lives in Boscombe	288
	Someone who works in Boscombe	80
	Business or organisation	28
	Other	191

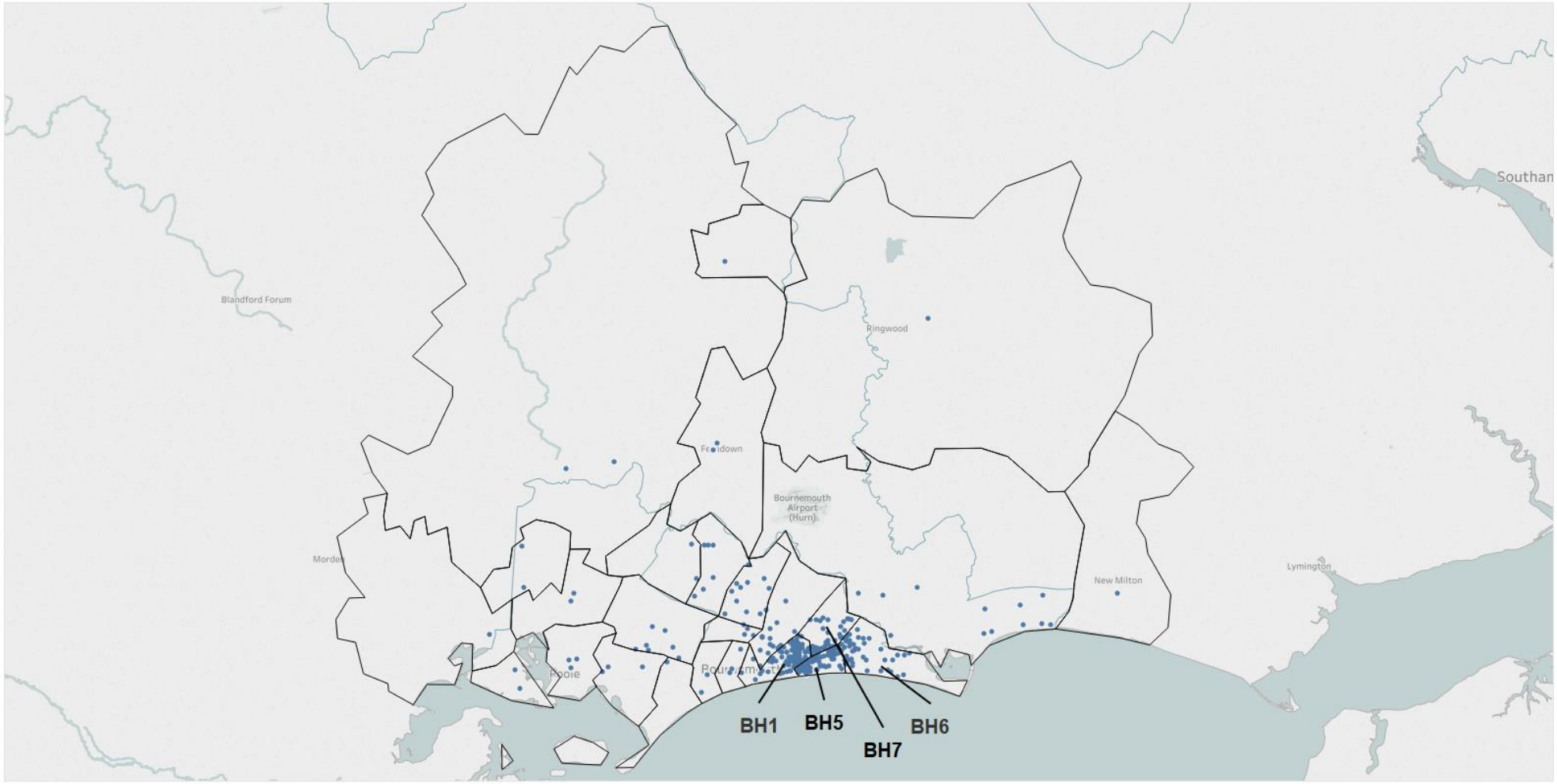
7. Appendix 2 – Map of Respondent Types

288 respondents live in Boscombe, 80 respondents work in Boscombe, 28 were businesses or an organisation, and 191 were other respondents.



8. Appendix 3 – Map of Respondent Postcodes by Area

324 respondents were from Bournemouth, 19 were from Poole and 13 from Christchurch. 139 postcodes that were entered incorrectly, incomplete or were outside the BH postcode area are not shown.



BOURNEMOUTH TOWNS FUND (BOSCOMBE PROJECTS) PHASE ONE CONSULTATION REPORT

July 2022

Executive Summary

BCP Council has secured almost £22million as part of the 'Town Deal' to turbo charge ambitious regeneration plans for Boscombe, creating opportunities for residents and businesses alike, whilst protecting the town's unique heritage and character.



Consultation open for 4 weeks from 13 June to 10 July 2022



504 survey responses, 72% from residents of the Towns Fund area

Survey Results

Community Centre

- When asked to rank a range of services in the proposed community centre in order of importance, around half of respondents (49%) placed supports groups and training & education in the top three.

Homes

- 65% of respondents said that we had got the mix of unit sizes about right.
    - Of those that thought the mix wasn't right, most wanted to see bigger homes
- 78% of respondents thought that more parking spaces should be provided for homes

Gardens

- Children's play equipment and growing space for plants were the two highest-ranked features for Hawkwood Gardens
- More than three quarters of respondents (78%) strongly agreed that preventing crime and anti-social behaviour should be a consideration in the design of the gardens
- 71% of respondents agreed that the park should be locked at night

Retention of part of Hawkwood Road car park

- 69% of respondents agreed that the proposals are an appropriate use of the site while around one in five (19%) disagreed

- 35% of respondents said that the reduction in car parking spaces would have no impact on them

Phase One Masterplan for Boscombe Town Centre: other comments

While a number of respondents were positive about the proposed changes within the phase one masterplan for Boscombe Town Centre, there were others who were cautious about the benefits it would bring and expressed a variety of views with regards to the various elements of the plan. A number of respondents commented that the council needs to address antisocial concerns within the town before any other developments are created. The council needs to address homelessness, alcohol and drug related issues as well as theft within the town.

Furthermore, respondents commented that regeneration of Boscombe high street should be central to any plans. Existing shops should be used before further retail spaces are created, while a range of retailers should be encouraged into the existing spaces.

Respondents also expressed concern at the reduction in the car parking. Respondents felt that new homes would require more parking rather than less, while impacting on the current resident's ability to park on-street. The reduction in parking would also dissuade people from visiting and using the local shops.

A number of comments were received relating to the proposed new homes. While respondents were concerned with the housing being built on existing car parks, respondents also questioned the composition of housing types. Responses were mixed in terms of whether homes should cater for families with their own private outdoor space, or whether there should be more affordable or social housing included. Housing needs to compliment the architecture of the existing and surrounding buildings.

Plans also need to ensure that there are sufficient green spaces with trees and planting, making the area more attractive.

Pokesdown Plaza

Majority of respondents agree that enough priority is given to pedestrians (72%) and cyclists (69%).

Pokesdown Plaza – suggestions

There were 113 comments relating to the road layout outside Pokesdown Station. 64 respondents commented that the roads should not be narrowed. While respondents also felt that plans should not prioritise cyclists, some felt that it was important to make changes to increase safety for cyclist and pedestrians. However, any changes and installation of cycle lanes should ensure that both cyclists and pedestrians are protected, with cycle lanes that are segregated from other users and that do not filter back into traffic.

Respondents also felt that Pokesdown Station needed development and cleaning. It is important to instal a lift for disability access. Security measures need to be installed so that passengers and those using the local area feel safe. A suitable drop-off area is also required within the plans. Pokesdown Green and surrounding areas also need to be developed, kept clean and tidy, as well as encouraging retailers to make use of the shop spaces nearby.

New bus service

- 44% of respondents said that they were likely to use the new bus service.
    - 56% said that they would use it to get to the beach
    - 33% would use it to visit the shops
    - 33% would use it to link to train services at Pokesdown

Christchurch Road Active Travel

- 65% of respondents supported proposals for more pedestrian crossings and 64% supported a continuous cycle lane
- Majority of respondents supported most proposals
- The least supported proposal was for a reduction in on-street car parking which was supported by 42% and opposed by 38% of respondents

Ashley Road pedestrian improvements

- 71% of respondents agreed that improvements to pedestrian facilities on Ashley Road are needed and 15% disagreed
- 59% agreed with prioritising pedestrians rather than bicycles and a quarter (26%) disagreed

Woodland Walk

- 55% of respondents said that the proposals would make them more likely to travel through Woodland Walk on foot
- 43% said that they would be more likely to cycle through Woodland Walk
- Better lighting (73%) and CCTV (56%) would make people more likely to use the space

Small scale cycling schemes

While a number of respondents were in support generally for the suggested small scale cycling improvements, there were also others who did not think that they should be done, there is too much emphasis on cycling and the number of existing and potential cyclists do not warrant their provision.

Respondents were particularly opposed to the introduction of cycle contra-flows as they were felt to be unsafe and narrowed the road for other users. In addition, respondents commented on allowing cyclists to travel the wrong way down one-way systems due to safety concerns. Respondents also suggested that there needs to be more cycle lanes provided in the local area that are segregated from both cars and pedestrians, while also being continuous and connected throughout the local area.

Respondents also commented about the plans for on-street parking. Cars need to be prevented from blocking cycle lanes and that there needs to be proper enforcement of restrictions.

The provision of cycle storage was also seen as much needed, with more storage facilities suggested in addition to the ones proposed in the plans.

Transport plans: other comments

A number of respondents commented on the proposed changes to Woodland Walk, with the majority of these being opposed to the changes and that it needs to be kept as it is. Trees should not be cut back, play facilities were not wanted, public art and sculptures were unnecessary and cyclists and scooters should not be allowed to use it. If any changes were to be made, then the council only need to instal better lighting and security measures such as CCTV.

Respondents commented on cycle schemes and active travel. While a number of respondents commented that they were supportive of them and provided suggestions on how they should be implemented, a number of respondents also commented that there was too much emphasis on them and cyclists were given too much priority over other road users and forms of transport.

Respondents felt that there needs to be more and extended bus routes within the local area, with better links to main transport hubs and destinations. However, travel via public transport needs to be cheaper to encourage more use and that the various providers in the area need to work in a joined-up approach with tickets that cover different networks.

Respondents also commented on the proposals for Ashley Road, Pokesdown Plaza, housing, open spaces as well as the need to tackle antisocial behaviour in the local area.

Prioritising transport projects

- Pokesdown Plaza and Woodland Walk both saw more than half of respondents (54%) rank them in the top three places
- Small scale cycling improvements were the lowest priority (38% in top 3)

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1 Introduction and background

1.1 Background

The Towns Fund is a funding scheme launched by the Government for towns to improve their economy. Bournemouth has secured almost £22million as part of the 'Town Deal' to turbo charge ambitious regeneration plans for Boscombe, creating opportunities for residents and businesses alike, whilst protecting the town's unique heritage and character.

This work is being facilitated by the council, with overall direction provided by the Strategic Towns Fund Board, a cross section of private and public sector partners as well as community representatives who are keen to see Boscombe grow and thrive. This is regeneration led by the community, for the community and the next steps in the project are influenced by what they tell us is important.

A key part of our next steps is to deliver phase one of the masterplan for Boscombe town centre, where we propose to put in place a new green space, wider walkway to the precinct, a new community centre and new homes.

The projects associated with phase one of the Masterplan include:

- A new community centre, to include a cafe and a roof top garden.
- Around 84 new homes of varying types and sizes with a large proportion of family homes, including affordable homes.
- Hawkwood Gardens - a new park in the heart of Boscombe with a new play area and gardens for all visitors and residents to use, relax and socialise.
- A new walkway between Christchurch Road and Hawkwood Road, and we envisage that this will open up space for retail kiosks and outside seating, enhancing a thriving cafe culture.
- A medical centre.

Part of the Hawkwood Road main car park will be retained and we intend to make minor changes to Hawkwood Road to accommodate a new pedestrian crossing, loading bay for the community centre and a bus stop for a new bus route planned between Pokesdown Station and Boscombe Pier.

The proposals also include six transport schemes to improve connectivity between the revitalised town centre, Pokesdown railway station and the seafront, creating a connected and vibrant area.

1.2 Methodology



The consultation was open for 4 weeks from 13 June – 10 July 2022. Information was provided online via the Engagement HQ portal and in an exhibition at the Towns Fund office in Boscombe Town Centre. The consultation survey was conducted primarily online using Snap Surveys and help was available at the Towns Fund office for anyone that was unable to respond online.



504 responses were received. Seven out of ten respondents (72%) were residents of the Towns Fund area, a quarter (26%) were responding as individuals living elsewhere and 2% were businesses or organisations.

Throughout this report, respondents who answered 'don't know' to any particular questions have been excluded from the analysis of that question. This means that the percentages shown are of those who expressed an opinion on that question.

All percentages have been rounded to the nearest whole number. Consequently, some results may not add to 100%. For some questions, respondents were able to give more than one answer to a question which again means that the results will add to more than 100%. Where this is the case, this will be mentioned in the text.

All of the quantitative questions were cross-tabulated against the personal characteristics information collected in the About You section of the survey, to test for any differences of opinion between different groups of respondents. Some groups are quite small in number (see Respondent Profile) which can lead to less reliable results. Groups of fewer than 10 respondents are not reported and those with fewer than 30 should be treated with caution. All cross-tabulations are tested for statistical significant and only significant differences are highlighted in the report.

Qualitative (text) responses were exported into Excel and coded into categories. Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. Importantly, however, given the nature of the data, this does not provide an indication of significance or salience in relation to the question asked.

1.3 Communications

An active programme of communications took place throughout the consultation period.

1.3.1 Newsletters

During **week 1** the consultation was included in the council's main News email, as well as in Boscombe News and Our Week (BCP staff email)

The reach and response was very good, with 346 email newsletter recipients clicking on to the consultation page, and 281 viewed the consultation video.

During **week 2** the consultation was again featured in the council's News email; 152 people clicked on the video, 44 read the news release and 30 visited the consultation page

During **week 3** the consultation featured in the Business News email newsletter, which was opened by 3,373 recipients. 65 watched the video and 65 visited the consultation page.

Week 4 again saw the project featured in the News email. 92 readers watched the video and 60 visited the consultation page. The project also featured in the Boscombe Community News email, with 117 viewing the video and 78 clicking on the consultation.

1.3.2 Social Media

The consultation was promoted on the council's Facebook and Twitter accounts. During **week 1** the social media pages had a very large reach, with a total reach of 15,613 across our own platforms, with 648 engagements and 48 comments.

During **week 2** the consultation was again promoted on Twitter and on the Boscombe Regeneration Facebook page. The Twitter post had 824 impressions and the two Facebook posts had a reach of 247 and 522.

Week 3 saw two Facebook posts, one on the BCP Council page and one on the Boscombe Regeneration page. The first had a reach of 14,577 with 600 engaged users and 126 clicks. The latter had a reach of 346 with 17 engaged users and 8 clicks.

Week 4 saw the council's facebook post, which focused on Hawkwood Gardens, receive a total reach of **1608**, with **1343** engagements, **417** clicks and **50** comments. Three posts were published on the Boscombe Regeneration Facebook page during **week 4.**

- Thursday 7 July focused on the proposed community centre and had a reach of 1608 with 110 engaged users, and 45 consultation page link clicks.
- Saturday 9 July featured the new walkway and had a reach of 2665, 255 engaged users and 83 clicks to the consultation page, with 8 comments.
- Sunday 10 July was a "last chance to complete survey" and featured the new homes proposals. It had a reach of 475, 37 engaged users and 14 click throughs to the consultation page.

The consultation was also posted on Twitter on 8 July, with 1,049 impressions, 25 engagements and 12 clicks through to the consultation page.

1.3.3 External media

Following the launch of the consultation, Bournemouth Echo, BBC South, Wave FM, Sportings News and Yahoo News all published / broadcast positive stories on **14 June**.

There was also positive news coverage from Bournemouth Echo towards the end of the consultation, reminding readers it is their last chance to have their say before the consultation closes. Published on **9 July**.

1.3.4 Consultation page

All of the communications output referred prospective respondents to the project's Engagement HQ (EHQ) page. This page hosted all of the information content relating to the consultation, including a promotional video, artists impressions, exhibition boards, FAQs and information documents as well as a link to the consultation survey.

- 1,685 visitors viewed at least one page
- 559 visitors viewed a video, viewed a photo, downloaded a document, visited the FAQ pages or linked to the survey.

No additional EHQ tools were used to collect information.

2 Masterplan (Phase One)

Phase One of the Masterplan is centred on Hawkwood Road, Boscombe and proposals include:

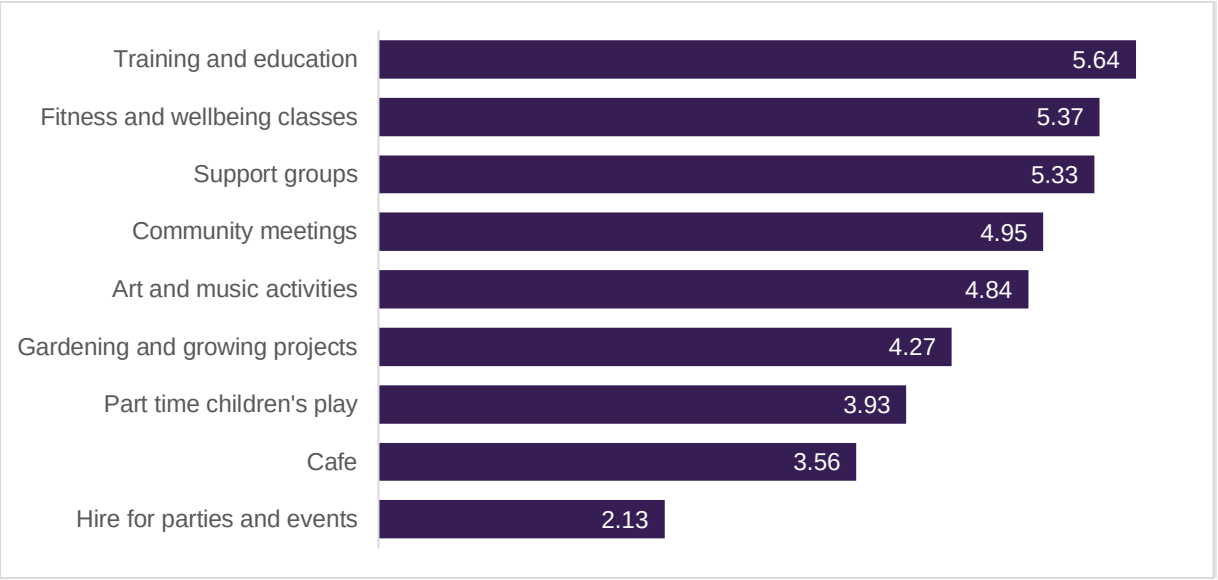
- New community centre
- Around 84 new homes
- A small park - Hawkwood Gardens
- New walkway between Christchurch Road and Hawkwood Road with retail kiosks and outside seating
- A new medical centre
- Retention of 75 parking spaces on Hawkwood Road car park
- Minor changes to Hawkwood Road to accommodate a new pedestrian crossing, loading bay for the community centre and a bus stop for a new bus route planned between Pokesdown Station and Boscombe Pier (see transport projects for more details of the proposed new bus route).

2.1 Community Centre

Respondents were presented with a list of nine suggested uses for the community centre and were asked to rank them in order of importance. Respondents were asked to leave out any suggestions that they consider should not be included at all. In analysing the responses for this question, respondents who had not ranked any of the suggestions were filtered out as they were deemed to have not answered the question.

The chart below shows the average (mean) score for each of the options, where those ranked in first place were given a score of nine, through to a score of one for last place and zero for no reply.

Figure 1: Average (mean) score for each of the suggested uses for the Community Centre



Base: 395 respondents

Respondents were asked if there were other services or activities that should be offered in the community centre. There were 118 comments posted here. While a few of these were general comments or were about other aspects of the Masterplan, most were valid suggestions.

The most common suggestion, made by 24 respondents, was an advice hub which could cover BCP Council services, councillor / MP surgeries, job seeker support or legal / financial advice such as that offered by the Citizens' Advice Bureau.

Thirteen respondents suggested services for children and/or young people, from toddler groups to youth clubs.

Health services were suggested by eleven respondents. Most mentioned mental health support, though other suggested GP services and outpatient services.

Ten respondents suggested social or entertainment activities, most commonly a cinema although live music, multicultural events and coffee mornings were also included.

Seven respondents suggested that the police could have a presence in the building to provide a contact point with the community.

Other suggestions were the subject of five or fewer comments. These include services and support for the homeless (5 comments), food bank or community fridge / larder (5 comments), IT facilities including workspaces (4 comments), talks and workshops (4 comments), repair shop / tool library / swap shop (4 comments), services for elderly and / or disabled (4 comments), environmental / sustainability projects and information (3 comments), gym / swimming pool (3 comments), art and

creative activities (3 comments) and fourteen other suggestions that could not be categorised.

2.2 Homes

The Masterplan outlined proposals for homes to be built on part of the main Hawkwood Road car park.

In our 2020 consultation, respondents told us that Boscombe needed more family homes, affordable homes to buy or rent, low or zero carbon housing, homes with private outdoor space, mixed communities of families, older people and single people and homes with their own parking space. We have listened to those views and incorporated as many of these features as possible into the proposed housing.

The plans for the new homes have the following aims:

- All homes to meet the national minimum standards (larger than many homes recently built in the area)

- Majority of homes to have access to a balcony / shared garden / own small garden

- Around 10% are accessible for people with disabilities (life-time home)

- At least 20% comprise affordable housing

- All homes to be sustainable. To be well insulated, with solar panels and very efficient heating such as air source heat pumps (no gas boilers)

- One secure cycle storage space for each bedroom

We are planning a mix of flats and maisonettes (over two floors) with the following number of bedrooms:

17 x 1 bedroom

27 x 2 bedroom

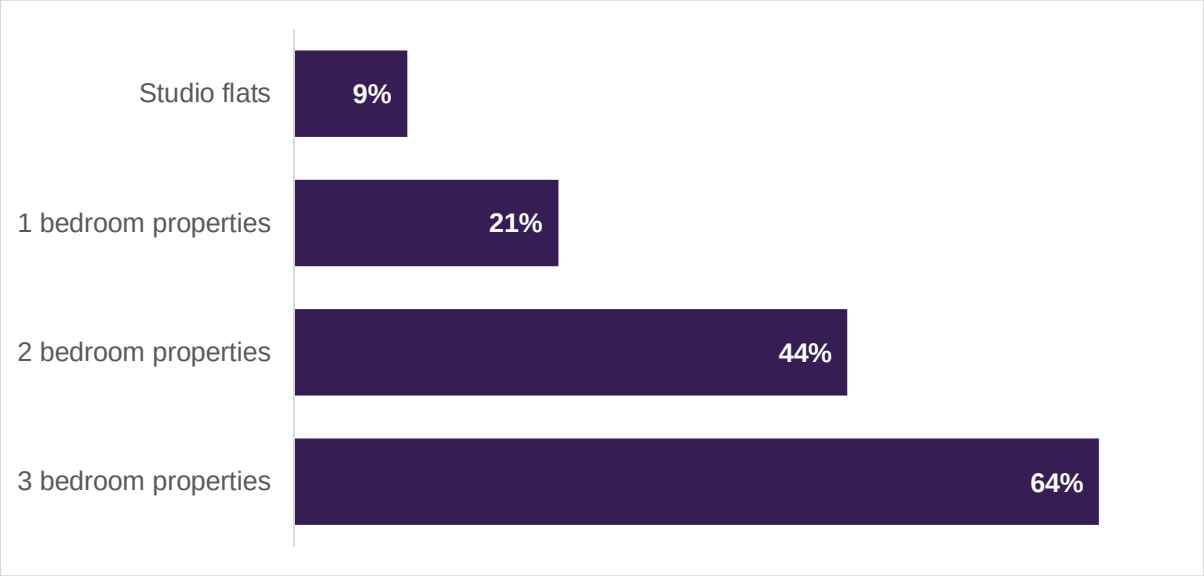
40 x 3 bedroom

The survey first of all asked if respondents thought that the proposed mix of unit sizes was about right. Almost two thirds of respondents (65%) said yes and just over a third (35%) said no.

Respondents aged 45-54 were more likely than all other age groups to say no. There were no other significant differences between equalities groups.

Respondents who said that the mix was not right were asked what size of home they thought there should be more of. Larger properties were the most likely choice. (Note that respondents could give more than one answer to this question)

Figure 2: What type of homes would you like to see more of?



Base:111 respondents

Respondents who said that more studio or one bedroom properties were needed told us that there is high demand for smaller properties from single people, couples and smaller families.

"Good quality affordable single bedroom housing is needed to support people starting up and to encourage family home dwellers to downsize as their family commitments reduce thus providing a cycle of accommodation in the area"

"People who need or choose to live alone often either have to stay in a House of multiple occupancy, which can be a disruptive environment making it difficult to develop and participate in community activities. There are some studio flats available, however particularly as working from home has increased this lack of separation is unhelpful to wellbeing."

"There's a huge shortage of every type of property in the area, but ,2-3 bed flats are generally taken care of in private builds."

"I think people looking for 3 bed properties will want more garden space available to them."

"I suppose you're trying to encourage more families but I think 1 and 2 bedroom properties are more needed and likely to sell in Boscombe."

A much greater number of respondents felt that larger properties (2 or 3 bedrooms) were needed. Many felt that there were already too many smaller properties in the area and that many of these had been converted from family homes. Some felt that encouraging more families to live in the area would create a better community mix.



"There is already a proliferation of 1 bedroom properties across Boscombe and Pokesdown. We need more family accommodation ie 2 and 3 bedroom!"

"Many places that were originally houses have been turned into flats making it hard for families to find places to live. I think families need more than two bedrooms."

"We need more family homes and less bedsits and flats in this area. Families bring stability to an area"

There were some concerns raised that the larger properties could end up being bought by landlords and let as flat shares or holiday rentals rather than providing family accommodation. Some respondents also felt that 3 bed flats / maisonettes were not appropriate for families, who need houses with gardens and parking.



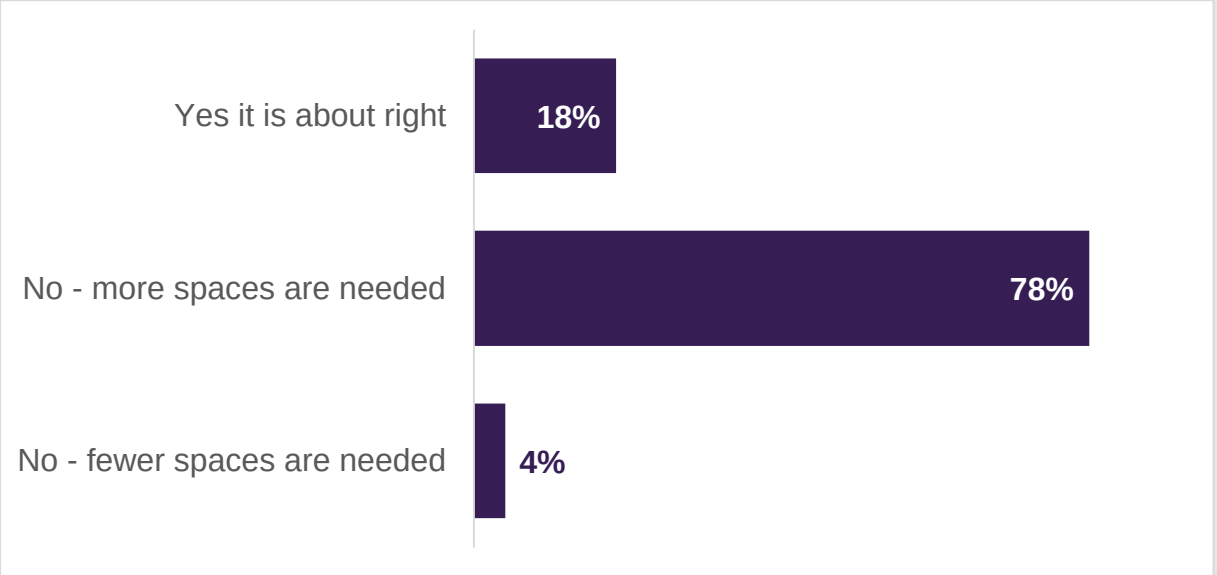
"more properties are needed to support/encourage young families to the area. ***the properties need to discourage subletting as bedsits or holiday rentals****. I don't think this meets the wishes from the original neighbourhood plan that voted for minimum number of single bed or studio flats. specifically encourage more family houses rather than flats."*

*"****Boscombe needs affordable family houses, not more flats, as children will not thrive living in densely populated blocks of flats.*** *It's becoming almost impossible for families to make the jump from a flat to a house, especially when you consider a 2 bed house in Springbourne is now £300k, whilst a 5 bed house south of Christchurch Road can be approaching a million.* ***The plans that are being presented are a lost opportunity to readdress the balance - please provide houses not flats.****"*

"We need more families to have adequate living space. Allowing 1 bed and small spaces is making the prices inflate. I'm a developer and we only try to build larger spaces for families, the more you slice things up the more expensive the larger homes become and it's not fair on the lower earning families. Homes today do not have space to allow adequate airflow for the amount of people living in the space. It just leads to bigger health & mental health issues."

The plans propose 32 parking spaces allocated for residents in the new homes. Planning guidance does not require any parking provision for town centre developments such as these and the inclusion of some parking spaces is in response to comments from the 2020 consultation. Respondents were asked if they thought the amount of parking provision was right. More than three quarters (78%) thought that more spaces were needed.

Figure 3: Do you think the proposed parking provision is about right?



Base: 436 respondents

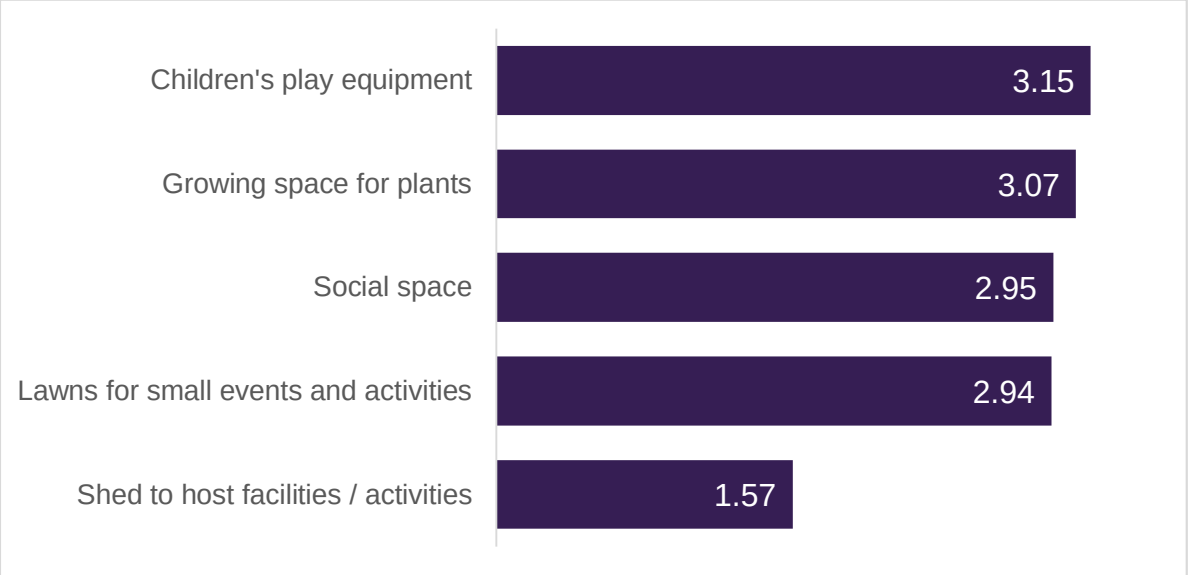
Respondents aged under 35 were more likely to say that the proposed parking provision is about right (30%). There were no other significant differences between any equality groups.

2.3 Hawkwood Gardens

In our 2020 consultation, two thirds of respondents told us that green open space should be included in the Masterplan. We propose to include a small park space on part of the car park on Hawkwood Road, close to the new housing and community centre, for use by new and existing residents.

Respondents were asked rank the most important features (from a list) that the park should contain. The suggested features were given a score of five if ranked in first place through to one for fifth place and zero if they were left out. Respondents who did not rank any of the suggestions were deemed to have skipped the question and removed from the results.

Figure 4: Which of the following do you think are the most important features that the park should contain?



Base: 406 respondents

There was a good level of support for four of the five suggestions, with children's play equipment having the highest score. There was least support for a shed to host facilities or activities such as a café or men's shed project.

Crime and anti-social behaviour is a concern for many residents of Boscombe. Respondents were asked to what extent they agree or disagree that preventing crime and anti-social behaviour should be a consideration in the design of the gardens. More than three quarters of respondents (78%) strongly agreed.

Respondents aged 65-74 were the most likely to strongly agree (86%), particularly compared to those aged 45-54 (71%) and 35-44 (72%). There were no other significant differences between equalities groups.

Seven out of ten respondents (71%) said that they thought the park should be locked at night. Those aged 35-44 were much less likely to say that the park should be locked (57%). There were no other significant differences between different groups of respondents.

2.4 Retention of part of Hawkwood Road car park

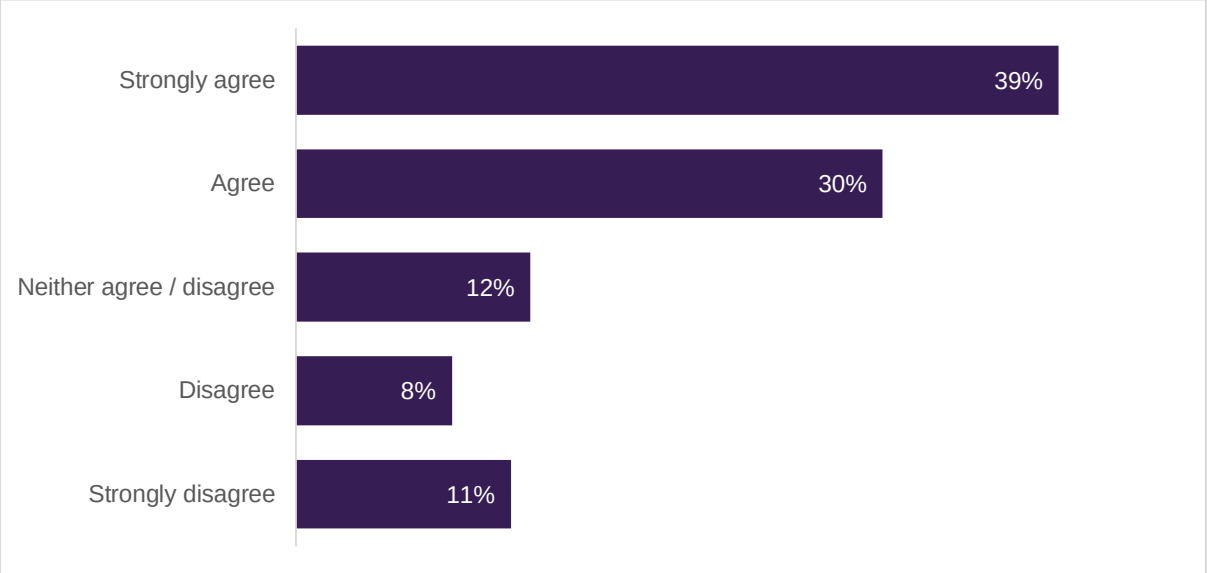
Our 2020 consultation showed that more than half of respondents believed that quality homes, green space and a community hub should be priorities, whereas around a third thought that parking was important.

Since then we have carried out studies that show that even on the busiest days there are only around 500 parking spaces in use in Boscombe out of a total of 1200 available spaces. Boscombe has considerably more parking spaces than

comparable towns in the conurbation (such as Winton and Westbourne) and is easily accessed by public transport.

In order to deliver the homes, green space and community hub that our previous survey said were priorities, we need to build on some of Boscombe's underused car parks. We also understand that parking is important to some people, so we plan to retain 75 spaces on this site. We asked respondents to what extent they agree that the proposed development is an appropriate use of Hawkwood Road car park.

Figure 5: To what extent do you agree / disagree that creating homes and a park for the community is an appropriate use for the rest of Hawkwood Road main car park?



Base: 480 respondents

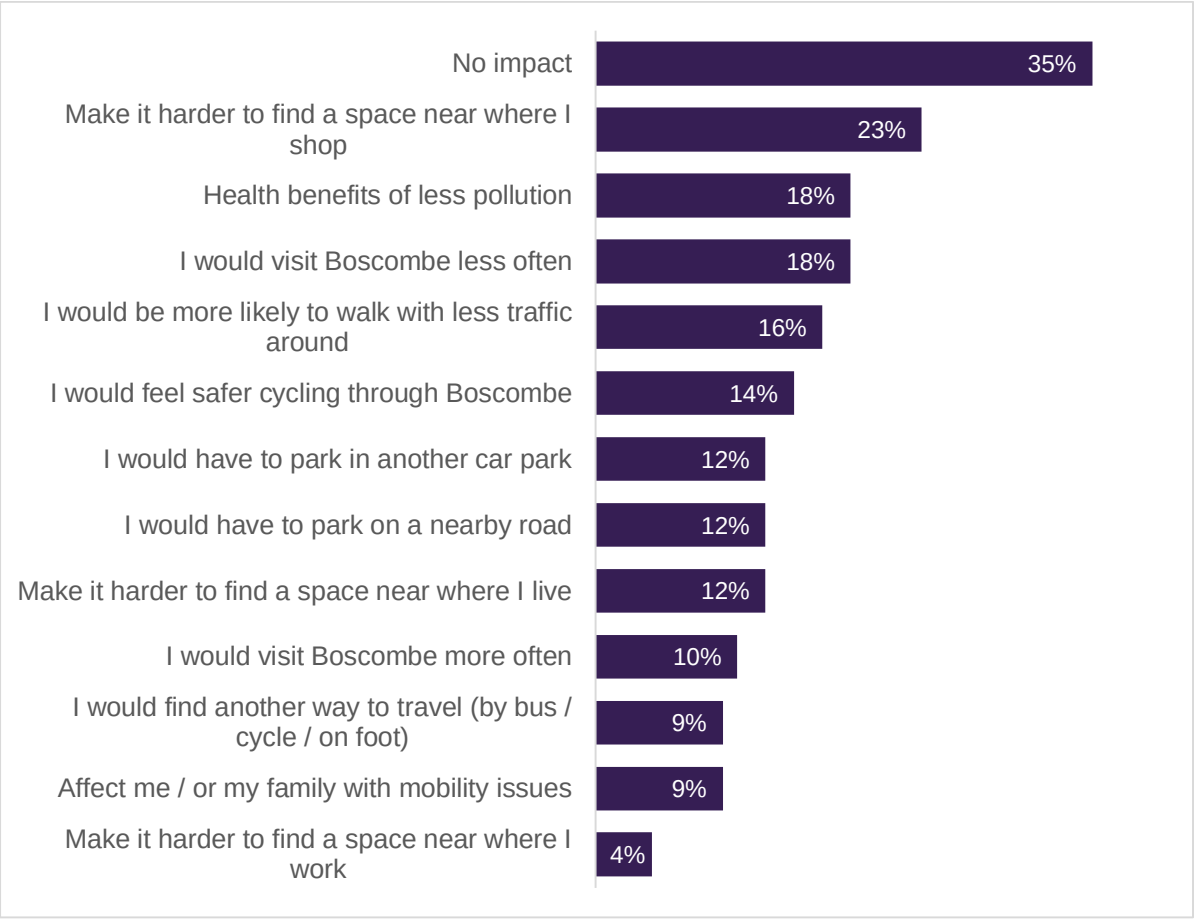
Around seven in ten respondents (69%) agreed that the proposals are an appropriate use of the site while around one in five (19%) disagreed.

Respondents aged under 35 were more likely to agree (85%) than most other age groups.

Respondents limited by a disability are more likely to disagree than those without. Three in ten (31%) of those limited a lot by disability and a quarter (24%) of those limited a little disagreed compared to 14% of those with no disability.

Respondents were next asked what impact the reduction in parking spaces on Hawkwood Road would have on them and were shown a list of both positive and negative impacts. Respondents could choose all options that apply to them.

Figure 6: What impact will the reduction in parking spaces on Hawkwood Road have on you personally?



Base: 488 respondents

More than a third of respondents said that the changes to parking would have no impact on them. Nearly a quarter said that it would make it harder to find a space near where they shop.

To compare attitudes between different groups we can group the responses into positive, negative and neutral statements as follows:

Positive	Negative	Neutral
More likely to walk	Harder to park near home	Find another car park
Feel safer cycling	Harder to park near work	Find another way to travel
Health benefits	Harder to park near shops	No impact
Visit more often	Park on nearby road	
	Visit less often	
	Mobility issues	

Since there are more negative statements than there are positive or neutral, we should not use the following to state whether respondents are more negative than

positive. However, we can use it to compare whether particular groups are more positive compared to other groups, or more negative.

Respondents **aged under 35** gave more **positive** responses (53%) than other age groups

Respondents **limited a lot by disability** were more likely to give **negative** responses (60%) than those with no disability (34%)

Respondents who are **lesbian, gay, bisexual or other** sexual orientation gave more **positive** responses (43%) than those who are heterosexual (26%)

Respondents who have **no religion** gave more **positive** responses (34%) than those who are **Christian** (22%). In turn, **Christians** gave more **negative** responses (42%) than those with **no religion** (31%).

34 respondents stated that there would be other impacts and were asked to specify what they were.

11 comments related to **illegal and/or inconsiderate parking** on nearby roads

4 comments related to **anti-social behaviour and personal safety**

4 comments related to **parking for the new homes**

3 comments related to the **impact on local businesses**

2 comments related to **disability**

13 **other comments** could not be categorised

2.5 Other comments (Masterplan)

Respondents were asked to provide any other comments that they would like to make about the Phase One Masterplan for Boscombe Town Centre. 289 respondents provided feedback to this question which has been coded into themes to make them easier to interpret.

Responses were coded in to nine key themes relating to 'overall comments and suggestions', 'parking', 'green and open spaces (incl. Hawkwood Gardens)', 'houses and building appearance', 'the community centre and mixed-use buildings', 'retail kiosks', 'the walkway between Christchurch Road and Hawkwood Road', 'the high street', and 'other comments and suggestions'. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

Theme	Number of comments
Overall comments and suggestions	164
Parking	124

Green and open spaces (incl. Hawkwood Gardens)	71
Houses and building appearance	117
Community Centre and mixed-use buildings	30
Retail kiosks	4
High street	56
Walkway between Christchurch Road and Hawkwood Road	6
Other comments and suggestions	40

2.5.1 Overall comments and suggestions

There were 164 overall comments and suggestions relating to the Phase One Masterplan for Boscombe Town Centre. 37 of these comments were from respondents who **support the overall proposed plans** and that they were a good idea. In addition, 4 respondents commented that the plans will help **reduce antisocial behaviour** and increase safety within the local area.



"I'm in favour of making the best of Boscombe - it is a unique place with great architecture and opportunity."

"As a Boscombe resident, and property owner, I'm excited to see the project going forward."

"I love the fact that there will be something good happening in Boscombe as it needs help and refurb."

"I hope it will help women in particular to feel safer in the area."

In contrast, 18 respondents commented that the proposals were a bad idea and were a **waste of money**, while 1 respondent suggested that the plans would in fact **increase antisocial behaviour**.



"This regeneration is a waste of money, not actually providing the local community with what it needs but rather it's window dressing to attract money. No benefit to actual residents."

"I doubt it will change much other than the outward appearance of Boscombe."

"Not sure that it will just make Boscombe more unattractive due to increased ASB and crime from more homes."

Furthermore, 63 respondents commented that the council needed to **address the current antisocial concerns, including homelessness, alcohol and drug related issues and theft, within Boscombe, prior to implementing any of the proposed projects**. While many of these comments suggested that these concerns need to be provided with additional support, there were suggestions that the support should be removed and displaced to other areas instead.



"The whole of Boscombe would be safer and more enjoyable to live in if crime drugs and vandalism were addressed. These issues will still plague the area with a new housing development."

"I would rather see money spent on resolving the drug and alcohol problems and the related crime and antisocial behaviour."

"I find it ridiculous that there is not more funding to look at the antisocial problem in Boscombe, do you not think that the people who cause these issues will suddenly disappear?"

5 respondents felt that the proposed projects were **not a masterplan**, while 4 respondents commented that they found it **difficult to visualise plans** and what the final project would look like.



"It's not really a masterplan. Seems like a "meh, better do something for Boscombe" plan."

"The plan is not very clear. Where will all the shops be?"

2 respondents questioned the **cost** of the masterplan, while 7 respondents questioned whether **phase two was achievable** in conjunction with phase one. 4 respondents questioned the **consultation process**.



"There should be a clear statement about the source and use of funding for the project. There should be a clear statement about the plans for the further phases with a justified rationale for the reasons why the 'Hawkwood

Road' project should precede later phases. There should be information about how the project fits with the longer-term vision for Boscombe."

"Personally I believe that you do not care about the residents' opinions."

13 respondents felt that **more policing** in the area was required, both in general as well as to allow for the projects to succeed, while 6 respondents commented that it is important that there was **sufficient maintenance** scheduled to continue the appearance and upkeep of the projects once they were developed.



"Nothing will improve Boscombe significantly unless the area is properly policed."

"It is absolutely ESSENTIAL that BCP Council commits to maintain any new proposal ad infinitum and don't spend all that money then let it rot."

2.5.2 Parking

There were 124 comments relating to the impact of the proposed changes to parking provision within Boscombe.15 respondents commented that **reduced parking is a bad idea** and that Hawkwood Road parking is especially important. These respondents also questioned the car park figures with respondents feeling that car parks were full especially in the summer months. 5 respondents commented that they **avoid parking in the Sovereign Centre** car park because they feel unsafe using it.



"I don't believe reducing the parking is a good idea and I do not believe you have correct numbers that relate to the summer when you can hardly park anywhere."

"I think you have under estimated the importance of parking in Hawkwood Road."

"I hate parking in the Sovereign Centre multi storey I just do not feel safe there."

26 respondents commented that the **new homes will need more parking availability** not less, and that the plans are inadequate due to new homes likely to have multi-car ownership.



"We need more housing but we also need more parking."

"You will build block for families, which will have cars, often more than one per family. You will add traffic but decrease spaces to park."

14 respondents commented that the plans will **negatively impact on other local residents** and increase on-street parking from both shoppers and residents in the proposed new homes, making it harder to find a space for those currently living in the area. A further 11 respondents suggested that **resident parking permits** were required to counteract this impact.



"Consider that the reduction in public car park space could put more pressure on limited residents' parking. Please consider permits or allocated spaces for residents of St Clements Road."

"As a resident on Sea Road, parking in the area is already a HUGE issue particularly when holiday makers attend in the summer months. Most flats in the area do not have a suitable number of parking spaces vs cars as it is and it is sometimes impossible to park. As a suggestion I believe the roads should be mostly residents parking."

"If you are reducing car park, thereby trying to massively reduce traffic one has to limit car parking in the surrounding areas for non-residents."

23 respondents felt that the reduction in car parking will **adversely affect the shops** in the area as it dissuades people from visiting the area. In addition, 6 respondents commented that the **proposed plans will encourage more people to visit** and therefore would require more car parking.



"The vast majority of visitors will want to arrive in the area by car. The lack of parking provision will kill the remaining high street trade, and reduce visitors to the evening eateries etc."

“As presented in the consultation, it would appear there is a huge loss of parking. How would this impact the already sad high street?”

“I can see that at present the car parking is underused but I think that there needs to be some extra space allowed just in case the "new Boscombe" manages to attract more visitors.”

7 respondents questioned whether there was enough consideration and provision of **blue badge parking** within the new plans, while 5 respondents suggested that the development needs to include sufficient **EV charging points**.



“It seems that all parking adjacent to the shops is being taken away which seems very detrimental especially for those with limited mobility.”

“Seeing the plans yesterday my observation straight away was the reduced or lack of Blue Badge parking spaces.”

“Car park should include electric charging spaces.”

2 respondents commented that **not everyone can cycle** and therefore rely on their cars so sufficient parking spaces need to be available. However, 6 respondents commented that plans need to **encourage people out of their vehicles** and onto bikes and/or walk. 4 respondents suggested that a **park and ride scheme** should be developed in the local area.



“Much as local councils would like to force people out of their cars they are still an essential requirement for many working, elderly and disabled people.”

“Make cycling easier if you are going to cut down number of car park spaces.”

“You have stated that 500 spaces get used on a busy day, and you are leaving only 75. Most of these are beach goers in the summer, what plans are there for park and ride improvement?”

2.5.3 Green and open spaces (incl. Hawkwood Gardens)

There were 71 comments relating to green and open spaces within the Phase One Masterplan. 18 of these comments were that there needed to be more **green spaces and trees** planted within the developments, while 4 respondents suggested that **wildlife habitats** needed to be created.



"It needs more trees and plants to be cleaned and tidy."

"Park should be planted with a wide range of plants that are beneficial to wildlife."

"A pond would be nice, wild flowers to attract wildlife and bumble bees."

3 respondents suggested that the park needed to be **bigger**, while 10 respondents suggested that there needed to be **more children's play equipment** and activities, including swings, climbing sets as well as a skate park. Furthermore, 3 respondents suggested that **activities for adults**, including boules and adult swings needed to be included.



"Make the park bigger with less additional housing."

"The Hawkwood Garden Park should have more play equipment for children."

"A skate park would be amazing. You need to provide for the teenagers."

"Areas for Boules/Petanque, like they have in Highcliffe Community Association."

5 respondents suggested that the park area should **not be fenced off**, while 2 suggested that a **fence and gates would make it safer** for children to play. **More seating** should be provided to allow people to rest and enjoy the area. 2 respondents commented that the open space should be **well lit** to increase safety.



"Natural children's play equipment should be used that is incorporated into the park rather than fenced off in an area of tarmac."

"The park sounds lovely but I personally would prefer a fence round a play area for some reassurance when taking pre-schoolers there."

"I think it should include plenty of seating."

"It needs to be safe and relevant. Needs to be well lit and used to feel safe."

However, 4 respondents commented that they **did not want a park** included within the plans, while 13 respondents commented that it will **attract antisocial behaviour** including alcohol and drug related issues.



"Don't build another park. There are 2+ parks, plus Kings Park, plus the beach. Why provide another area you can't control where people take drugs and the locals wouldn't use?!"

"The main concern would be drug users/drunks in the park."

"I just have concerns that it won't change the amount of unsavoury characters, particularly the park, they'll congregate there in the daytime, I don't think I would feel safe there."

4 respondents expressed **concerns over dogs** using the area as a toilet and that they should be controlled on leads.



"Only other concern is the green space garden. I love the idea of lawn used for outdoor activity but judging by the amount of dog faeces that litter the surrounding streets, I fear it will end up being nothing more than a dog toilet."

2.5.4 Houses and building appearance

There were 117 comments relating to housing and appearance of buildings. 10 respondents commented that the area is already overcrowded so requested that **no more new homes** were built, especially flats. In addition, 3 respondents suggested that homes should be **built on other places instead** of using car parking, while 1 respondent questioned **plans for Sovereign Centre homes** and 1 respondent suggested that **existing properties needed to be updated**.



"Stop building on car parks. We are a tourist town. Houses are needed not flats."

"I honestly don't understand the fixation of building flats you already ruined Boscombe beach by allowing those

disgusting flats to be built. You are planning more flats in the town centre (Winter Gardens) which is once again a terrible idea and now you are removing another car park from Boscombe to build more... flats!"

"Why didn't the council purchase the former coal yard site in Ashley Road if they are so keen to provide housing."

"I thought one part of the plan was to convert the Sovereign Centre multistorey car park into housing. If so, that will be two car parks removed which will damage retail."

"I own a basement flat in Windsor Road. Will there be any grants for updating older properties? Especially the plumbing."

12 respondents suggested that buildings **need to fit with the design and architecture** of existing buildings within the area, while 4 respondents felt that the proposed **buildings were too high** with too many storeys.

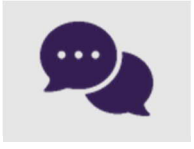


"The proposed building is horrid, totally out of character with the surrounding buildings. It will look outdated in a few years, reminds me of the awful buildings that went up in the 60s."

"The design for the buildings is very, very ugly and poorly thought-through. The architecture displayed has no correspondence with the strong heritage architecture of Boscombe, which is one of the main assets of the urban quarter."

"I feel that by creating blocks of flats that are five stories high is not something that adds to the character of Boscombe."

8 respondents felt that buildings need to incorporate **renewable energy**, such as solar panels, while 7 respondents felt that there needs to be enough **local amenities and facilities** incorporated to cater for the additional population.



"In light of the rising costs of living and fuel, I would like to see more use of renewable energy, with a greater proportion of solar PV and the inclusion of wind turbines. There is a great opportunity for Hawkwood Road,

with the south facing aspect, to build in maximum PV panels into the roof design of the buildings."

"Need to ensure appropriate levels of education and medical needs are maintain with increased numbers of people and significantly improve the safety of the area."

"The extra homes do not seem to come with any consideration of the impact on the already overstretched facilities nearby."

5 respondents felt that the plans address the **need for more housing** in the local area, while 8 respondents **questioned what the housing type would look like**, with emphasis on whether it was social, affordable, rental or properties to buy.



"I think you should be building more homes."

"Are the apartments social housing, rental, or to buy?"

"I feel that the number of one- and two-bedroom apartments should be raised and do not know why you have so many three-bedroom living units. I would like to know what affordable means in this context. Affordable to whom?"

6 respondents commented that there needs to be sufficient **housing that caters for those with disabilities and additional needs**.



"Seems to be minimal accommodation for disabled people and associated parking."

10 respondents felt that the proposed housing needs to be more **suitable for and encourage families** to move there, including the need for private outdoor space.



"I would love to see this area re-energised with a mix of people living there including families with children and green spaces."

"There is already a lot of 1 bed properties in the area, we need to be providing more affordable family homes and attracting families to the area."

6 respondents felt that the plans also need to address the number of **HMOs** in the local area.



"In the streets surrounding the area of the plan are many unofficial HMOs. BCP refuse to accept this is the case. These HMOs provide relatively cheap and substandard accommodation to single people who don't or can't work including those struggling with addiction. Until these HMOs are rooted out and closed down then the demographics of Boscombe will remain as they are."

12 respondents felt that the plans need to provide **more affordable housing**, while 8 respondents felt that there was a greater need for **social housing provision**. 2 respondents were concerned that the plans were **attempting to gentrify** the space which was out of keeping with the local area.



"20% affordable housing is NOT ENOUGH! Especially in an area like Boscombe. Will any of the homes be social housing? There should be the provision of high-quality social housing - without this there is no way the masterplan will support the current community of Boscombe and it will only exacerbate the social issues that Boscombe suffers from."

"Some of the housing should be social housing."

"This is gentrification in all its glory and our community are not having any of this nonsense."

9 respondents were concerned that the plans were **ringfenced for developers** and that the council should not be using the plans as a means to make money, while 5 respondents wanted assurances that the homes would **not be sold to investors** instead of locals who need them.



"Will the housing all be built by private builders and sold to private buyers. If so many of the flats will be rented out and there again is no control about the area."

"It's a scam. The whole point is to flog Hawkwood Road to developers."

"Ensure that all the houses go to long-term local residents (lived here longer than 10 years). Also make sure they cannot be bought by investors, buy to let or re-sold within 10 years. They have to be used to give those who have built the community a chance to own a house of their own and not just allow Londoners to move near the beach and work from home!"

2.5.5 Community Centre and mixed-use buildings

There were 30 comments relating to the proposed Community Centre. 3 respondents felt that this facility was **a welcome addition**.



"Community facilities welcome."

However, 3 respondents **questioned why it was being included** when other local centres had been closed. 1 respondent felt that its inclusion was an **afterthought**, while 5 respondents suggested that there was **alternative spaces and locations** elsewhere that could be used for a community centre.



"Why on earth are you proposing to build a new Community Centre after all you got rid of the last one."

"The Community Centre/doctors surgery strikes me as an afterthought to appease publicly stated obligations."

"Convert TJ Hughes into a Community Centre and locate the surgery in the Arcade, rather than wasting money on a new building."

While 1 respondent commented that there were **already GP practices** and other healthcare services locally, 4 respondents **praised that these services were included** in the plans. 2 respondents commented that **community services needed to be provided in the same building** to encourage partnership working and to avoid duplication of provision.



"I am surprised there is a need for medical facility / doctors in the development. Shelley Manor has the

main local NHS GP surgery in it, and there's a recently built centre on Palmerston Road as well."

"Concern that Community Centre idea for Hawkwood Road, Boscombe hub plan and various local activities already occurring will duplicate each other. Need to make sure it happens in a coordinated way. Close links between health centre and support services e.g. housing, CAB, employment services, charitable organisations are really important. It would be amazing to have at least the first 3 in the same building as health services, with strong links to charitable and well-being activities."

8 respondents commented that the community centre could be **used for networking and social groups**, as well as provide a space where charity organisations could meet and provide support for the local community. 2 respondents suggested that the space should incorporate a **youth club**, while 1 respondent felt that services provided in these buildings should be **free**.



"You could use the community space to host regular busking opportunities, community mural works and give thanks back to the people/ residents."

"Personally I would like networking events for people across different society groups, perhaps with a shared interest."

"A youth club at the Community Centre or in the gardens. Youth support."

"The Community Centre should be free."

2.5.6 Retail kiosks

There were 4 comments relating to the proposed pop-up retail kiosks. One respondent suggested that they need to maintain the **common look and feel** of the local area, while 3 respondents commented that they were **not keen on more kiosks or cafés** in the area.



"Match up exiting kiosks on main thoroughfare with the proposed kiosks in walking linking new development with main shopping road. So there's a common look and feel."

“Not keen on the idea of kiosks or more cafes. Boscombe has way too many cafes and fast food outlets so please, no more.”

2.5.7 High street

There were 56 comments relating to Boscombe high street. There were 19 comments that suggested the high street was **in need of a refresh**, needed to be clean and redeveloped.



“The first stage should be a rethink of the current high street creating a more pleasant cosmopolitan vibe.”

“We could use Boscombe high street being revamped.”

3 respondents commented that the high street is currently full of **empty shops**, while 12 respondents commented that the high street should be prioritised and that the focus should be on **utilising the existing empty retail spaces** rather than creating new pop-up ones.



“The 'high street' is already full of empty shops and the street market is a shadow of its former glory days, and that's being generous.”

“Much better to repurpose existing closed shops than build new on parking spaces.”

“I wish you could prioritise returning the centre of Boscombe to a proper shopping centre.”

13 respondents suggested that a **range of different retailers** need to be attracted to the high street, with a mix of established brands and independent retailers.



“Try to encourage a better range of shops on high street.”

“The hight street developed into small independent units, much like Brighton's Lanes.”

4 respondents suggested that more **evening entertainment** was required in the town, including restaurants, bars and cultural activities.



“What Boscombe needs is evening restaurants, bars and entertainment.”

3 respondents suggested that the **Sovereign Centre** needed to be kept and improved, while 1 respondent suggested that retail space on the high street could be converted into **housing**.



“More worried about the next phases as I strongly believe Sovereign Centre should stay.”

“What is the plan for Christchurch Road where there are so many empty shops? Can some of it be converted into housing?”

2.5.8 Walkway between Christchurch Road and Hawkwood Road

There were 6 comments relating to the proposed walkway between Christchurch Road and Hawkwood Road. 2 of these comments were in **support of developing the walkway**. However, 1 respondent felt it was **unnecessary**, while 1 respondent questioned whether any **shops would be lost** to accommodate its development.



“I strongly support the idea of creating a wide walkway between the precinct and Hawkwood Road.”

“The proposed walkway between Hawkwood Road and Christchurch Road seems unnecessary.”

“I'd like to see what current shops will be lost as part of the plan to make a bigger walkway and the Community Centre though.”

1 respondent questioned whether there would be **safe cycling** allowed in the walkway, while 1 respondent expressed **safety concerns** once the shops and pop-up kiosks closed in the evening.



“The new walkway should allow 'considerate cycling' and contain cycle parking solutions.”

"The walkway route through might not feel safe after the retailers have closed."

2.5.9 Other comments and suggestions

There were 40 other comments and suggestions. 7 respondents suggested that **bus routes** were in need of improvement in the local area, while 4 respondents commented that there needs to be **better links and connections to the seafront**.



"The buses will remain underused if there is no way to overtake all the cars queueing to go down to the only beach car park or to drop their family off at the beach."

"Why not a public bus service to Boscombe pier passing by Kings Park park and ride."

"It would be good to ensure that there are links between the proposed project and the seafront. Existing connections between Boscombe high street and the seafront are poor. Making it easier to reach the beach, and making the proximity of the beach more visible, would bring economic, cultural, and health benefits."

1 respondent commented on **conflict between cyclists and pedestrians** and 2 respondents commented on experiencing issues with **scooters**, while 3 respondents suggested that there needs to be **more cycle lanes** in the area. However, 2 respondents commented that there needs to be **less emphasis on cycling**.



"As I live in close proximity, and as a pedestrian, I would like to see that I would be less likely to encounter bicycles. I'm tired of having to dodge bikes on the pavement!"

"Ban scooters."

"Make more safe cycle lanes."

"No more cycle lanes."

3 respondents commented on issues with the **shared space at Palmerston Road / Christchurch Road**, while 1 respondent suggested that there needs to be more **Low Traffic Neighbourhoods** (LTNs) in the area and 1 respondent commented on **safer road crossings**.



"The road that corners the end of the high street near McDonald's is SOOOOOOO dangerous. It is totally unclear who has priority - pedestrians or cars, and is a real danger - accident just waiting to happen."

"Introduce more low traffic neighbourhoods for a mile radius around the centre to enable people to walk/cycle/scoot/ mobility scoot safely to Boscombe town centre."

"It would be good to see the addition of a zebra crossing between Boscombe East and the bus station on the east side of Centenary Way. This is a busy, dangerous crossing and a key connection artery for residents of the Boscombe East area."

3 respondents suggested a need for safer, cleaner **public toilet facilities**.



"I would also like to see the public toilets in the area made safer and updated. The current ones at Pokesdown are a no-go area."

10 respondents commented on the plans for **Woodland Walk**, while 2 respondents commented on **Shelley Park**.



"Do not touch Woodland Walk under any circumstances."

"I strongly oppose the cutting down of any trees on Woodland Walk as they provide habitat for rare bird species and other animals."

"I think the plan has missed an important resource which is Shelley Park. This area is already a green space but the play park is abysmal and the woodland area need some TLC."

1 respondent commented on the plans for **Pokesdown Plaza**.

 *“No play area opposite Pokesdown station owing to the traffic.”*

3 Transport projects

In addition to the Masterplan, six transport projects have been proposed to improve public transport and support more active modes of travel in the surrounding area. The projects proposed are:

- Improvements to Pokesdown Plaza (the area outside Pokesdown Station)
- A new bus service linking Pokesdown Station to Boscombe Pier via Boscombe Town Centre
- Better walking and cycling routes along Christchurch Road between Pokesdown Station and Boscombe precinct
- Improved pedestrian facilities along Ashley Road
- Improvements to Woodland Walk gardens including better walking and cycling route
- Various small-scale improvements to cycle lanes and cycle storage facilities across the area

3.1 Pokesdown Plaza

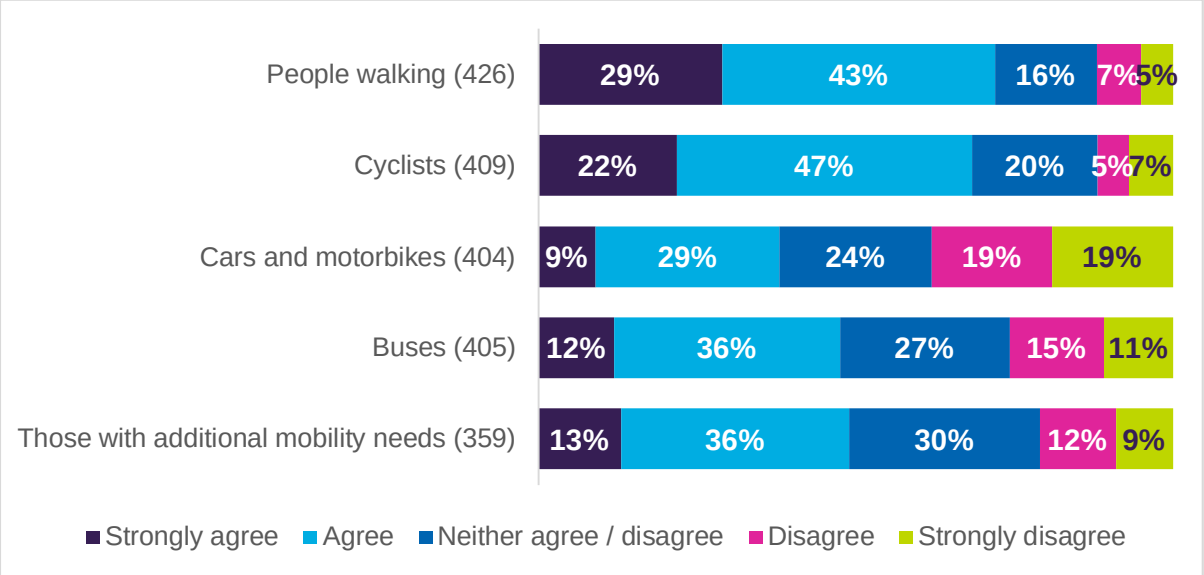
The proposed improvements to Pokesdown Plaza aim to make a more welcoming space outside Pokesdown Station by:

- Reducing the width of the carriageway, removing barriers and widening the pavements, to make crossing on foot easier
- Introducing a cycle lane and crossing
- Making improvements to Pokesdown Green

Respondents were asked whether or not they agreed that the proposals give enough priority to different types of users.

The majority of respondents felt that enough priority was being given to pedestrians (72%) and cyclists (69%). While fewer than half agreed that enough priority was being given to the other users listed, the percentage who agreed was still greater than those that disagreed with the remainder giving a neutral response.

Figure 7: To what extent do you agree or disagree that these proposals give enough priority to:



Bases as labelled

Respondents **aged under 35** were more likely than other age groups to agree that enough priority was given to **pedestrians** (91%), **cyclists** (92%), and **people with additional mobility needs** (69%)

Respondents **aged 75+** are less likely than other age groups to agree that there is enough priority for **cars and motorbikes** (17%) and for **those with additional mobility needs** (26%)

Female respondents were more likely to agree that enough priority was given to **cyclists** (72%)

Respondents **limited a lot by disability** were less likely to agree that there is enough priority for **cyclists** (45%) and for **those with additional mobility needs** (32%)

Respondents from **other white ethnic backgrounds** are more likely that white British respondents to agree that there is enough priority for **cyclists** (93%), **cars and motorbikes** (64%) and **those with additional mobility needs** (73%)

3.2 Pokesdown Plaza: other suggested improvements

Respondents were asked to write in any other suggestions of how the council could improve the area outside Pokesdown Station. 228 respondents provided feedback to this question. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

Responses were coded in to six key themes relating to ‘road layout’, ‘cycling’, ‘Pokesdown Green and surrounding areas’, ‘Pokesdown Station’, ‘safety and security’ and ‘transport’.

Theme	Number of comments
Road layout	113
Cycling	61
Pokesdown Green and surrounding areas	62
Pokesdown Station	85
Safety and security	34
Transport	15

3.2.1 Road layout

There were 113 comments relating to the road layout outside Pokesdown Station. 64 respondents commented that the **roads should not be narrowed**. Reasons for this included the high volume of traffic in the area would result in more congestion, travel time and pollution, as well as hold up cars from turning right at junctions. The narrowing of the roads would also result in cars being stuck behind buses. A further 29 respondents commented that the area should be **left as it is** with no changes.



“Loss of car turning lane could create significant traffic delay/impact on air quality etc.”

“Making the junctions single lane is crazy, all it will achieve will make traffic back up along Christchurch and Seabourne Road.”

“Do not waste money on an unnecessary project, it is a main junction which works fine.”

“You should leave this area alone - it's fine as it is and there's been no problem there since the original Pokesdown Fire Station was demolished.”

13 respondents felt that it was important that the plans included suitably placed **road crossings** or alternative methods to get to the other side safely.



“Should there not be a pedestrian crossing directly from station to the other side of the road?”

"Build an underpass for pedestrians to use and then the lights can keep traffic flowing. Similar to the roundabout at the Sovereign Centre."

2 respondents suggested that replacing the traffic lights with a **roundabout** would help ease congestion.



"Mini roundabout to replace traffic lights."

6 respondents felt that **road signage** providing directions to different locations needed to be improved.



"There should be lots more signage highlighting Southbourne and Pokesdown as shopping destinations. The station sign should include Southbourne and Pokesdown."

"Better signposting of how to get to the town centre/beach."

3.2.2 Cycling

There were 61 comments relating to the impact the proposed changes would have on cyclists. 12 respondents commented that there was **too much on emphasis on cycling improvements** and not enough consideration for motorists and pedestrians.



"Generally recent new provisions for cyclists in BCP have made situation worse for pedestrians, worse for motorists, and have generated more pollution as cars stop and start. As for emergency vehicles trying to get through heavy traffic!!"

"I would have thought that having seen the very poor results of new schemes for cycle routes in BCP area you would not have wasted any more money on such schemes that use up valuable road space on a very limited proportion of the total number of road users."

Conversely, 13 respondents commented that schemes need to **prioritise both cyclists and pedestrians**.



"I want pedestrians to be prioritised and travelling by cycling mobility vehicles, buses to also be given high-priority with private cars coming last."

"Safety for cyclists and walkers is paramount. People need to be encouraged to get out of their cars in any way possible."

5 respondents expressed concern with **cycle lanes merging back into traffic**, while 6 respondents proposed that cycle lanes need to be properly **segregated** from both motorised vehicles as well as pedestrians.



"Going west on Christchurch Road, looks like the cycle lane just stops. Everything really needs to be continuous or just having one dangerous part will cause scheme to not work. Also, it would be good to confirm the cycling/walking infrastructure is protected from traffic."

"Do be careful that cycle lanes are thought out and don't suddenly end."

"Put some proper cycle infrastructure in. Paint is not protection."

3 respondents suggested that **cycle lanes need to be wider**, while 9 respondents suggested that the **pavement needed to be wider** to accommodate for pedestrians and cyclists.



"Wider cycle lanes with kerb to separate cyclists from the road."

"Widening the footpath would help. A dedicated cycle lane would help increase safety."

12 respondents commented on the availability of **secure bike storage**.



"Provide cycle parking on the street in full view so you can cycle to get the train."

"Ensure that appropriate cycle parking is provided."

3.2.3 Pokesdown Green and surrounding areas

There were 62 comments relating to Pokesdown Green and surrounding areas. 12 respondents commented on the need for the **local area to be cleaned** and smartened up in general, while a further 8 respondents suggested the need for **planting and trees**.



"It's a dirty dark space and not very appetising so a good clean would be a basic need."

"Increase the provision of bins on the green, there is presently only one bin on the green. Increase litter collection and fines for dropping litter and the dropping of cigarette ends around the seats."

"The station exit is unattractive. More greenery would be good along old Christchurch Road. More trees."

15 respondents commented on **local retail**. These comments included using the space connected to Pokesdown Station for a welcoming shop, while other local shops need cleaning and the space filled.



"Ensure poorly used retail space has something to offer with decent opening hours to help footfall in the area / create safer feeling environment."

"Tatty empty shops, let pop up shops use empty shops."

While 5 respondents proposed the need for **more seating** to encourage people to stay in the area, 2 respondents felt that **benches should be removed** to discourage loitering and antisocial behaviour.



"More benches outside station and taxi stop."

"It is a perfect area for congregation for alcoholics. Unless benches are removed, I don't see how the area would improve."

4 respondents felt that there was no need to instal a **play park** and a further 2 respondents did not feel that **public art** was needed or appropriate. 3 respondents suggested the area should be **pedestrianised** with railings for safety and security.



“Do NOT put a children's playpark in an area of high pollution, noise and traffic. Put anything you like there. But a children's playpark should be located in a safe place.”

“Please don't bother with any "public art" - everyone in Bournemouth hates it.”

“Why not create a mini square that incorporates the green space.”

“If you want this space to be a community "play and public art" there should be permanent railings between the whole lawn and pavement to deter children from entering the road.”

6 respondents commented on the **toilet blocks** close to the road junction. While some of these comments suggested that they should be removed, others commented that adequate toilet facilities need to be provided, either through cleaning or moving them into Pokesdown Station.



“It doesn't need any improvements apart from putting the toilets in the railway station. They are currently in a most inappropriate place.”

3 respondents suggested **alternative uses for the green spaces** opposite the station, including building retail space, homes, or bus stops.



“I don’t think the green is a useful space and would be better used as a connection between Pokesdown, Boscombe and Southbourne by creating retail units with housing to include the small green space on the other side of the road too.”

3.2.4 Pokesdown Station

There were 85 comments relating to Pokesdown Station. 24 respondents commented that the plans should ensure the **appearance and cleanliness of the station** is improved as it currently looks untidy. In addition, 5 respondents

commented that the area to the side of the station needs addressing due to continual **rubbish and fly-tipping** being left there.



"Clean and refurbish the station entrance."

"Could be cleaner. Frontage looks dated."

"There is often rubbish dumped at the side of the station. The exterior is very tired looking and needs repainting and planted up."

23 respondents commented that the plans need to provide a suitable and large **drop-off area** for cars and taxis.



"Create better drop off and waiting areas for cars."

"Somewhere for cars to stop for a limited time to pick up passengers who have got off trains. The area is not very safe at night for women who are walking."

18 respondents felt that a **lift** needed to be installed and **accessibility** at the station improved.



"The absolute priority should be accessibility at Pokesdown station. The number of people trying to drag heavy suitcases, prams, children, mobility needs is dangerous, and it is discriminatory. Accessibility at Pokesdown station should be the priority."

"When is National Rail planning to install a lift at Pokesdown station to improve accessibility for those with additional mobility needs?? If you arrive at Pokesdown and cannot alight from the station you won't be able to benefit from the planned improvements?"

4 respondents commented on a lack of **staffing** at the station which results in feeling unsafe and antisocial behaviour.

“The station needs to be better staffed with more security and visibility for those travelling.”

5 respondents suggested that there could be a **refreshments vendor** at the entrance to the station.

“A local vendor or two running food trucks in the day - the current cafe is not welcoming.”

6 respondents suggested that the station be **closed** and moved back to Boscombe.

“You could always move the station back to Boscombe.”

3.2.5 Safety and security

There were 34 comments relating to safety and security at Pokesdown Plaza. 10 respondents commented that they **did not feel safe** using Pokesdown Station, particularly at night and for women.

“The area is not very safe at night for women who are walking.”

“It does not feel like a safe station, below ground level and tucked away.”

6 respondents suggested that there should be **more police and security patrols** in the area, while 4 respondents suggested **improved lighting** and mirrors would be beneficial.

“We need more police/PCSOs so ordinary law abiding people can feel safe!”

“More patrolling especially after school finishes.”

“It needs to be well lit: I am afraid to use it when it is dark as it feels dangerous.”

In addition, 14 respondents commented that **antisocial activities**, including support for the homeless and those with drug and alcohol related issues, needed to be tackled and supported in and around the station.



"Address the drug and alcohol issues."

"More assistance to reduce number of homeless people in the entire area of Boscombe/Pokesdown/Southbourne otherwise I think the whole project is doomed to failure."

3.2.6 Transport

There were 15 comments relating to transport. 6 respondents suggested that **poor parking** in the local area needs to be addressed, while 1 respondent felt that there was a **lack of parking available** locally to encourage people to visit the area.



"There are additional issues with illegal and inappropriate parking which cause more dangerous driving as people are required to move into opposite lanes to pass and are unable to enter and exit junctions safely due to poor visibility caused by bad parking close to junctions."

"No good making the green a destination unless there is parking for cars and cycles."

8 respondents commented on the importance of **suitable bus routes** in the area, including links to Boscombe, Bournemouth and to the beach.



"I think if there was more buses going to and from beach it would be busier and slightly safer."

"A bus route from Boscombe to the station is required."

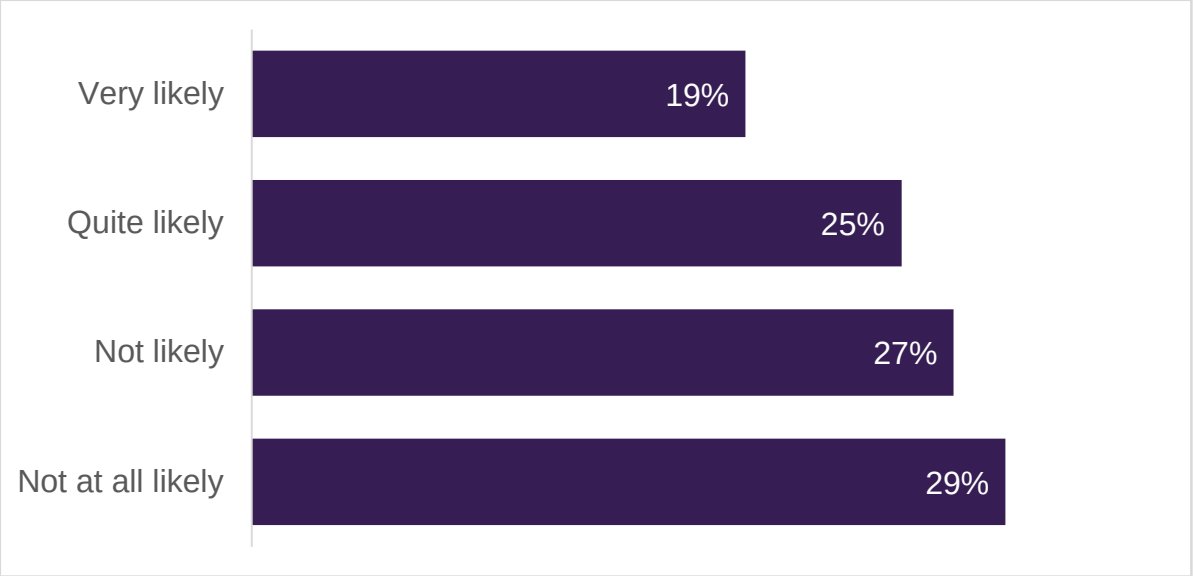
3.3 New bus service

In our 2020 survey, 56% of respondents told us that public transport links should be a priority. This proposal aims to provide a modern, future ready and sustainable bus service linking Pokesdown Station with Boscombe precinct and Boscombe Pier, via Hawkwood Road.

Respondents were asked how likely they would be to use the new bus service.

Just under half of respondents (44%) said that they would be quite likely or very likely to use the service and over half (56%) said that they would be not likely or not at all likely to use it.

Figure 8: How likely would you be to use the new bus service?



Base: 466 respondents

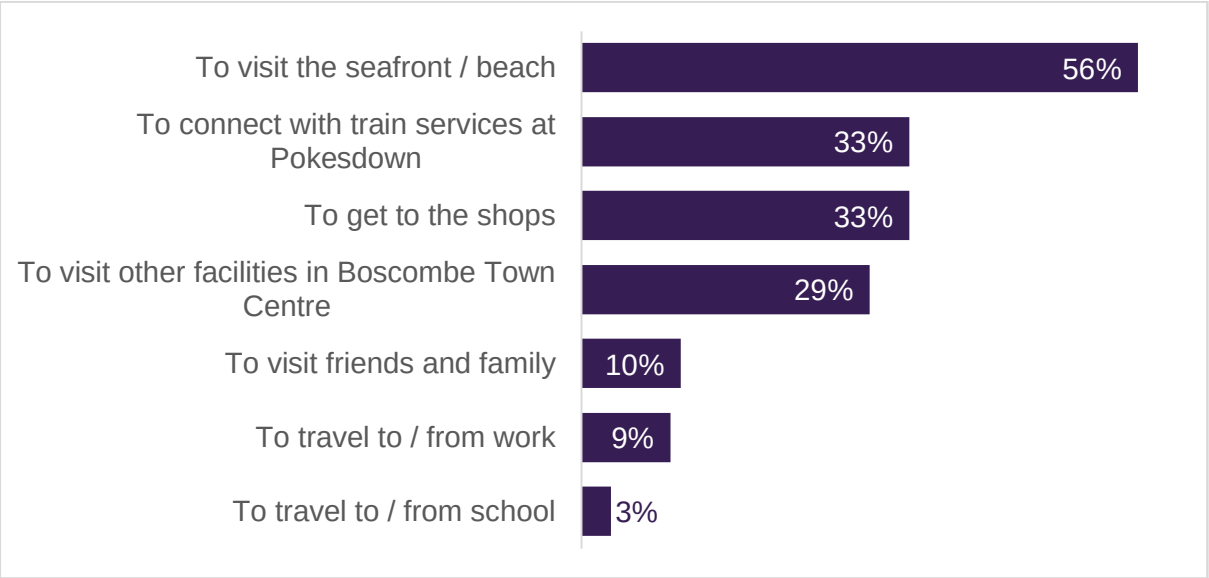
Respondents aged 75+ (67%) and 65-74 (57%) are most likely to use the bus service while those age 35-44 (26%) are least likely.

There are no other significant differences between groups of respondents.

Respondents were then asked what they would use the bus service for and were allowed to select more than one option.

More than half of those that answered (56%) said that they would use it to visit the seafront / beach. A third said that they would use it to get to the shops and a third said they would use it to connect to train services at Pokesdown.

Figure 9: What would you use [the bus service] for?



Base: 312 respondents

Older age groups are more likely to use the service to get to the shops, with 60% of those aged 75+ and 44% of those aged 65-74 saying that they would use it for this reason compared to 20% of those aged 45-54.

There are no other significant differences between groups of respondents.

When asked what would be a reasonable fare for the whole journey, four out of five respondents (81%) said between £1.00 and £2.00.

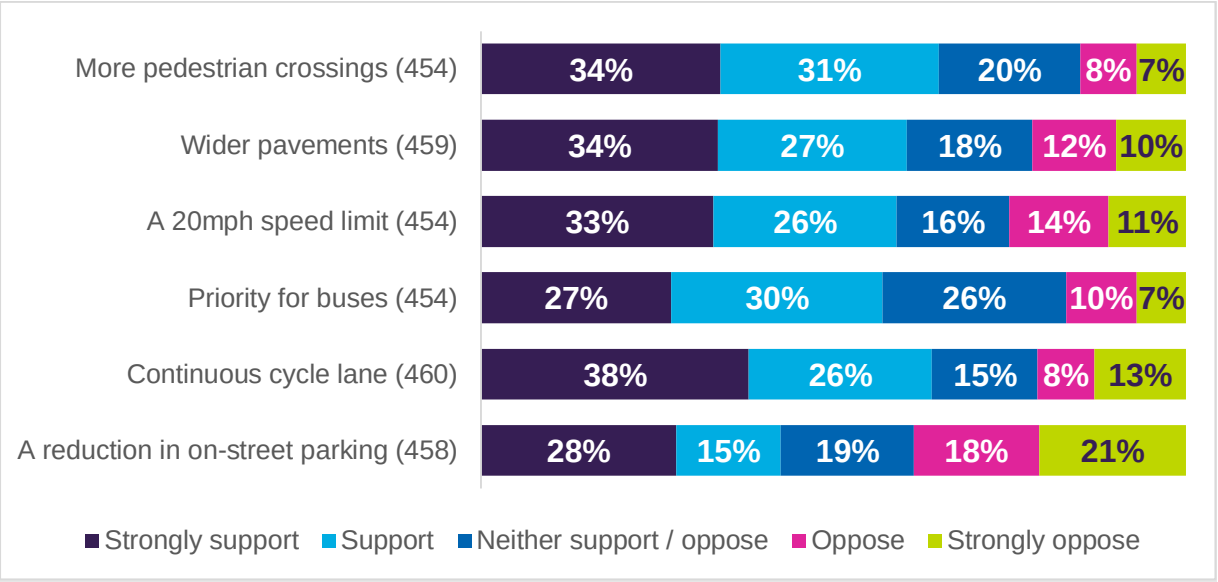
3.4 Active travel improvements – A35 Pokesdown Station to Boscombe Precinct

Our 2020 survey showed that 64% of respondents said that improved cycle access to Boscombe Town Centre was a priority and 63% improved pedestrian access should be a priority. This proposal aims to make it safer to walk and cycle on Christchurch Road between Pokesdown Station and the precinct.

Respondents were asked to what extent they support or oppose the proposed measures to improve walking, cycling and bus journeys on Christchurch Road.

Almost all measures were supported by more than half of respondents, with the exception of reducing on-street parking, which was supported by 42% of respondents and opposed by 38%. (Note that figures shown in the chart may appear different due to rounding)

Figure 10: To what extent do you support or oppose the following measures?



Bases as labelled

3.4.1 Pedestrian crossings

Overall, 65% of respondents support this measure and 15% oppose it.

Respondents **aged under 35** are more likely to support more pedestrian crossings (77%) compared to those aged 65-74 (59%).

Respondents from **minority ethnic groups** were more likely to support more pedestrian crossings (79%) than white British respondents (63%)

Respondents with **no religion** were more likely to support more pedestrian crossings (71%) than Christian respondents (60%)

3.4.2 Wider pavements

Overall, 60% of respondents support this measure and 22% oppose it.

Respondents **aged under 35** are more likely to support wider pavements (76%) compared to those aged 55-64 (54%) and those aged 65-74 (60%).

Respondents with **no religion** are more likely to support wider pavements (68%) than Christian respondents (56%).

3.4.3 20mph speed limit

Overall, 59% of respondents support this measure and 25% oppose it.

There were no significant differences between any respondent groups on this measure

3.4.4 Priority for buses

Overall, 57% of respondents support this measure and 17% oppose it.

Respondents **aged 65-74** (68%) and **aged 75+** (74%) were more likely to support priority for buses than those aged under 35 (49%) and 35-44 (48%)

Respondents **limited a lot by disability** were more likely to oppose priority for buses (30%) than those with no disability (14%)

3.4.5 Continuous cycle lane

Overall, 64% of respondents support this measure and 22% oppose it.

All age groups under 55 years of age were more likely to support a continuous cycle lane than those groups aged 55+

- Under 35 years 78% support
- 35-44 years 76% support
- 45-54 years 70% support
- 55-64 years 60% support
- 65-74 years 53% support
- 75+ years 37% support

Respondents **limited a lot by disability** (43%) and those **limited a little** (48%) are less likely to support a cycle lane than those with no disability (71%)

Respondents from **minority ethnic backgrounds** are more likely to support a continuous cycle lane (87%) than those from a white British background (64%)

Respondents with **no religion** are more likely to support a continuous cycle lane (75%) than **Christian** respondents (60%). Both of these groups are more likely to support the cycle lane than those from other religions (36%).

3.4.6 Reduction in on-street car parking

Overall, 42% of respondents support this measure and 38% oppose it.

Respondents **aged under 35** are more likely to support a reduction in on-street parking (57%) compared to those aged 55-64 (33%).

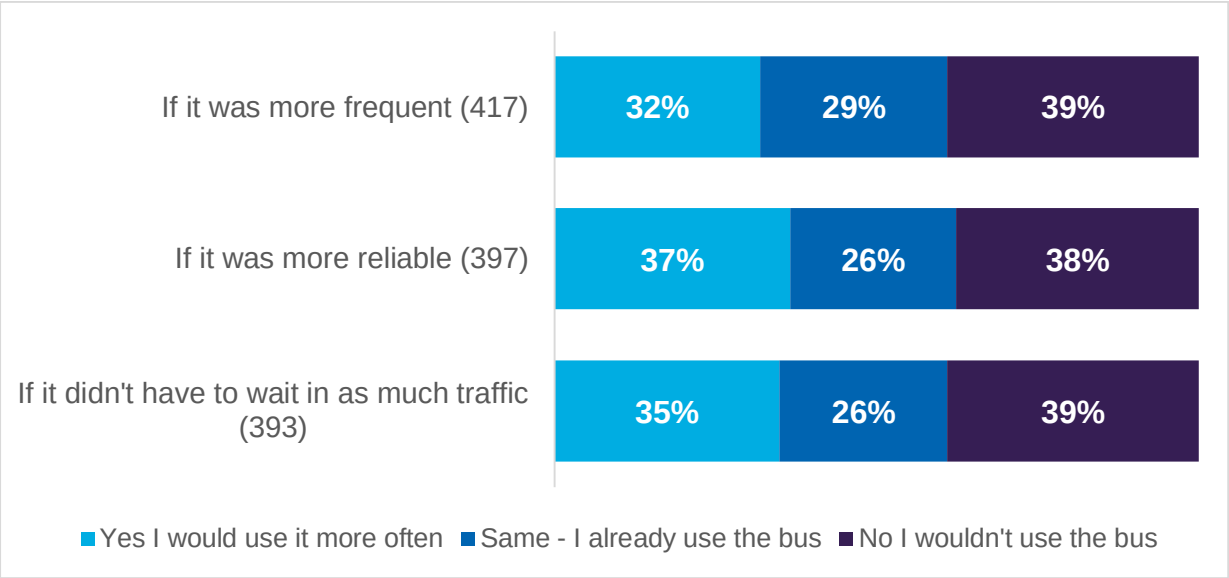
Male respondents are more likely to support a reduction in on-street parking (49%) than female respondents (39%).

Respondents from **minority ethnic backgrounds** are more likely to support a reduction in on-street parking (59%) than those from a white British background (41%).

3.4.7 Using the bus

One of the proposed measures is to give greater priority to buses. Respondents were asked if they would use the bus more often if it ran more frequently, was more reliable or didn't have to wait in traffic.

Figure 11: Would you use the bus more often…?



Bases as labelled

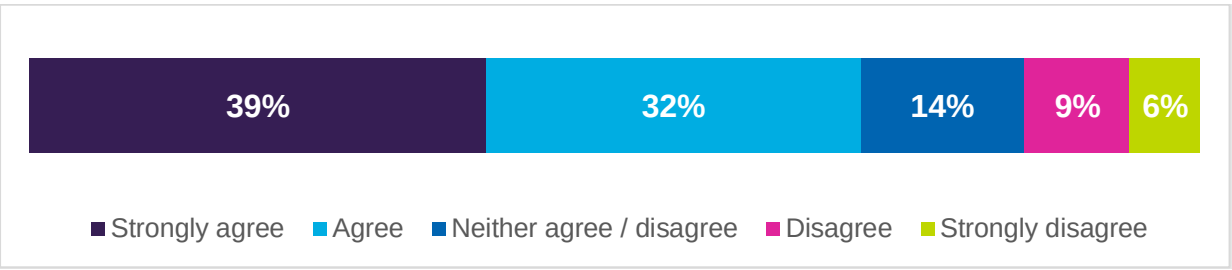
Older age groups are more likely to already use the bus (65-74 years = 55% and 75+ years = 77%). All significant differences are between these age groups and younger age groups – there are fewer older respondents saying that they would use the bus more often and fewer saying that they would not use the bus because so many more already do use it. There are no other significant differences between groups of respondents.

3.5 Pedestrian improvements on Ashely Road

We want to make Ashley Road a more pedestrian-friendly place, particularly between central Boscombe and Kings Park Academy and park.

Respondents were first asked to what extent they agree / disagree that pedestrian facilities need improving on this road.

Figure 12: Do you agree or disagree that pedestrian facilities (pavements and crossings) on Ashley Road need improving?



Base: 453 respondents

Seven in ten respondents (71%) agreed that improvements are needed and 15% disagreed.

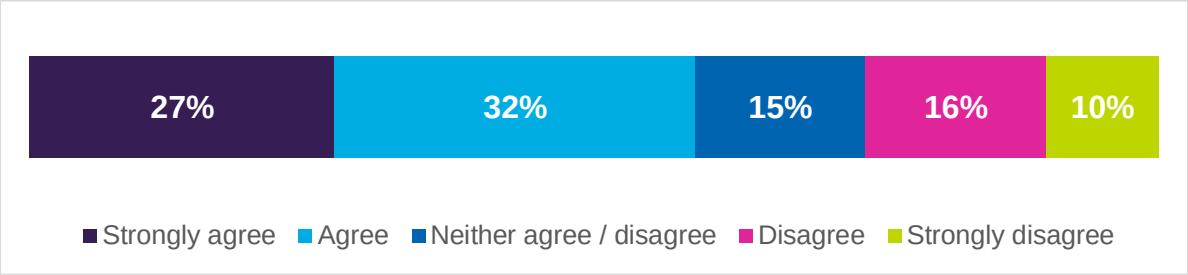
Respondents **aged 55-64** are the most likely age group to agree (79%) compared to those aged 65-74 who are least likely to agree (61%)

Respondents from a **minority ethnic background** are more likely to agree (86%) than those from a white British background (71%)

Ashley Road is not wide enough to provide improved facilities for both pedestrians and cyclists. Respondents were asked if they agreed / disagreed with our approach of prioritising improvements for pedestrians.

Six in ten respondents (59%) agreed and a quarter (26%) disagreed

Figure 13: Do you agree or disagree with our proposal to provide a wider pavement where possible?



Base: 448 respondents

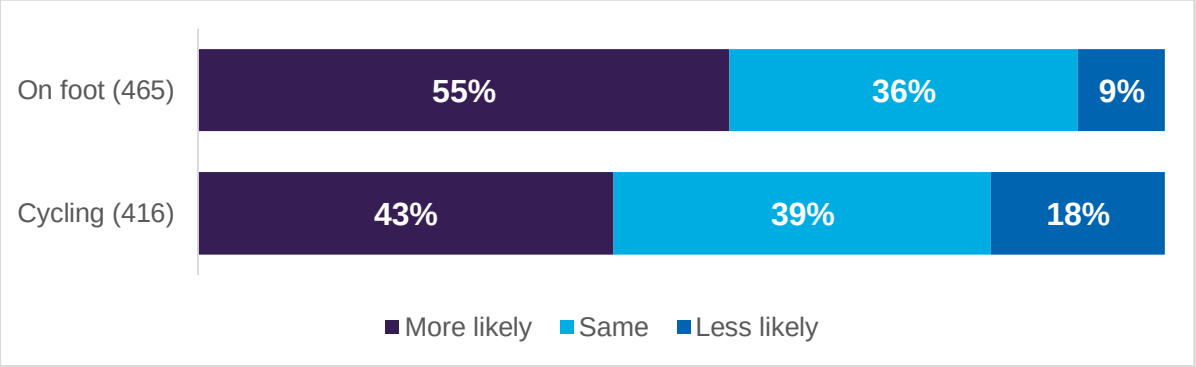
Respondents who are **limited by disability** were much less likely to agree than those with no disability. Fifty-one percent of those limited a little agreed compared to 65% of those with no disability. Those limited a lot were significantly more likely to disagree (42%) compared to 21% of those with no disability.

3.6 Woodland Walk

Woodland Walk already provides a walking and cycling route between Christchurch Road and the seafront. The proposals aim to enhance the walking and cycling route to encourage more people to use it, as well as making improvements to the rest of the park to make it feel safer and more usable.

Respondents were asked if the proposals would make them more likely to travel through Woodland Walk on foot or by bicycle.

Figure 14: Would the proposed changes make you more likely / less likely to travel through Woodland Walk?

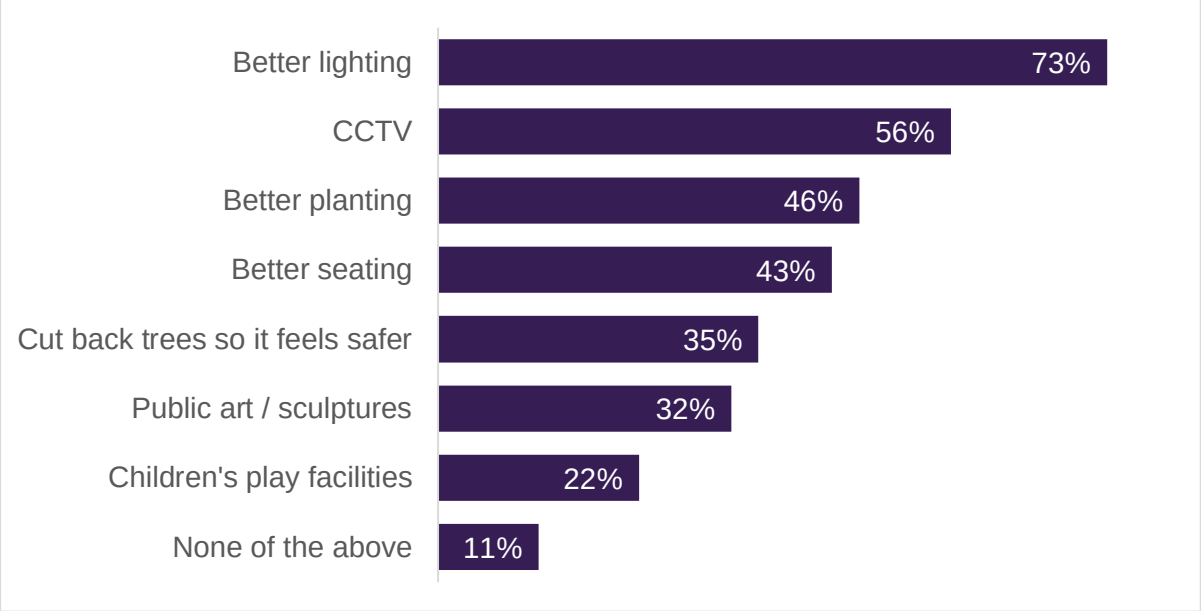


Bases as labelled

More than half of respondents said they would be more likely to travel through Woodland Walk on foot and four out of ten said that they would be more likely to travel by bicycle

Respondents were then asked what changes, if any would encourage them to use Woodland Walk more often, either for travel or to spend time.

Figure 15: Which of the following, if any, would encourage you to use Woodland Walk more often?



Base: 469 respondents

Nearly three quarters of respondents said that better lighting would encourage them to use Woodland Walk more often and more than half said CCTV would encourage them.

Respondents aged 35-44 were more likely than other age groups to choose children's play facilities (39%). Those age 75+ were more likely to choose better

seating (76%) and those aged under 35 were more likely to choose better planting (66%).

Respondents limited a lot by disability were more likely to choose better seating (69%) than those with no disability (42%).

Respondents from minority ethnic backgrounds were more likely to choose children's play facilities (41%) than those from a white British background (21%)

Respondents with no religion were more likely to choose public art (41%).

3.7 Small scale cycling improvements

A number of small scale improvements are proposed in various locations around the Towns Fund area which include junction improvements, cycle contra-flows and secure cycle storage, to make it easier and safer for people to get around by bicycle. The locations of the proposals were shown on a map.

Respondents were asked to provide any other comments that they would like to make about the small-scale cycling improvements at various locations within the Boscombe area. 187 respondents provided feedback to this question. Responses were coded in to nine themes relating to 'general / overall comments', 'junction improvements', 'cycle contra-flows', 'wheeling ramp', 'on-street parking', 'cycle link', 'cycle storage', 'other comments / suggestions' and the 'Woodland Walk'.

Theme	Number of comments
General / overall comments	97
Junction improvements	4
Cycle contra-flows	28
Wheeling ramp	8
On-street parking	21
Cycle link	6
Cycle storage	28
Other comments / suggestions	94
Woodland Walk	4

While a number of respondents were in support generally for the suggested small scale cycling improvements, there were also others who did not think that they should be done, there is too much emphasis on cycling and the number of existing and potential cyclists do not warrant their provision.

Respondents were particularly opposed to the introduction of cycle contra-flows as they were felt to be unsafe and narrowed the road for other users. In addition, respondents commented on allowing cyclists to travel the wrong way down one-way

systems due to safety concerns. Respondents also suggested that there needs to be more cycle lanes provided in the local area that are segregated from both cars and pedestrians, while also being continuous and connected throughout the local area.

Respondents also commented about the plans for on-street parking. Cars need to be prevented from blocking cycle lanes and that there needs to be proper enforcement of restrictions.

The provision of cycle storage was also seen as much needed, with more storage facilities suggested in addition to the ones proposed in the plans.

3.7.1 General / overall comments

There were 97 general / overall comments relating to the small-scale cycling improvement projects. 40 respondents commented that the proposed improvement projects were a **good idea** in general and that they supported them, while a further 6 respondents commented that the improvements **would encourage them and others to cycle more**.



"I agree with them all as they will make cycling easier."

"Anything to improve accessibility and connectivity by bicycle would be welcomed."

"Great plans but please deliver them fast!"

"Better cycling facilities would encourage me to cycle more."

However, 21 respondents commented that the **council should not do them** and that they were a **waste of money**.



"All absolutely ridiculous ideas. Should be scrapped."

"DO NOT waste more public money on cycle lanes."

"All the money wasted on cycling would be better spent on road improvements such as repairing potholes."

11 respondents commented that there was **too much of an emphasis on cycling**, while there were a further 6 comments that there were **not enough cyclists to warrant the schemes**. A further 6 respondents commented that the schemes **would not result in more people cycling**.



"BCP Council is obsessed with making provision for cyclists. That's fine but simply pushing everyone else out of their way in unacceptable."

"Pretty tired of all the attention given to cyclists who are poor road users and not familiar with the Highway Code."

"What is with the obsession with cycle routes? I hardly see anyone on bikes where routes have been provided."

"Don't expect the people of Bournemouth to get on their bikes."

2 respondents commented that the schemes **would not prevent people from cycling on pavements**, while 3 respondents suggested that the schemes **endanger pedestrians** as a result of cyclists being more reckless with less threat from vehicles.



"In theory it sounds good, but in practice, again, I do not think this will stop the cyclists riding on the pavements."

"As a pedestrian whose hearing is not good improving facilities for cyclists mean they go faster. I have near misses fairly frequently."

2 respondents commented that the schemes would result in **congestion** on surrounding roads.



"Improving cycle links usually has an adverse effect on vehicular traffic, which increases pollution, to the extent I sometimes drive where I used to walk, to avoid spending too long in heavy pollution."

3.7.2 Junction improvements

There were 4 comments relating to the proposed junction improvements. 3 respondents commented that the removal of banned turns for cyclists would **reduce safety** for both cyclists and other road users, while 1 respondent commented that **The Crescent should be made one-way** to make entering and exiting easier.



"Do not make it more dangerous for cyclists by removing banned turns."

"It would be better for ALL road users if The Crescent became a one way system with left/right options on the exit being allowed."

3.7.3 Cycle contra-flows

There were 28 comments relating to cycle contra-flows. While 1 respondent was **in support of them in general**, 12 of these comments were **opposed to the idea of contra-flows in general**, with reasons being because they were unsafe to use, they were not properly used or adhered to by cars, while they narrowed the road for all users and parked cars restricted their safe use.



"The cycling contra-flows are well overdue and should be installed asap."

"Cycle contra-flows are dangerous and should not be allowed."

"I'm not sure if drivers understand the cycle contra-flow system and I feel a little unsafe using it myself in the roads around Boscombe East as road users cut corners at speed in this area."

In terms of the proposed contra-flows, 3 respondents were **in support of a contra-flow along Kings Park Road**, while 1 respondent felt that this contra-flow was **lacking in detail** and the plans were vague.



"I support the change/improvement on Kings Park Road where I live."

"C2 is particularly vague."

While 1 respondent was in favour of a contra-flow along Curzon Road, 2 respondents felt that the proposed contra-flow **would result in reduced safety**.



"I am in support of C3 (Curzon Road)."

"Motorists driving down one-way roads may be alarmed at seeing cycles coming the 'wrong way' at them and be confused - always gets me in Curzon Road which is narrow anyway. I am concerned about the possibility of increased accidents."

While 2 respondents specifically commented that they were **in support of contra-flows along Gladstone Road West**, 1 respondent felt that it was **not needed**.



"C4 badly needs doing as quickly as possible."

"Gladstone Road West is a 2-way road not 1-way. I live on it so no contraflow needed."

Similarly, while 2 respondents specifically commented that they were **in support of improvements to Haviland Road**, 1 respondent felt that it was **not needed**.



"I'll be moving to Haviland Road soon and want to cycle to work in Bournemouth town centre, so would very much welcome any improvements to cycling infrastructure to make it feel safer and more convenient."

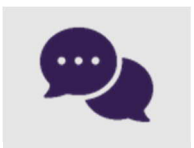
"It's too narrow and young people would abuse both scooter and bike provision here causing accidents This is a bad idea."

1 respondent commented that they were **in support of a contra-flow along Shelley Road**.



"I am in support of C7 (Shelley Road)."

1 respondent **did not want a contra-flow along Wolverton Road**, while 1 respondent commented on concerns about the resulting **parking issues** that a contra-flow would create.



"Please do not proceed in Wolverton Road."

"I live on Wolverton Road and do cycle and also use a car. I am all for being able to cycle wrong way on the one-way roads however concerned this would impact parking?"

3.7.4 Wheeling ramp

There were 8 comments relating to the installation of wheeling ramps. 2 of these comments were that **wheeling ramps were a good idea**, while 4 respondents specifically commented that a wheeling ramp that assisted cyclists using the steps **between Owls Road and Manor Road was a good idea**.



"Wheeling ramps sounds like a good idea."

"Wheeling ramp would be useful."

However, 2 respondents felt that the proposed wheeling ramp would be **impractical and difficult to use**.



"The wheeling ramp (C6) is ridiculous. I understand why they are proposed, but if you've used the ones at Pokesdown station you'll know how hard work they are, and not always safer than carrying."

3.7.5 On-street parking

There were 21 comments relating to formalising on-street parking. 3 respondents commented that **cars need to be prevented from blocking cycle lanes** in general, while 10 respondents commented that **parking restrictions need to be properly enforced**



"Still need enforcing - cars block majority of existing cycle ways etc. and likely will continue to impact on these changes if not enforced."

"A cycle path needs to be consistent with no car parking/ loading because when cars park in the cycle lane it's a safety hazard to cyclists pulling in to traffic."

"Get cars off the pavements."

The remaining comments were with regards to formalising on-street parking in St Clements Road (C8) specifically. Of these, 2 respondents commented that it is **unsafe with cars parked both sides on the road**.



“St Clements Road (C8): Parking from Walpole Road and towards Boscombe is problematic during weekends. There is no off-road parking in this section.”

2 respondents commented that it is **difficult for residents to park** along St Clements Road, while one respondent commented that **resident parking permits** were required.



“St Clements Road is terrible for residents to park. At weekends it is unsafe for children to walk on pavements as cars parked both sides. people use it to go to church and football. needs resident parking permits. It can be a bottle neck.”

2 respondents felt that the plans for on-street parking along St Clements Road **lack detail**, while 1 respondent commented that **one-way systems are required** to help on-street parking issues.



“‘Formalising parking' on St Clements Road is not enough detail.”

“St Clements Road may better benefit from a one-way system.”

3.7.6 Cycle link

There were 6 comments relating to the cycle link between Bournemouth station and the A35, with all of these stating that it was **important to improve cycle links**.



“Top priority is C9 link please.”

“More cycle links are a great idea.”

3.7.7 Cycle storage

There were 28 comments relating to secure cycle storage. 13 respondents commented that the provision of cycle storage was a **good idea in general**, while 1 respondent specifically commented that they would use the proposed cycle storage along **St Clements Road** (S8).



"Secure cycle storage is the most important aspect of improving cycle options for people."

"Cycle storage would be of benefit to residents."

"I like the idea of secure cycle storage and would use S8."

3 respondents commented that more cycle storage facilities were **needed elsewhere**, while 2 respondents commented that the storage facilities need to be able to **cater for different types and design of bikes** and other forms of pedal transport.



"Secure cycle storage would be great. Much more of this is needed."

"Secure cycle storage MUST include non-standard bikes e.g. recumbents, trikes, cargo etc."

Conversely, 4 respondents felt that the cycle storage facilities would be a **waste of money**, while 5 respondents commented that they may **attract antisocial behaviours**, such as graffiti and vandalism as well as theft and drug taking.



"Secure cycle storage is a waste of money; nothing can be made secure and will soon be vandalised and bikes stolen."

"Most flats in the areas you have located for secure storage already have cycle stores?"

"There are many bike thieves locally so on street storage would have to be secure to be viable."

3.7.8 Other comments / suggestions

There were 94 other comments and suggestions relating to cycling schemes within the local area. Of these, 20 respondents expressed **concern with allowing cyclists to travel the wrong way down one-way systems** due to associated safety concerns for them, drivers and pedestrians.



"Allowing cyclists to travel the opposite way on one-way streets I think is unsafe for pedestrians especially those who have hearing and/or sight disabilities."

"Don't agree with cycles going against traffic in cycle lanes. Already enough cyclists ignoring traffic and lights. Just makes it more dangerous for pedestrians and motorists. Not thought through consequences."

"Having cyclists travelling in the opposite way on a one-way street is dangerous."

17 respondents suggested that there needs to be **more cycle lanes in the local area** in general, while 12 respondents commented that cycle lanes need to be **segregated and specifically designated to cycle use only**. 4 respondents suggested that a safe and segregated **cycle lane was required along the seafront**.



"The whole area needs defined and safe cycle lanes."

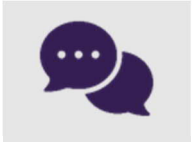
"The more cycle lanes we can have, the better and the safer it will be."

"For cycle lanes to be beneficial and safe they need to provide a designated area for the cyclist to freely ride and provide a continuous route from start to finish of a destination."

"Cyclists need dedicated secure cycling paths that cannot be encroached on by cars."

"I think a cycle route along the seafront away from traffic would be better."

2 respondents commented that the **safety of cyclists is paramount**, while 8 respondents commented that **cycle lanes need to be connected and continuous**, and that they should not just stop and filter cyclists back onto roads with motorised vehicles.



"I can't ride a bike but I do know that Bournemouth has a bad reputation for the safety of cyclists."

"I cycle through Boscombe a lot, the trouble is that none of the cycle routes are linked up. So you use a cycle path for some of your journey and then you have to risk your life back on the road with the cars."

"As I have stated before, the cycle lanes we do have just start and stop for no reason, including the ones that have been recently installed so small scale projects seem a waste of money unless linked into other cycle lanes etc."

3 respondents commented that **Gloucester Road needs safe cycling provision**, while 3 respondents commented that **Gladstone Road needed safe crossings** at its junctions with other local roads.



"Cycle work through Kings Park, cycle work through Woodlands Walk, but nothing proposed on Gloucester Road to link the two projects?"

"A crossing nearer the dead-end of Gladstone Road West across Ashley Road would make it safer for cyclists and school children to cycle to Avonbourne or Kings Park school as lots use this road including my own children. People take a risk crossing at the exit of Gladstone Road West onto Ashley Road but oncoming traffic can't see them as they exit the roundabout."

While 2 respondents suggested that **bikes should be allowed to use pavements**, 8 respondents commented that this **should not be allowed** with appropriate enforcement.



"Change the bylaws and allow pavements to be used by bikes - always giving priority to those on foot."

"I would be happy with cycle lanes IF it was a legal requirement for cyclists to use only the lanes and not be in car or pedestrian spaces."

"To get the cycles and scooters off the pavements altogether would be a great improvement."

A further 6 respondents commented that **cyclists need to adhere to the highway code**, while 4 respondents commented on **problems associated with the increased use of scooters**.



"Cyclists are thoughtless about pedestrians and often have no knowledge of the Highway Code regarding pedestrian crossings."

"I find walking now is stressful as scoters can go by on narrow pavements without realising that they are behind you until they are level."

5 respondents proposed and commented on **other schemes and improvements** in the local area.



"All seems reasonable, but what about creating numerous and 24/7 accessible public toilets?"

"Would be great to aim for a minimum % of secure bike storage, especially for areas with high proportions of flats and houses without gardens."

"Reopen Boscombe station and run a regular stopping train service across the conurbation."

3.7.9 Woodland Walk

There were 4 comments relating to the proposed improvements at Woodland Walk. 3 of these comments were that it is **fine as it is** and no changes were required, while 1 respondent commented that they **would never use Woodland Walk**.



"With the exception of improving lighting, I think Woodland Walk is fine as it is."

"I would never use Woodland Walk when the area is full of drug addicts services which attracts dealers to the area."

3.8 Transport plans: other comments

Respondents were asked to provide any other comments that they would like to make about the transport plans or travel in and around the Towns Fund area. 229 respondents provided feedback to this question. Responses were coded in to ten themes relating to 'overall comments about masterplan', 'Woodland Walk', 'Ashley Road', 'cycle schemes', 'public transport', 'antisocial behaviour', 'parking / use of roads', 'Pokesdown Plaza', 'housing' and 'open spaces'.

Theme	Number of comments
Overall comments about masterplan	46
Woodland Walk	108
Ashley Road	11
Cycle schemes	96
Public transport	79
Antisocial behaviour	19
Parking / use of roads	52
Pokesdown Plaza	21
Housing	9
Open spaces	9

3.8.1 Overall comments about masterplan

There were 46 comments about the overall masterplan. 10 of these comments were in **general support** of the plans and encouraging of the council to get started on their implementation.



"Sounds brilliant, can't wait to see the changes."

"Please let his happen as soon as possible. To make this area a beautiful place to live. Over the years it had become very rundown."

In contrast, 6 respondents felt that the masterplan was **not necessary** and a waste of money, while 4 respondents felt that the plans had been **developed by those with little understanding of the local area**. 3 respondents felt that they had **not been fully informed** of the plans and 2 respondents commented that the **council would do what they want** regardless of the feedback.



“Enough money has been thrown at Boscombe as it is.”

“I cannot help but feel that whilst some aspects are good it seems that the actual consequences of others have not been thought through or those proposing them have not visited the area and spent time here.”

“I believe that most residents do not know that anything is going to happen and certainly do not understand what the plans are.”

“Why bother you will please yourselves regardless what people say.”

9 respondents commented that it was important to **include the high street** in any regeneration plans, while 2 respondents commented that it would **need to be well maintained** and clean once developed.



“Would far prefer to see some improvement of Boscombe high street which feels pretty hostile and unpleasant.”

“Please review how to set and monitor new levels of cleanliness and general look and feel to the whole area on a lasting basis.”

While 2 respondents questioned whether the **plans would actually improve the local area**, 2 respondents stated that the proposed changes would **encourage them to visit the area more regularly**. 2 further respondents felt that the area needs **more promotion** to encourage people to visit.



“I really do hope that Boscombe regeneration works for the better and not for the worst.”

“If Boscombe was improved, we would definitely visit it more.”

“Please spend some of the budget on actively promoting the area more as a good place to live to counteract the negative publicity the town gets.”

2 respondents felt that **more seating** is required in general, while 1 respondent felt that the area is lacking in **wet weather activities** and one respondent felt that the plans **do not consider those with a disability**.



"I hope things like street seating etc are put in place in tandem."

"What Boscombe does need is wet weather activities for visitors and residents."

"Please ensure that people such as myself with invisible disabilities are considered."

3.8.2 Woodland Walk

There were 108 comments relating to the proposed changes to Woodland Walk. 30 respondents commented that **no changes should be made** to Woodland Walk and that it should be kept as it is. In addition, 13 respondents commented that **trees should not be cut back**, while 11 respondents commented that they **did not want art or sculptures** installed. 9 respondents commented that **children's play facilities should not be built**, while 8 respondents commented that **cyclists and scooters should not be allowed** to use Woodland Walk.



"Please do not spoil the uncomplicated tranquillity of Woodland Walk. Your option to 'cut back trees' is very alarming. The trees in Woodland Walk are long established and should be protected. Over-developing the area with cycle paths and sculptures will take away family access to nature in a simpler more intuitive way."

"I would be extremely disappointed if trees which support the local wildlife are cut down for unnecessary changes such as a cycle lane and sculptures."

"I strongly oppose the changes to Woodland Walk, it's wild, beautiful and full of wildlife just as it is. Turn it into a playground full of screaming kids and we'll lose the peaceful space and the wildlife that inhabits it."

7 respondents felt that there are current **antisocial activities** undertaken in Woodland Walk that need to be tackled and might be made worse by the provision of some of the proposed changes.



"As mentioned previously - implementing Woodland Walk plans together with tackling antisocial behaviour and visible policing should be a priority."

"Although it would be nice to improve the facilities in Woodland Walk I think consideration should be taken into the existing problems within the area. We have had high incidents with drugs in the area and providing seating would encourage people to hang around which would not be ideal."

However, 3 respondents commented that the **changes were welcome**, while 9 respondents felt that there should be **more and better planting**. 4 respondents suggested that the only improvement needed was **better lighting**, while 9 respondents felt that there should be increased security through **police presence and CCTV**. 3 respondents want **seating** provided, while 1 respondent felt that **art and sculptures** would be a welcome addition. 1 respondent suggested a **wider path** was needed.



"We look forward to the Woodland Walk being made more welcoming."

"The addition of artworks and better lighting is appreciated but the removal of trees and shrubs to the scale proposed will fundamentally alter and harm the very reason why people like to visit and use this walk."

"If anything better lighting, CCTV and maybe some more care and attention to the maintenance is required."

"Planting and seating would be beneficial but still retaining the woodland atmosphere."

"The path through Woodland Walk could be wider to feel safer and allow more people to use it."

3.8.3 Ashley Road

There were 11 comments relating to the proposed changes to Ashley Road. While 3 respondents commented that they disagreed with the plans and that they **won't make a difference**, 3 respondents were **in support** of the changes.



"I agree that Ashley Road is very narrow, but there seems little point in trying to widen the bits that you can widen when there will always remain pinch points."

"Agree that Ashley Road must be widened."

2 respondents felt that a **no parking zone** was needed near the schools in the area, while 1 respondent felt that Ashley Road should be **made one-way** with the other lane used to create a wide, separate cycle lane.



"I strongly feel that there should be a no parking zone within at least a 200 yard area, either side and opposite Kings Park Academy."

"Be bold, make Ashley Road 1-way, giving a lane to cyclists and pedestrians."

2 respondents queried the way that the **survey questions** on Ashley Road were framed.



"The question about improved facilities for both pedestrians and cyclists on Ashley Road makes no sense. How are you supposed to answer it?"

3.8.4 Cycle schemes

There were 96 comments relating to cycle schemes and active travel. 9 respondents felt that **active travel plans are a good thing to promote**, while 6 respondents felt that **cycle scheme improvements were welcome**.



"Many of these are good ideas providing access and mobility for wider users."

"Improvements for cyclists are priority really with public transport next."

"Any improvements to make cycling safer and easier for anyone wishing to travel by bike are welcome."

11 respondents commented that **more cycling improvement schemes** were still needed in the local area. In addition, 8 respondents felt that **cycle lanes need to be continuous** and not filter back into traffic, while 4 respondents felt that there should be **separate lanes for cyclists**. 3 respondents felt that cyclists should be **allowed to share pavements** with pedestrians.



"A good cycleway link using the seafront would make more cyclists use the beach than up and down hills among cars."

"Please make it safer to cycle."

"Cycle lanes should be continuous, where they stop and start is where they are difficult and dangerous to use."

"Cycle lanes on roads should be proper ones as in most parts of Europe and your excellent new ones in Castle Lane. Painted lines are useless, especially on poorly maintained roads. They should not suddenly end in no-man's land as they often do. Shared walkways need to be wide with clearly defined sides for pedestrians and bicycles."

6 respondents felt that **cars obstructing cycle lanes** was an issue that needs to be resolved, while 3 respondents suggested more **cycle storage facilities** would encourage people to cycle more. 2 respondents suggested that **cyclists need training** on how to appropriately use cycle lanes and roads.



"As already mentioned, cycling is dangerous in Boscombe as cars are regularly parked on yellow, double lines, in cycle lanes. A good start to improving cycling would be robust patrolling and fines to eradicate parking on cycle lanes."

"Need lots more cycle stands to park near shops to encourage local shopping without cars and for people from outside of Boscombe to cycle to specialist shops in Boscombe."

"Cycle training centre, proficiency tests?"

In contrast, 28 respondents felt that there was **too much emphasis on encouraging and installing cycle improvement schemes**, while not everyone can cycle and those that have been installed are not used enough.

“Don't penalise drivers at the expense of cycle lanes that won't be used.”

“All I’ll say is that you seem to do everything for the cyclists and very little for the motorists or the pedestrians.”

4 respondents felt that **priority should be given to other users** such as those using mobility scooters or with pushchairs and pedestrians.

“Give a much higher priority to wheelchair users, mobility scooter users, pushchairs/prams, young children, the elderly and people with mobility problems who want to remain active and independent.”

7 respondents felt that **bikes should not be allowed to use pavements**, while 5 respondents felt that there should be a **ban on scooters**.

“I hope that cycling is banned on pavements when the new cycle lanes are made. Safer for pedestrians and cyclists.”

“Cycle lanes are a good idea but the current issue is electric scooters using the lanes and they are not safe. Constantly going too fast in the pedestrian areas.”

3.8.5 Public transport

There were 79 comments relating to public transport within the local area, with the majority of these relating to buses. 16 respondents commented that there needs to be **more bus routes** and that existing ones need to be extended. A further 12 respondents commented that there needed to be **better links with the current main transport hubs**.

“Travel from Boscombe to Springbourne via bus could be improved. Travel options from Boscombe to Littledown and Bournemouth Hospital could be improved. Also trying to leave Boscombe and go to Winton to access the leisure centre for instance is only really possible using the university bus service which only runs during term time.”

"Why, when we have such an extensive beautiful views along the cliff tops, are the buses not planning to go anywhere near them?"

"Need better connectivity to the travel interchange as well. If people don't have cars and are on lower income, would they be more likely to use the coach rather than the train long distance?"

"Only that I hope they can be more joined up and connected with transport options outside of this area. My partner has a terrible time trying to connote on public transport from Boscombe to Canford Heath."

14 respondents commented that buses should be **cheaper** or should have a daily cap or standard fare charge, while a further 6 respondents suggested that the various providers should provide a **joined-up network** with the ability to use tickets across different networks.



"Bus prices are so expensive. To do small trips it's cheaper and more convenient most times to drive. Lowering bus prices would encourage a lot more people to use buses."

"If you want people to not use their cars make transport free."

"Two bus companies makes travel inconvenient a one ticket any bus system would make me most likely to use public transport."

3 respondents commented on **reliability issues** with bus timetables, while 2 respondents suggested that buses need to be able to **filter through traffic easier** to alleviate this issue.



"The buses need to be more reliable."

"There is no bus lane to the beach which may be why I haven't seen one beach bus less than way over half empty yet."

2 respondents proposed that all buses be **electric**.



“Electric buses that don't judder would be better - the old diesel ones are horrendous to ride in and some are dirty - try it yourself.”

3 respondents felt that the proposed **new route was not adequate**, while 8 respondents felt that **existing links work well**, and a further 9 respondents felt that **no more buses** were required.



“The new bus route is not great, I think it is making small and thin roads such as Sea Road much more dangerous for cyclist and pedestrians walking down to the beach.”

“We have a fairly good bus service throughout Boscombe and surrounding areas to the envy of visitors.”

“Pedestrians need to take priority. Buses already dominate key routes - no need for more.”

4 respondents suggested that **Boscombe train station** should be reopened.



“The reopening of Boscombe train station should be the biggest priority and a travel scheme using discounts on the trains should apply within the BCP area.”

3.8.6 Antisocial behaviour

There were 19 comments relating to antisocial behaviour in the local area. 2 respondents reported **feeling unsafe** in the local area, while 15 respondents suggested that **antisocial behaviours needed to be tackled through support and enforcement** before any other regeneration projects were funded.



“There are several establishments that make me feel unsafe walking into Boscombe.”

“Doesn’t matter how amazing you make Boscombe, if you don’t tackle the drug problems it will never change. You need to offer a lot more drug and alcohol addiction, support, rehabilitation and prevention and mental health support.”

While 1 respondent felt that the **masterplan would help tackle antisocial behaviour**, 1 respondent felt that the **plan would increase the antisocial behaviour** in the local area.



"This would help reduce ASB and increase the overall use of the area and help businesses especially in the hospitality sector be more successful."

"To encourage people to linger by providing a log shelter is likely to increase the current drug dealing and drinking issues in the area."

3.8.7 Parking / use of roads

There were 52 comments relating to parking and the use of local roads. 3 respondents requested that **parking spaces should not be removed**, while 16 respondents felt that the removal of parking spaces **harms local tourism and retail**.



"Stop building on car parks."

"Please take care to allow appropriate access and parking for shoppers supporting all local businesses."

"I think a lot of people will not come here if they cannot come by car."

6 respondents felt that the plans made **on-street parking** harder, while 2 respondents suggested that **resident parking permits** should be introduced. 1 respondent felt that there is a need for more **blue badge parking** provision and 3 respondents commented on the need for public **EV charging points**. 4 respondents felt that poor and **illegal parking needed more enforcement**.



"More details are needed about parking on St Clements Road. How will plan ensure that there is sufficient parking for the road's residents?"

"Please introduce more parking. Introduce parking permits for residents in local streets."

"I'm not officially disabled but I can't walk very far so am always looking for somewhere to park."

"Is there any provision for charging electric vehicles?"

"What about parking? I live in one of the streets near the centre of Boscombe. I have a drive. Have to regularly call BCP parking because I can't get out of my drive. Parking around Boscombe is an absolute nightmare. I need my car; I'm not fit or brave enough to cycle and mobility issues mean the bus stop is too far away. The streets are so congested that cars park over dropped kerbs, textile pavements, residents' driveways, double yellow lines. It causes arguments and bad feeling among neighbours."

2 respondents felt that **road surfaces** in the local area needed to be improved, while 8 respondents suggested changes to **road layouts**. 4 respondents commented on **displaced traffic** as a result of the proposed changes throughout the masterplan, while 3 respondents commented that creating **shared spaces** creates confusion amongst the different users.



"It would help if the council spent some of our council tax on resurfacing the main roads in the area."

"Following road changes in Boscombe which has considerably affected traffic or rat run from Boscombe Spa Road through to Wentworth Avenue (Southbourne). Any improvements should help alleviate this problem not increase it."

"One of my deepest concerns is that traffic will easily move and use Beechwood and Wentworth Avenue's to avoid the A35. There is currently great usage of this road and it is noticeable that lorries, coaches, etc. are using it on a more regular basis as a cut through from Christchurch to Bournemouth to circumnavigate the A35. This will get worse."

"The road improvements by McDonalds cause confusion. The changes in road surface but no zebra crossing. some think they are and others not.

3.8.8 Pokesdown Plaza

There were 21 comments and suggestions relating to Pokesdown Plaza. 2 respondents felt that the plans for the plaza **should not be done**, while 4 respondents specially commented on **concern over the narrowing of roads** in the area. 1 respondent was unsure what was meant by calling it a plaza.



“Forget crappy Pokesdown and focus on the terrible areas of Boscombe like McDonalds corner.”

“Please do not NARROW ANY roads in the area for any reason especially next to Pokesdown station. The traffic is bad enough as it is and this would be a huge mistake and cause severe stress and resentment for local residents.”

“What is Pokesdown Plaza?

In contrast, 2 respondents felt that the **plans were a good thing** to do and a further 5 respondents commented that the **bus connections** would be beneficial.



“Fully support overall approach - it is good to see the Towns Fund investment complementing that at Pokesdown station.”

“The new bus route is a must and there's no reason why that couldn't be implemented in time for the summer. Pokesdown station was renamed "for Boscombe" over ten years ago and yet this is the first time it's actually going to be linked with a dedicated transport link!”

While 1 respondent commented that the council should **consult with local community groups** about what should be done at the plaza, 4 respondents suggested that the **lift and disability access** at Pokesdown Station needed to be addressed. 1 respondent felt that **safe crossings** were a must, while 1 respondent felt that there should be **parking** near the plaza in order for people to utilise the proposed changes.



“The green could be improved by a low attractive fence around the perimeter so it is safer for families. Then events could be held here again. Nearby parking is essential for this local community.”

“Pokesdown station accessibility is diabolical and needs urgent updating.”

“Crossings on all sides of the junction around Pokesdown station are an absolute must.”

"Pokesdown Green was improved by volunteers thanks to the successful bid for lottery fund money some years ago by the Pokesdown Community Forum. It is also an integral part of the Boscombe and Pokesdown Neighbourhood Plan. You should be consulting directly with representatives from these 2 groups before making any changes."

3.8.9 Housing

There were 9 comments relating to the proposed housing. 4 respondents commented that the council **should not sell the land to developers** and that homes should **not be built on car parks**.



"It is a scam to flog a community asset to developers."

"Stop building on car parks."

3 respondents commented that **existing housing stock should be refurbished** instead of building new homes, while 1 respondent felt that **HMOs** need to be addressed.



"It would be much better to invest the money into refurbishing existing housing stock instead of building new housing."

"A buy up of the HMOs (with later sell off to encourage families into the area) which have been allowed to fall into a shabby state would greatly help with the regeneration."

1 respondent suggested that there was a need for more **houses rather than flats**.



"A few more houses with gardens and no more flats I feel would be much more appropriate."

3.8.10 Open spaces

There were 9 comments relating to open spaces in general. 6 respondents suggested that open spaces need to be designed so that they **look natural**.

"It sounds like the council has really taken into consideration the high importance of green, sustainable town planning, I am excited to live in Boscombe!"

"As a children's day nursery in the area we strongly believe that we need to keep as much of our local area as natural as possible."

While 1 respondent was in **support of children's play parks** being built, 2 respondents felt that there was **no need** for more to be provided.

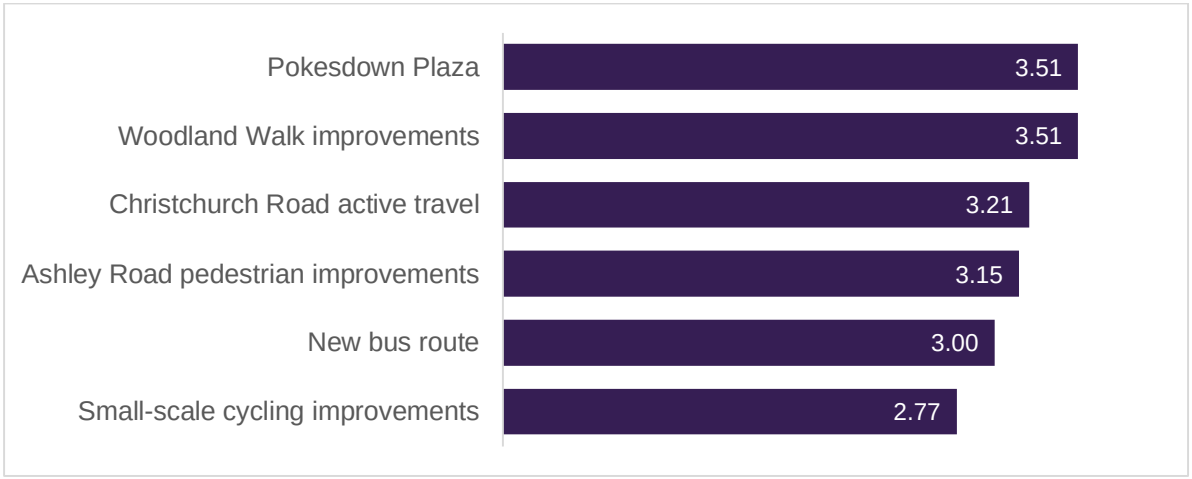
"A new children's park/play area would be ideal but needs to be made to feel safe and ideally free from vandalism/drugs etc."

"Don't build more parks."

3.9 Prioritising transport projects

Respondents were finally asked to rank the transport projects in order of importance, with one being the top priority and six being the least, leaving out any that should not be taken forward. As with previous ranking question, respondents who did not rank any of the projects have been removed. Responses were given a score from 6 for first place through to 1 for sixth place and zero for those not ranked.

Figure 16: Please rank the travel projects in order of importance to you (average score)



Base: 428 respondents

Pokesdown Plaza and Woodland Walk have the same average score and both saw more than half of respondents (54%) rank them in the top three places, though Pokesdown Plaza was ranked in the top place by 24% of respondents compared to 21% for Woodland Walk.

Despite having the third highest average score, the Christchurch Road Active Travel scheme was the most likely of the projects not to be ranked (15%)

Respondents **aged 75+** were more likely to rank the new bus service in the top three (73%) compared to most other age groups (44% overall).

Respondents **aged 35-44** years are more likely to place Christchurch Road improvements in the top three (56%) compared to those age 55-64 (40%) and those aged 65-74 (37%).

Respondents **aged 75+** are less likely to place the Ashely Road improvements in the top three (23%) than all other age groups (45% overall).

Christian respondents are more likely to place Woodland Walk in the top three (61%) than those with no religion (49%).

Respondents **aged 65-74** (20%) and **aged 75+** (20%) are less likely to place the small scale cycling improvements in the top three compared to other age groups; a quarter (24%) of those **aged 65-74** did not place this project on the list at all compared to between 7% and 10% for younger age groups.

4 Respondent profile

Category	Count	Percentage
Age groups	**475**	**100%**
Under 35 years	61	13%
35 - 44 years	86	18%
45 - 54 years	113	24%
55 - 64 years	103	22%
65 -74 years	83	17%
75+ years	29	6%
Sex at birth	**452**	**100%**
Female	290	64%
Male	162	36%
Is the gender you identify with the same as your sex registered at birth?	**430**	**100%**
Yes (same gender identity)	428	100%
No (different gender identity)	2	0%
Sexual orientation	**397**	**100%**
Straight / heterosexual	350	88%
LGB / Other	47	12%
Disability	**452**	**100%**
Yes - limited a lot	30	7%
Yes - limited a little	74	16%
No	348	77%
Ethnic group	**435**	**100%**
White British	387	89%
Other white ethnic background	35	8%
Black, Asian and other minority ethnic backgrounds	13	3%
Religion	**417**	**100%**
No religion	219	53%
Christian (Church of England, Catholic, Protestant and all other Christian denominations)	175	42%
All other religions	23	6%
Have you previously served in the UK Armed Forces?	**439**	**100%**
Yes, previously served in Regular Armed Forces	10	2%
Yes, previously served in Reserve Armed Forces	7	2%
No	422	96%

Respondent type	**496**	**100%**
A resident living in the Towns Fund area (shown on the map above)	351	71%
A resident living elsewhere in the BCP area	107	22%
An individual living outside of the BCP area	5	1%
Someone who works in the Towns Fund area	23	5%
Someone who goes to school / college in the Towns Fund area	1	0%
Someone who travels into the Towns Fund area for leisure activities	31	6%
Someone who shops in the Towns Fund area	43	9%
A business or organisation based in the Towns Fund area	15	3%
A business or organisation based elsewhere	1	0%
Other	8	2%

Note: Towns Fund area residents have been filtered out from the categories in italics. These show just those that live outside the area.

APPENDIX C – BUS SCHEME TECHNICAL NOTE

TECHNICAL NOTE

SUBJECT:	Bournemouth Towns Fund - Local Transport Improvement projects PROJECT 3: Pokesdown-Hawkwood Road-Boscombe Pier bus service		
DATE:	16 August 2022		
AUTHOR:	Richard Wareham	**CHECKED / APPROVED:**	Martha Covell
STATUS/VERSION:	Final Draft	**CIRCULATION:**	Not for circulation

1. PURPOSE OF THIS TEHNICAL NOTE

1.1. This Technical Note sets out details of further investigations carried out to identify a viable bus service linking Pokesdown Station with Hawkwood Road and Boscombe Pier.

2. BACKGROUND INFORMATION

2.1. With the approval of the Bournemouth Town Investment Plan in March 2021, the Government agreed to invest £22.7 million into Boscombe as part of the Towns Fund Programme.

2.2. The Investment Plan will be delivered through a number of projects which have been developed with input from local communities, partners, private and public investors. This includes projects which residents will directly benefit from and will be delivered under five themes:

- Enterprise and skills infrastructure
- Regeneration planning and land use
- Arts culture and heritage
- Digital connectivity
- Local transport

2.3. £2,532,000 of the Government funding was ring-fenced for local transport improvements, and when supplemented with further funding from LTP (£2,250,000), Network Rail (£198.636) and CIL (£10,000), gives a local transport budget of £4,990,636.

2.4. Through the Neighbourhood Plan process the local transport theme was discussed with stakeholders and the local community; and this identified a series of possible interventions for further exploration and development. These are referred to as the Local Transport Improvement projects (LTIPs), and comprise:

1. Improvements outside Pokesdown station (Pokesdown plaza)
2. Network improvements – A35 - Pokesdown Station to Boscombe precinct
3. Bus improvements – Pokesdown Station to Boscombe Precinct to Boscombe Pier
4. Local walking and cycling improvements – Ashley Road
5. Local walking, cycling and park improvements – Woodland Walk
6. Other local cycling improvements – small scale interventions at various locations

2.5. Project 3 was investigated by consultants, WSP. There brief was to:

> *Investigate the creation of a modern, future ready, commercially robust and sustainable bus route linking Pokesdown Station with Boscombe precinct and Boscombe Pier via Hawkwood Road.*

2.6. WSP engaged with BCP Council's Sustainable Transport Policy Manager and the Accessibility Team Leader to discuss likely service requirements, any constraints or known issues, and to identify a suitable/appropriate bus route. This discussion led to the identification of a circular route, indicative bus stops locations and also highlighted various infrastructure improvements that are likely to be required were this service to be introduced.

2.7. A general arrangement drawing showing the indicative route/bus stop locations and a supporting Technical Note were prepared; and an exercise was undertaken to determine the likely costs to set-up and operate the bus service. Further details are provided in Appendix 1.

2.8. Due to the significant costs involved, lack of commercial viability and apparent poor value for money, the Boscombe TF Strategic Board agreed that further options for a proposed bus service linking

Pokesdown Station, Hawkwood Road and Boscombe Pier should be investigated. The following sections of this Technical Note set out and discusses these alternative options.

3. EVIDENCE OF DEMAND

3.1. Current demand

3.1.1. There is no BCP data currently available showing any evidence of demand for a Pokesdown Station-Hawkwood Road-Boscombe Pier bus service.

3.1.2. All suggestions that this service is required have come through the Boscombe TF programme and the Neighbourhood Planning process conducted in 2020, when 56% of respondents indicated that public transport links should be a priority.

3.2. Beach Park and Ride service (summer 2022)

3.2.1. The current seasonal Beach Park and Ride service (P&R) operates between Kings Park and Boscombe Pier, taking in Hawkwood Road, with various bus stops along the route for passengers who simply require the bus service to/from the beach, including stops at Boscombe Bus Station, and on Christchurch Road and Hawkwood Road.

3.2.2. Data showing patronage for the Beach P&R service will be available at the end of August 2022. The weather in June/July/August 2022 has been good and this has been reflected in usage of the P&R service by visitors arriving by car at Kings Park. However, usage for local journeys (e.g. Boscombe Town Centre to/from Boscombe Pier) has been very limited so far.

3.3. Public engagement

3.3.1. The recent public engagement exercise in relation to the Phase 1 masterplan and Local Transport Improvement Projects invited comments about the suggested bus service. When asked "*How likely they would be to use the new bus service?",* over half of respondents (261 of 466 = 56%) said that they would be not likely or not at all likely to use it.

3.3.2. Older age groups identified that they are more likely to use the service to get to the shops, with 60% of those aged 75+ and 44% of those aged 65-74 saying that they would use it for this reason compared to 20% of those aged 45-54. There are no other significant differences between groups of respondents.

3.4. Exercise for identifying demand

3.4.1. To identify possible demand for any proposed bus service, a comprehensive exercise to model the catchment and determine whether the suggested route is effective for potential passengers would need to be undertaken. This is a significant piece of work, both in time and cost terms; and, in light of the relative lack of demand outlined above, an exercise to identify demand is likely to show that demand for this service is low.

3.4.2. Were there an identified demand for the service, it is very likely that one of the bus operators would already be offering this service. The fact that no bus operators currently working within the BCP area offers such a service, reinforces the view that demand for it is low.

4. FURTHER ALTERNATIVE OPTIONS INVESTIGATED

4.1. Community transport (dial-a-ride services)

4.1.1. BCP Council's Passenger Transport team facilitate a range of dial-a-ride services across the BCP area. These tend to provide services to people who find it difficult to use public transport, usually as a result of having a disability or particular care need. The services tend to be focused around the three town areas of Bournemouth, Christchurch and Poole, and the services are membership based.

4.1.2. Within Bournemouth (postcodes BH1-BH11) registered charity, South East Dorset Community Accessible Transport (SEDCAT), provide BAT buses to address the transport needs of vulnerable local people to prevent social isolation and loneliness. This provides a door-to-door bus service. The buses used have a lift/ramp and accessible steps to make it easy to get on and off and are also suitable for people who use manual or powered wheelchairs. Carers, guide and assistance dogs can also travel on BAT Bus.

The type of service operated is semi-scheduled, in that specific destinations are planned on certain days of the week. For example, the destination for bus 1 is the Sovereign Centre at Boscombe. It collects/returns pre-booked users to/from the centre, usually giving a two-hour period between journeys.

4.1.3. The Bournemouth Community Car scheme also offers pre-booked travel to members, usually for the purpose of attending medical appointments. Often the journey will incur a small charge based on the distance travelled, are available.

4.1.4. Similar dial-a-bus services and voluntary car schemes operate in Christchurch and Poole areas, although none of these services extend into Boscombe.

4.1.5. The passenger transport team has advised that they have no evidence of demand requesting a dial-a-ride type of service between Pokesdown Station, Hawkwood Road and Boscombe Pier. The team has also stated that with current funding constraints and difficulties obtaining suitably trained/qualified drivers, they have no plans to introduce new or extend existing community transport operations within the Boscombe area.

4.2. Community-led mini-bus service

4.2.1. This type of service would be similar to the dial-a-ride or community car schemes which already exist; and thus typically would be operated by a third-sector organisation; although at this time the Towns Fund programme manager is not aware of any existing or proposed third sector organisations within the area that has expressed an interest in operating this type of service.

4.2.2. Because of this lack of interest, the following costings are estimates:

- Set up costs: £75,000-£100,000 (for the purchase of a fully accessible mini-bus, accommodation, telephones/etc)
- Operating costs: upwards of £50,000 per annum (to cover the salary of a manager/administrator, accommodation, insurances, fuel and servicing).

4.2.3. This type of service would necessitate the setting up of a charitable body; thereby opening doors to possible external funding opportunities. It would be reliant on volunteers to administer the service take bookings and co-ordinate volunteer drivers.

4.2.4. The passenger transport team has advised that as well as having no evidence of demand requesting this type of service; it is likely that any third-sector body that is considering making an

offer to run this service would in the current circumstances struggle to find suitably trained/qualified and available drivers.

4.3. Extending the existing land train service

4.3.1. Under normal circumstances a land train would not be permitted to operate on public roads; however, they can operate under a Vehicle Special Order (VSO) issued under section 44 of the Road Traffic Act 1988.

4.3.2. BCP Council's Destination and Culture team operates various seasonal land train services with a VSO. Each service requires its own VSO.

4.3.3. The VSO license application process dictates that a land train service should only be used for the purposes of tourism (i.e. the service cannot be offered as part of the mass transit public transport network) and should not be offered in competition to an existing bus operators service. Should the latter be the case, it is highly likely that the bus operator would object to a VSO license being issued.

4.3.4. BCP Council holds one-year VSO licenses for various land train vehicles/routes, but currently only operates two services along the lower cliff promenade, both between Easter and the end of October:

- Alum Chine to Bournemouth Pier (west), stopping at Durley Chine
- Bournemouth Pier (east) to Boscombe, stopping at Toft Zig Zag

4.3.5. The current services can carry approximately 50-60 passengers and are fully accessible, with capability to carry one wheelchair at any one time. The 2022 season charges for these services are as follow:

Ticket type	Fare
Adult (single)	£3.50
Junior (6-16 year olds – single)	£2.40
Family (2 adults and 3 juniors – single)	£10,50
Adult (unlimited)	£6.50
Child (unlimited)	£4.50
Family (unlimited)	£21.00
Under 5s	Free
1 carer assisting a disabled person	Free

No concessions are offered.

4.3.6. For 2022 BCP Council holds a VSO license which would allow it to operate a land train service from Boscombe Pier, via Sea View Road to the central Boscombe area (the precinct) before returning to the pier via the A35 Christchurch Road and Boscombe Gardens.

The operational costs of running this seasonal service are estimated at £75,000, which covers fuel, staffing, insurance and servicing charges. There is considered to be a significant risk that the introduction of this additional land train service could impact on the income from the existing land train services operated along the lower cliff promenade. This risk is estimated at £100,000, meaning costs for the pier to Boscombe land train service could be up to £175,000 per annum.

For this reason, and due to the lack of demand, this service is not considered to be commercially viable and therefore does not currently operate.

4.3.7. Should a new alternative route be preferred, BCP Council would need to follow the VSO license application process. This can take approximately 12 months to complete, and would require the development of a business case that:

- set out a safe/suitable route that did not impact on bus operator's existing services;
- addressed safety concerns arising from operating a long, low speed vehicle on public roads;
- demonstrated the proposed route/service as having a 'tourism' purpose/need; and,
- was supported by BCP Council's and Dorset Council's Transport teams.

Assuming there is no significant increase in distance for the new alternative route (over the route which BCP Council has a valid 2022 VSO to facilitate its operation) then annual costs are expected to remain at £175,000 per annum; however, it is likely that a new purpose-built vehicle would be required, at a one-off cost of circa £450,000.

4.3.8. In addition to more traditional methods of determining customer needs, the Destination and Culture team use heat map information plotting where people board/alight the land train service and what their onward destination is. Based on this, the team has outlined that there is no evidence of demand for a land train service between the pier and Boscombe central area.

4.4. Extending an existing commercially operated service

4.4.1. The existing commercially available bus service arrangements within Boscombe provide no direct route connecting Pokesdown Station with Boscombe pier.

4.4.2. The only commercial bus service operating directly to Boscombe Pier was, until their recent demise, Yellow Buses Route 12.

4.4.3. Morebus has stepped into run a similar service to the former Route 12 until the end of summer 2022. This service will run open top buses between the beaches and coastline of Alum Chine and Hengistbury Head, taking in Boscombe Pier. It will not though extend to include Boscombe central area nor Pokesdown Station, as this diversion will add significant time and distance to the journey; and is unlikely to be supported by MoreBus given the lack of identified demand.

4.5. Extending the current Beach P&R service

4.5.1. The current Beach P&R service is based at Kings Park. It operates on the following dates:

- Saturday 28 May to Sunday 5 June (inclusive)
- all Saturdays and Sundays in June and July
- daily from Saturday 23 July to Wednesday 31 August (inclusive).

4.5.2. The route to Boscombe Pier is via Kings Park Drive, Holdenhurst Road, Ashley Road, Christchurch Road, Crabton Road, Hawkwood Road and Sea Road. The return journey utilises Heathcote Road rather than Crabton Road.

4.5.3. Buses run every 15 minutes between 8am and 1845pm.

4.5.4. The P&R bus stops at all existing, and several new bus stops along its route, including two stops on Hawkwood Road (near to the entrance to the main car park) and also at the bus station.

4.5.5. The P&R fare if £5 if you utilise the car park provision at Kings Park. Adult and child fares are available for local journeys; with the fare varying depending on where a passengers gets on/off the bus. From the central Boscombe area (Hawkwood Road), the daily return fare to Boscombe Pier is £1.50. Free travel is provided for holders of English National Concessionary Travel Scheme (ENCTS) passes. No other fare concessions are offered.

4.5.6. With the P&R service due to end on 31 August, extending the P&R route during 2022 is not considered to be a viable option.

4.5.7. In 2021 and 2022 the P&R service was funded from a central Government 'summer readiness' grant. This was established in response to the COVID pandemic and sought to ensure councils were ready for the post-pandemic period.

BCP Council was successful in securing funding for 2021 and 2022; however, beyond this, there is currently no commitment to providing a similar funding stream.

4.5.8. Should any new funding for a Beach P&R service be made available for 2023 and beyond, and on the basis that the parking offer remains at Kings Park and the ride offer is between there and Boscombe Pier, then extending the route to take in Pokesdown Station would be an option.

4.5.9. With the short timeframe available to investigate options, and with no current commitment to a Beach P&R for 2023, it was not considered appropriate to develop accurate costings. The option would increase operating costs by 50% as a third vehicle would be required to maintain the existing 15 minute frequency. It would also result in longer journey times for passengers making the service less attractive overall.

4.6. <u>'Pilot' off-peak mini-bus service</u>

4.6.1. At an estimated cost of £100,000 an off peak mini-bus service, operating with a 30-minute frequency, Monday to Sunday, between 0930-1430hrs and 1630-1800hrs could be provided covering a six-month period (say April to September).

4.6.2. Being both a seasonal and off-peak service would help to keep costs as low as possible; however, to ensure the service is given every opportunity to become established, and to truly reflect likely demand, this service would be a 'pilot with funding from the Towns Fund for a period of just one year (2023).

4.6.3. That said, anecdotal evidence from the Beach P&R operations indicates that usage for local journeys (e.g. Boscombe Town Centre to/from Boscombe Pier) is very limited. This suggests that patronage for a 'pilot' off-peak mini-bus service would be low, thus making this type of service poor value for money.

5. SUMMARY

5.1. Depending on frequency, the cost of a commercially operated bus service between Pokesdown Station, Hawkwood Road and Boscombe Pier is estimated at between £185,000 and £332,242 per annum with set-up costs ranging from between £245,000 and £1,382,000 depending on bus frequency and the extent of bus stop and infrastructure improvements that were implemented. These costs could be reduced by offering a seasonal off-peak service only.

5.2. There is limited data showing any evidence of demand for a Pokesdown Station-Hawkwood Road-Boscombe Pier bus service. Outputs from the recent public engagement exercise shows the majority of respondents would not use the bus service if it were to be provided; and this is reinforced by anecdotal evidence from the 2022 P&R service, which indicates that usage for local journeys (e.g. Boscombe Town Centre to/from Boscombe Pier) is very limited. The current land train operator also has no evidence demonstrating a demand for a similar service.

5.3. The only feasible alternative option is to operate a 'pilot' off-peak mini-bus service. This involves costs in the region of £100,000 for a seasonal service. Empirical evidence based on the lack of local journey patronage on the current Beach P&R service suggests this may be little used. This could however be a way of more accurately determining usage from Pokesdown Station in particular. The service would

be tendered to local operators for an initial six months from April- September 2022 and actively marketed to both residents and visitors in the local area.

TECHNICAL NOTE

SUBJECT:	Bournemouth Towns Fund - Local Transport Improvement projects PROJECT 3: Pokesdown-Hawkwood Road-Boscombe Pier bus service		
DATE:	16 August 2022		
AUTHOR:	Richard Wareham	**CHECKED / APPROVED:**	Martha Covell
STATUS/VERSION:	Final Draft	**CIRCULATION:**	Not for circulation

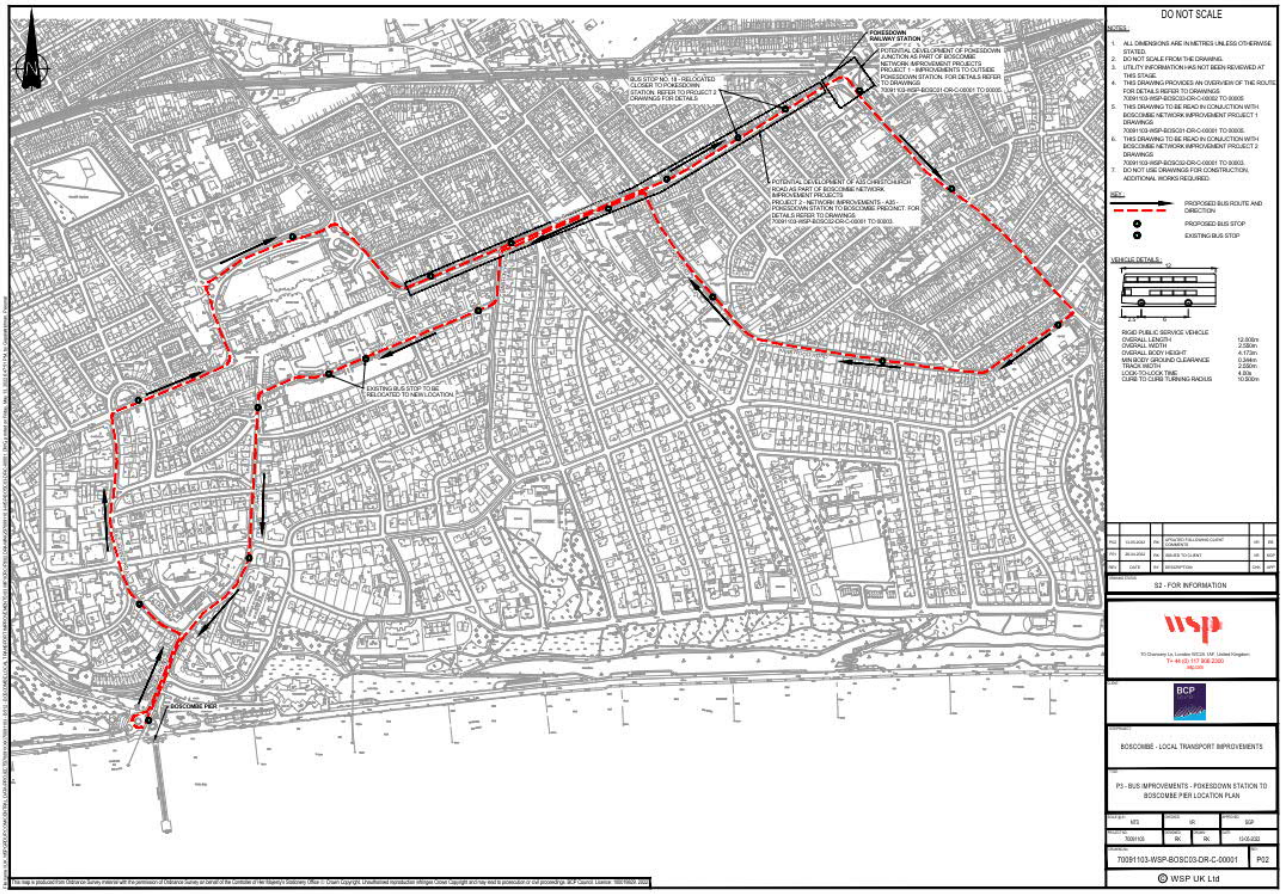
APPENDIX 1

POKESDOWN STATION, HAWKWOOD ROAD AND BOSCOMBE PIER BUS SERVICE

PROPOSED ROUTE

A proposed route was discussed/agreed with BCP Council's Sustainable Transport Policy Manager and the Accessibility Team Leader.

The general arrangement drawing shown below outlines the agreed indicative route, and existing/proposed bus stop locations.



70091103-WSP-BOS C03-DR-C-00001.pdf

TECHNICAL NOTE

SUBJECT:	Bournemouth Towns Fund - Local Transport Improvement projects PROJECT 3: Pokesdown-Hawkwood Road-Boscombe Pier bus service		
DATE:	16 August 2022		
AUTHOR:	Richard Wareham	**CHECKED / APPROVED:**	Martha Covell
STATUS/VERSION:	Final Draft	**CIRCULATION:**	Not for circulation

ASSUMPTIONS MADE

Bus type/size	Midi-bus with 24/36 seats^
Hours of operation	Operating all year round, between 0700-2300hrs (6 days/week) and 0900-2100hrs (1day/week)
Operators profit margin	3%
Fare*	£2.40 per
Passengers per operating hour**	28

^ Mini-bus alternative would not have a big impact on operating costs as the largest cost element is the driver

*Based on the fare from Bournemouth Rail station to the Town Centre on Morebus

**Need to have minimum seven adults return fare paying passengers per 15-minute frequency to cover costs, or 14 per 30-minute frequency

COSTS

The estimated costs of establishing/operating a Pokesdown Station-Hawkwood Road-Boscombe Pier bus service are:

15-minute frequency		
One-off costs		**Annual costs**
Bus purchase (x2) *Depreciated over 8-year period	£160,000	£332,242
Infrastructure Improvements		
6no. bus stops + junction improvements	£165,000	
20no. bus stops + junction improvements	£388,000	
7no. bus stops with shelters + junction improvements	£565,000	
20no. bus stops with shelters + junction improvements	£1,222,000	

30-minute frequency		
One-off costs		**Annual costs**
Bus purchase (x1) *Depreciated over 8-year period	£80,000	£185,000
Infrastructure Improvements		
6no. bus stops + junction improvements	£165,000	
20no. bus stops + junction improvements	£388,000	
7no. bus stops with shelters + junction improvements	£565,000	
20no. bus stops with shelters + junction improvements	£1,222,000	

APPENDIX D – SCHEME PROGRAMME

Bournemouth-Boscombe Towns Fund - LTIPs

Project Plan (November 2022)

Current Week 42 | Planned Duration | % Complete

Ref	PROJECT	PROGRAMME START (week number)	PROGRAMME DURATION (weeks)	ACUTAL START (week number)	ACUTAL DURATION (weeks)	% complete
1	**BUSINESS CASE**					**12%**
1.01	Discuss scope of revised projects and BC with WSP/Outline timeframes	39	0.15	39	0.15	**100%**
1.02	Submit CE/Agree CE	40	2	39	3	**50%**
1.03	Issue draft Business Case to BCP	40	0.15	40	0.15	**100%**
	Introduction updates	41	1			**0%**
	Strategic dimension updates	41	2			**0%**
	Economic dimension updates	41	2			**0%**
	Financial dimension updates	41	2			**0%**
	Commercial dimension updates	41	1			**0%**
	Management dimension updates	41	1			**0%**
	Meeting with AECOM	43	1			**0%**
	Finalisation of Business Case	43	0.3			**0%**
	Checks/Approvals	44	0.6			**0%**
	Client review (1)	44	0.15			**0%**
	Revisions following client review (1)	44	0.15			**0%**
	Client Review (2)	45	0.15			**0%**
	Business Case sign-off	45	0.3			**0%**
1.11	TF TWG	46	0.15			**0%**
1.13	TF Delivery Board	47	0.15			**0%**
1.15	TF Strategic Board	49	0.15			**0%**
1.17	Submit Business Case to DLUHC	50	0.15			**0%**
1.17	Decision on Business Case from DLUHC	50	16			**0%**

0	**Operational Modelling of individual junctions**		
	PM Costs	£0.000	Met from TF Project Management budget
	WSP design costs	£0.000	
	Project Budget (£000s)	**Total**	**£0.000**
		Total	

Q3					Q4							Q1												
Oct-22					Nov-22				Dec-22				Jan-23					Feb-23				Mar-23				Apr-23				May-23					Jun-23			
03/10/2022	10/10/2022	17/10/2022	24/10/2022	31/10/2022	07/11/2022	14/11/2022	21/11/2022	28/11/2022	05/12/2022	12/12/2022	19/12/2022	26/12/2022	02/01/2023	09/01/2023	16/01/2023	23/01/2023	30/01/2023	06/02/2023	13/02/2023	20/02/2023	27/02/2023	06/03/2023	13/03/2023	20/03/2023	27/03/2023	03/04/2023	10/04/2023	17/04/2023	24/04/2023	01/05/2023	08/05/2023	15/05/2023	22/05/2023	29/05/2023	05/06/2023	12/06/2023	19/06/2023	26/06/2023
40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78

Bournemouth-Boscombe Towns Fund - LTIPs

Project Plan (November 2022)

		PROGRAMME		ACTUAL		
REF	PROJECT	START (week number)	DURATION (weeks)	START (week number)	DURATION (weeks)	% COMPLETE
1	PROJECT 2 - A35 - Pokesdown Station to Boscombe precinct					0%
2.1.01	Brief WSP on Modelling requirements	57	4			0%
2.1.02	Submit Fee Proposals/Agree (modelling)	61	4			0%
2.1.03	Inception meeting with client (Modelling)	65	0.13			0%
2.1.07	Preparation of Traffic Model	66	12			0%
2.1.23	Application of Traffic Model to proposed scheme/Modelling report	78	6			0%
2.2.01	Topographical Surveys	80	4			0%
2.2.02	GPR surveys	84	4			0%
2.2.03	Core Sampling	84	4			0%
2.2.04	Drainage surveys	80	0			0%
2.2.05	Brief WSP on Preliminary Design requirements	95	4			0%
2.2.06	Submit Fee Proposals/Agree	99	6			0%
2.2.07	Inception meeting with client	105	0.13			0%
2.2.08	Stats C2	106	4			0%
2.2.09	Public Design	106	20			0%
2.2.10	Procurement strategy	106	07			0%
2.2.11	Engagement (internal stakeholder workshop)	110	0.13			0%
2.2.12	Engagement (external stakeholder workshop)	110	0.13			0%
2.2.13	Engagement (external)	120	3			0%
2.2.14	RSA 1	120	4			0%
2.2.15	Stats C3	120	6			0%
2.2.16	Develop TROs	120	6			0%
2.2.17	Engagement (member)	123	0.13			0%
2.2.18	Preliminary design complete	126	0.13			0%
2.2.19	Review of Preliminary Design by client team	130	4			0%
2.3.01	Brief WSP on Detailed Design requirements	131	4			0%
2.3.02	Submit Fee Proposals/Agree	135	4			0%
2.3.03	Inception meeting with client	139	0.13			0%
2.3.04	Detailed design	140	12			0%
2.3.05	Advertise TROs	146	12			0%
2.3.06	Stats C4	150	25			0%
2.3.07	Decision to implement TRO	158	0.13			0%
2.3.08	Sealed/late TRO	159	3			0%
2.3.09	RSA 2	159	4			0%
2.3.10	Review of Detailed Design by client team	159	4			0%
2.4.01	Tender	163	5			0%
2.4.02	Award	168	1			0%
2.5.01	Mobilisation	169	4			0%
2.5.02	Construction	173	26			0%
2.5.03	Supervision	173	30			0%
2.5.04	Maintenance/Defects period	201	52			0%
2.5.05	Monitor	201	52			0%

Current Week - 42 | Planned Duration | In progress

| Ref | | | | |

Bournemouth-Boscombe Towns Fund - LTIPs

Project Plan (November 2022)

Current Week 42 | Planned Duration | % Complete

Ref	PROJECT	PROGRAMME START (week number)	PROGRAMME DURATION (weeks)	ACUTAL START (week number)	ACUTAL DURATION (weeks)	% complete
3	**PROJECT 3 - Bus service – Station to Precinct to Pier**					0%
3.01	Confirmation of CCIF funding	43	1			0%
3.02	Develop scope of service	40	6			0%
3.03	Procurement of service	46	10			0%
3.04	Appraise tender submissions/Award	56	4			0%
3.05	Mobilisation	60	6			0%
3.06	Service operational	66	31			0%
3.07	Monitor 1	70	1			0%
3.08	Monitor 2	75	1			0%
3.09	Monitor 3	79	1			0%
3.10	Monitor 4	84	1			0%
3.11	Monitor 5	88	1			0%
3.12	Monitor 6	92	1			0%
3.13	Monitor 7	97	1			0%

		Q3												Q4												
		Oct-22					Nov-22					Dec-22					Jan-23					Feb-23				Mar-23	
		03/10/2022	10/10/2022	17/10/2022	24/10/2022	31/10/2022	07/11/2022	14/11/2022	21/11/2022	28/11/2022	05/12/2022	12/12/2022	19/12/2022	26/12/2022	02/01/2023	09/01/2023	16/01/2023	23/01/2023	30/01/2023	06/02/2023	13/02/2023	20/02/2023	27/02/2023	06/03/2023	13/03/2023	20/03/2023	27/03/2023
		40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65

		Q1												Q2												
		Apr-23				May-23					Jun-23				Jul-23				Aug-23				Sep-23			
		03/04/2023	10/04/2023	17/04/2023	24/04/2023	01/05/2023	08/05/2023	15/05/2023	22/05/2023	29/05/2023	05/06/2023	12/06/2023	19/06/2023	26/06/2023	03/07/2023	10/07/2023	17/07/2023	24/07/2023	31/07/2023	07/08/2023	14/08/2023	21/08/2023	28/08/2023	04/09/2023	11/09/2023	18/09/2023	25/09/2023
		66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91

		Q3																								
		Oct-23					Nov-23					Dec-23														
		02/10/2023	09/10/2023	16/10/2023	23/10/2023	30/10/2023	06/11/2023	13/11/2023	20/11/2023	27/11/2023	04/12/2023	11/12/2023	18/12/2023	25/12/2023												
		92	93	94	95	96	97	98	99	100	101	102	103	104												

300	**PROJECT 3 - Bus service – Station to Precinct to Pier**																									
300.01	PM Costs	£0.000																								
300.02	Contract costs	£100.000													£12.903	£16.129	£12.903	£16.129	£12.903	£12.903	£16.129					
	Project Budget (£000s)	**Total**	**£100.000**		**£0.000**		**£0.000**		**£0.000**		**£0.000**		**£0.000**		**£12.903**	**£16.129**	**£12.903**	**£16.129**	**£12.903**	**£12.903**	**£16.129**	**£0.000**		**£0.000**		
	£100.000	**Total**							**£0.000**				**£0.000**				**£41.936**				**£41.935**					**£16.129**

Bournemouth-Boscombe Towns Fund - LTIPs

Project Plan (November 2022)

Current Week - 42 | Planned Duration | % Complete

Ref	PROJECT	PROGRAMME START (week number)	PROGRAMME DURATION (weeks)	ACTUAL START (week number)	ACTUAL DURATION (weeks)	% Complete
4	PROJECT 4 - Local walking, cycling and park improvements – Ashley Road					0%
4.01	Brief WSP on Preliminary Design requirements	137	4			0%
4.02	Submit Fee Proposals/Agree	141	8			0%
4.04	Inception meeting with client	149	0.13			0%
4.06	Public Design	150	12			0%
4.07	Develop Procurement Strategy	150	39			0%
4.09	Stats C2	151	6			0%
4.12	Engagement (internal stakeholder workshop)	154	0.13			0%
4.13	Engagement (external stakeholder workshop)	154	0.13			0%
4.14	SSA 1	157	6			0%
4.15	Stats C3	157	6			0%
4.16	Develop TROs	157	6			0%
4.17	Engagement (member)	158	0.13			0%
4.18	Engagement (external)	158	1			0%
4.20	Preliminary design complete	162	0.13			0%
4.21	Review of Preliminary Design by client team	163	4			0%
4.22	Brief WSP on Detailed Design requirements	167	1			0%
4.23	Submit Fee Proposals/Agree	168	4			0%
4.24	Advertise TROs	168	12			0%
4.25	Inception meeting with client	172	0.13			0%
4.26	Detailed design	173	12			0%
4.27	Decision to implement TRO	181	0.13			0%
4.28	SSA 2	181	4			0%
4.29	Seal/Make TRO	182	3			0%
4.30	Stats C4	183	18			0%
4.31	Review of Detailed Design by client team	185	4			0%
4.32	Tender	189	5			0%
4.33	Award/mobilisation	194	1			0%
4.34	Mobilisation	195	6			0%
4.35	Construction	201	13			0%
4.36	Supervision	201	17			0%
4.37	Maintenance/Defects period	215	52			0%
4.38	Monitor	215	52			0%

| Ref | PROJECT 4 - Local walking, cycling and park improvements – Ashley Road | | | | |

Bournemouth-Boscombe Towns Fund - LTIPs

Project Plan (November 2022)

Current Week 44 | Planned Duration | % Complete

Ref	PROJECT	PROGRAMME START (week number)	PROGRAMME DURATION (weeks)	ACUTAL START (week number)	ACUTAL DURATION (weeks)	% complete
5	**PROJECT 5 - Local walking, cycling and park improvements – Woodland Walk**					10%
5.01	Inception meeting with BCP Parks team	42	0.15	42	0.15	100%
5.02	Develop template for Action Plan/Seek buying in fromcolleagues	42	2	42	2	50%
5.03	Populate Action Plan template	42	4	42	4	50%
5.04	Circulate draft Action Plan for input/comment	46	6			0%
5.05	Finalise Action Plan/Issue to stakeholders	52	5			0%
5.06	Implement short term works	42	15			0%
5.07	Implement improvement works	57	31			0%
5.08	Monitor 1	88	1			0%
5.09	Monitor 2	102	1			0%
5.10	Monitor 3	116	1			0%
5.11	Monitor 4	130	1			0%
5.12	Monitor 5	144	1			0%
5.13	Monitor 6	158	1			0%
5.14	Monitor 7	172	1			0%
5.15	Monitor 8	186	1			0%
5.16	Monitor 9	200	1			0%
5.17	Monitor 10	214	1			0%
5.18	Monitor 11	228	1			0%
5.19	Monitor 12	242	1			0%
5.20	Monitor 13	256	1			0%

				Q3				Q4							Q1						Q2						Q3					
				Oct-22				Nov-22				Dec-22			Jan-23				Feb-23			Mar-23				Apr-23				May-23			
				03/10/2022	10/10/2022	17/10/2022	24/10/2022	31/10/2022	07/11/2022	14/11/2022	21/11/2022	28/11/2022	05/12/2022	12/12/2022	19/12/2022	26/12/2022	02/01/2023	09/01/2023	16/01/2023	23/01/2023	30/01/2023	06/02/2023	13/02/2023	20/02/2023	27/02/2023	06/03/2023	13/03/2023	20/03/2023	27/03/2023	03/04/2023	10/04/2023	17/04/2023	24/04/2023	01/05/2023	08/05/2023	15/05/2023	22/05/2023
				40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73

				Q1						Q2						Q3					
				May-23				Jun-23			Jul-23			Aug-23			Sep-23			Oct-23		
				29/05/2023	05/06/2023	12/06/2023	19/06/2023	26/06/2023	03/07/2023	10/07/2023	17/07/2023	24/07/2023	31/07/2023	07/08/2023	14/08/2023	21/08/2023	28/08/2023	04/09/2023	11/09/2023	18/09/2023	25/09/2023	02/10/2023	09/10/2023	16/10/2023	23/10/2023	30/10/2023
				74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96

				Q3					
				Nov-23				Dec-23					
				06/11/2023	13/11/2023	20/11/2023	27/11/2023	04/12/2023	11/12/2023	18/12/2023	25/12/2023
				97	98	99	100	101	102	103	104

Ref	PROJECT																														
500	**PROJECT 5 - Local walking, cycling and park improvements – Woodland Walk**																														
500.01	PM costs			£0.000	Project being led by Mike Mallet, hence PM costs met from Boscombe TF PM budget																										
500.02	Implementation costs			£100.000														£25.000	£25.000	£25.000	£25.000										
	Project Budget (£000s)	**Total**	**£100.000**		**£0.000**	**£0.000**	**£0.000**	**£0.000**	**£0.000**	**£0.000**	**£0.000**	**£0.000**	**£25.000**	**£25.000**	**£25.000**	**£25.000**	**£0.000**	**£0.000**	**£0.000**	**£0.000**												
	£100.000	**Total**					**£0.000**					**£0.000**					**£50.000**				**£50.000**											

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CABINET

Report subject	Family Hubs: Transformation Fund 1
Meeting date	11 January 2023
Status	Public Report
Executive summary	The purpose of this report is to seek Cabinet approval for the Council to accept £883k in grant funding to transform its model of delivery for community family help after successfully submitting a bid to the Department for Education (DfE).
Recommendations	**It is RECEMMENDED that Cabinet:** **(a) subscribes to the programme and receive the funding which the Council would administer on behalf of the Council and health partners;** **(b) delegate authority to the Director of Children's Services in consultation with the Director of Public Health Dorset in conjunction with the Portfolio Holder for Children and Young People to take all the steps necessary to spend the funding up to the budget envelope (including procuring and awarding contracts) to implement the work as outlined in the bid; and** **(c) notes that a subsequent report shall be brought to Cabinet in due course to provide more detail on the transformation project and provide an update on progress made against the bid.**
Reason for recommendations	The transformation fund will improve services and outcomes for children, young people and families in BCP and allow the Council and partners it provide help and support earlier, likely reducing the demand on statutory services.

Portfolio Holder(s):	Councillor Mike White, Portfolio Holder for Children and Young People Councillor Nicola Green, Portfolio Holder for Council Priorities & Delivery
Corporate Director	Cathi Hadley, Director of Children's Services
Report Author	Amanda Gridley, Service Manager Brianne Thomas, Transformation Consultant
Wards	Council-wide
Classification	For decision

Background

1. In November 2021, the DfE announced a £10m 'Family Hubs Transformation Fund' where they planned award up to 10 local authorities up to £1m to be spent between April 2022 to March 2024. The funds are not intended to supplement direct service delivery, but rather to enable a transition from the current model of children's centres which provide provision for under 5s to a 0-19 (up to 25 for SEND) family hub model which promotes a system-wide, multi-agency model, providing high-quality, whole-family, joined up family support services and is centred around three principles.

    a. **Access:** There is a clear, simple way for families to access help and support through digital and virtual offer, outreach activity and, in some specific locations, accessing a physical family hub building;

    b. **Connectivity:** There are multi-agency services working together to provide a universal and targeted offer for families, 0-19 (up to 25 for SEND). There are professionals working together, through co-location, data sharing and a common approach (joint governance) to their work. The model is supported by the need for families to only have to tell their story once, with services being more efficient, and families receiving more effective support. This also involves statutory services, the community, charities, and faith sector partners working together to get families the help they need; and

    c. Relationships: The Family Hub priorities strengthening relationships and builds on family strength. Relationships are at the heart of everything that is delivered in Family Hubs.

2. The bid was submitted in December 2021, and the announcement of successful bids was delayed until late October 2022 due to additional funding announcements in family hubs.

3. The transformation of Family Hubs will support the delivery of the Written Statement of Action that the local area was required to submit following an inspection in June 2021. Actions include: access to supportive courses for parents and carers, timely and responsive support for children's communication needs and to ensure that the graduated response is used effectively in order for children and young people to access appropriate support and resources.

Summary of legal implications

4. The decisions being made in this report fall within the general power of competence as set out in Section 1 of the Localism Act 2011 and they are within the boundaries and limits of the general power of competence set out in Section 2 and 4 of the Localism Act 2011.

5. Section 111 of the Local Government Act 1972 confers power to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of the functions of the Council. The services that would be provided under following sign up and acceptance of the funding identified in this report will facilitate and be conducive or incidental to the discharge of a wide range of the Council's statutory duties, including but not limited to; -

    a. those relating to safeguarding, and specifically to the Council's general duty under section 17 of the Children Act 1989 to safeguard and promote the welfare of children within its area who are in need and, so far as it is consistent with that duty, promote the upbringing of those children by their families, by providing a range and level of services appropriate to those children's needs.

    b. the local authority's statutory responsibility for commissioning public health services for children and young people aged 0 to 19 years under the Health and Social Care Act 2012.

    c. the responsibility of local authorities and their partners to improve the wellbeing of young children in their area and reduce inequalities under the Childcare Act 2006. Section 4 of the Act places a duty on local authorities to make arrangements to work with each of the authority's relevant partners in the performance by the authority of their duties under the Childcare Act 2006, including when improving the well-being of young children and securing integrated early childhood services.

6. This decision includes the entering into a Memorandum Of Understanding (MOU) with the DfE which creates the obligation to progress with the transformation bid and deliver by March 2024.

Summary of financial implications

7. By accepting the funds, the Council would receive £886k ring fenced grant monies to transforming the current model to a Family Hub model which will need to be spent by March 2024.

8. There is positive evidence to support that the earlier a family receives support, more costly interventions at a later point are less likely to occur therefore reducing the need for statutory intervention.

Summary of environmental impact

9. During the transformation project, a review of all estates officers will be undertaken which will consider a variety of factors including the sustainability of each building.

Summary of equality implications

10. Assessment at a strategic level regarding the implementation of the Family Hub model does not have any negative implications. Once a plan has been formalised and agreed, more detailed equality impact assessment will be developed prior to any future decision making.

Summary of risk assessment

11. Considerable transformation is already underway throughout the Council and in Children's Services. A corporate and system response is required to ensure the family hub model is realised. Officers have met with corporate officers and partners to scope out how family hubs dove tails into existing transformation strategies and plans.

12. The funding opportunity is to transform the way current services are delivered and so the model must be sustainable as no further funding for Family Hubs has been announced. Considerable effort went into writing the bid to ensure funding is invested in implementing new ways of working which are sustainable and not on additional or new services.

13. There is the possibility that through the work of the hubs, unmet needs for families could be identified, this could be exacerbated within the wider cost of living context. Careful oversight by key partners will be required to understand and track any increased demand. Any increase in demand and the implications will be proportionality escalated.

Background papers

BCP Family Hubs Transformation Fund 1 Bid

Appendices

Appendix 1 - Family Hubs Network Limited – Written Evidence
Appendix 2 - Family Hubs Model Framework
Appendix 3 - Equality Impact Assessment – Family Hubs

Family Hubs Network Limited – Written evidence (PSC0052)

Description of Family Hubs in response to question: How should central Government coordinate public services to support vulnerable children to recover from effects of the COVID-19 pandemic?

Submission from the Family Hubs Network (Home - The Family Hubs Network)

1. WHAT Family Hubs do and HOW they do it:

Family Hubs, and the systems they are part of are characterised by these nine principles (expanded with links to relevant webpages in Appendix below):

- Superb **early years (0-5)** provision so families get whatever help they need to give their children the best start in life and ensure they are school-ready.
- An understanding of the importance of **Early Help and prevention**.
- Families with children aged **0-19 (and up to 25 for SEND**) have somewhere they know they can go if they need information, advice or guidance for family, relationship and other issues.
- **Integrated** health and public health priorities, such as health visiting and maternity, with social services and Troubled Families programmes.
- Central **access** point to services/support, connected to all other local delivery sites.
- A **relational culture** embodied by everyone who works in the Hub.
- A **whole-family approach** which focuses on disadvantaged and vulnerable children.
- Parents can access **relationship support** when there is conflict, including after separation
- The **voluntary sector and wider community** make an extensive and vital contribution.

2. **What is distinctive about Family Hubs?**

Family Hubs provide a central access point for integrated services, whether this is a building named a Family Hub, a building with another title, or a virtual access point. It's important that families know where to go and get help, and that staff and volunteers are trained to respond sensitively and effectively to families' enquiries. The Family Hub model enables every region to make the most of the buildings/delivery sites they have available. Most commonly, a Family Hub is co-located with other services and signposts families to services within the same building but is equally integrated with services provided at other delivery sites (described by some as 'spokes' of the hub).

3. The relationships between the Family Hub, families and other delivery sites are equally important to ensure a whole family approach and, as far as possible, a seamless, integrated service. An indication that a Family Hub is working well is when a family need tell their story only once and services and people then work together to give that family the support they need. Ideally digital integration also enables families to access help and advice online.

4. **WHY they are needed:**

Parents who are struggling with difficulties in their relationships (with their children and other adults, particularly each other), finances and other areas of family life will often not know where to find help, who they can turn to and how to stop problems from escalating. Family Hubs are flexible, attuned to local needs and able to connect families with the right help from the right people in the right way. They are a key element of integrated working which enables families with children aged 0-19 to access early help to overcome difficulties and build stronger relationships. Timely prevention reduces the need for crisis intervention by social care services. Across the country they are faced with high and rising numbers of children who are 'in need', on child protection plans, and coming into care.

5. In addition, children from poorly functioning families often underachieve in school, have poor physical and mental health and are more likely to become caught up in drugs, gangs and other criminal activity. This makes it harder for them to gain satisfying employment, form healthy relationships and nurture their own children. Without the readily accessible family support Hubs can provide, along a spectrum of need and throughout the time children and young people are dependent on their parents (0-19), many will experience these and other poor outcomes linked to the breakdown of family relationships.

6. Couples in chronic conflict who do not receive timely and effective help will struggle to resolve difficulties and provide their children with the safe, stable and nurturing relationships they need to thrive. Even after separating, some couples may find it impossible to leave that conflict behind and co-parent well, in their children's best interests, without the right support. Families coping with disabilities are often unaware of the help that is available to them locally or how to access it.

7. A range of 'whole-family' support provided seamlessly through these centres avoids the 'silo working' that can mean families are bounced from one service to another and have to repeat their story again and again. This support is frequently co-located with well-designed universal and targeted early years services which ensure children have the best start in life. Coming into these Hubs raises new parents' awareness of other support they might need to ensure their children grow, flourish and fulfil their potential.

APPENDIX – Expanded Principles and Case Study Material

Principle of 'families with children 0-19' (and up to 25 for SEND)

The Family Hub model maintains a focus on the early years but extends family support to families with children aged 0-19 in recognition that families can face challenges at any time. Building on the heritage and experience of Sure Start children's centres, Family Hubs further develops early years services as they provide a key fulcrum point to improve outcomes.

During the early years, families build trusted and valued relationships with the people they meet in family support. Rather than sever this relationship when a child reaches five, parents can continue to contact a familiar team and access

trusted information, advice and guidance. This helps them find the right help online, over the phone or in person, either at the Family Hub or at another delivery site, where services for families with older children are available.

It makes sense for families to have a main point of access (place, phone and/or website) through these years to which they can repeatedly return and from where they can source a range of help for all the issues that can impact upon families, including their young children.

Principle of 'early help and prevention'

As prevention is a priority in the Family Hub model, a local authority's Early Help strategy is an essential element of local design. Family Hubs are the 'Early Help Front Door' where families can get help in the right way at the right time. Early Help and early years often go hand in hand as the pace of change, and emergence of issues is particularly swift in the early years and Early Help, to prevent issues becoming entrenched challenges, is essential.

Principle of 'integrated'

To achieve better outcomes for families, 'practice-based evidence shows that integration makes a significant difference'. Within the Family Hub model, integration is applied in several ways:

- **Multi-disciplinary and multi-agency teams** working together closely and in a coordinated way so families get the support they need in a way which puts helping them solve their problems at the heart of the process. It's not about a series of referrals or interventions but about practitioners working together to make the difference that's needed. When a Family Hub is working well a family need only tell their story once and services and people then work together to give that family the support they need. Achieving cross organisation buy-in to create integrated working is essential and local authorities can learn from others' experiences.
    - Bringing **health and CCGs** into the Family Hub is especially important for early years, to reach and support expectant parents, for example, in Stockton-in-Tees, below. All perinatal services including ante-natal appointments; ante- and post-natal education classes; health visiting; post-natal support; and maternal and infant mental health can be co-located or coordinated from within Family Hubs. Different ways local authorities work with health are explored here. Family Hubs' Advisory Boards can facilitate multi-agency working and collaboration can be achieved in a number of ways.

CASE STUDY: Stockton-on-Tees
A Community and Partnership Manager at Stockton-on-Tees describes how: "The Family Hub model promotes a more integrated way of working with services and developing a wider offer to families with children aged 0-19. The concept is around strengthening the approach to preventative work with families, prior to the point of escalation to statutory services, with the

integration of Health Visitors and School Nurses on site. We also accommodate midwifery services on each site and an independent nursery provider within each setting. We have four Family Hubs across the Borough which provide a range of services. The Family Hubs act as a one-stop-shop to allow families to access a range of services under one roof. Staff are upskilled and have a broad knowledge of other services outside of our provision, to enable them to signpost families more effectively.
Weekly meetings are held within Early Help to identify the most appropriate support available to families and to allow for a more joined up approach across services."
Stockton offer the following services:

Sleep Workshops Healthy Baby Weigh-In A number of parent/volunteer led groups Midwifery appointments First Aid Courses/Home Safety equipment. Sleep Clinic – 0-18 years Health clinic - baby weigh Cafes Evidenced-based parenting courses (0-19) Baby yoga Baby massage Smoking cessation Change, Grow, Live (CGL) Drug and Alcohol Service – Drop in sessions	Drug and alcohol awareness sessions Harbour (domestic abuse) – Drop in sessions Benefits advice Job Club – 16-29 years CAMHS – Workshops Joint groups with Youth Direction General relaxation for parents SEND Drop-in advice service Cooking on a budget; Maths and English Courses; Amazing You (learning and skills) and Mental Health Awareness Courses E-Solihull Relax Kids

    - The ability to **register births** in Family Hubs provides an opportunity to alert expectant parents to the support services available and reduce any stigma associated with going through the doors. It also ensures Hubs get the birth data they need to plan services.

- By working in this way, and delivering a system for everyone from those with universal through to intensive need, families can experience **seamless transitions** from one level of help to another. If a family's crisis escalates, practitioners working together within a well-designed system receive more intensive support without delay or starting from scratch with a new referral. Similarly, when a family makes progress, they can move to a lower level of support, without facing a cliff-edge moment when intensive support comes to an end. All this helps to reduce stigma.

- Being 'integrated' also means **sharing data**. This can be a stumbling block but we have seen how agencies can overcome this so they can work together better, by ensuring that new IT systems are compatible with other agencies' software (as has been achieved for example, in Brent). And by asking families for consent to share information, in the right way at the right time (for example in Yeovil/South Somerset, where hub

deliverers have sensitively adapted their processes and as a result have high levels of consent and engagement among their families).

- And the fourth area of integration, which may sound quite ambitious but is highly valued by those who practice it, is having **shared outcomes** (see Essex study below). This means that all agencies involved in supporting families agree the shared outcomes they are working towards and then work out, who is going to do what, to make sure those outcomes are achieved. This can involve, for individual families, creating a Family Plan (e.g. City of Westminster) and/or more broadly working together to achieve county-wide targets (such as Essex, where this also involves an innovative approach to budgets).

CASE STUDY: Doncaster
Doncaster's system collects extensive data to demonstrate the outcomes of their work.
Slides: https://familyhubsnetwork.org.uk/event/family-hubs-webinar/
Video of presentation:
https://www.youtube.com/watch?v=G5Caj4CMKMQ&list=PLSBqP_HC1oQgEvcUo0p-nTIhK47lLeaXp&index=6

CASE STUDY: Essex
In Essex, the local system design of the Family Hub model illustrates how integrated can work effectively and achieve good outcomes.
Slides: https://familyhubsnetwork.org.uk/event/family-hubs-webinar/
Video of presentation:
https://www.youtube.com/watch?v=wY46CeqVKWk&list=PLSBqP_HC1oQgEvcUo0p-nTIhK47lLeaXp&index=2&t=1s

Principle of 'whole family approach'

Rather than focusing on the child or member of the family needing support, in isolation, those practising the Family Hub model consider the child within the context of their core relationships and the people around them, and tackle the problems with interventions that will work within this context. Quite often, **the presenting problem is not the core challenge**: extremely difficult toddler behaviour can be the presenting problem but unemployment, housing issues or substance abuse can emerge as significant factors and this is where the 'whole family approach' identifies this and, because of the connectedness within the system, is able to tackle it (e.g. Isle of Wight case study below).

Coupled with this is the way in which Family Hubs prioritise **supporting relationships** within the family. We can be in the habit of addressing the problem of the child or parent. Quite often, it's weaknesses in the relationships between the family which are causing distress as well as hindering progress. Family Hubs provide counselling and programmes to address child-parent violence, couple relationship as well as parenting skills as part of family support. The DWP's interest in reducing parental conflict and, with MoJ, in post-separation support features in this part of Hubs' work.

The early years have a particular influence on the whole family. The arrival of a baby sends ripples - or a tsunami - throughout the family unit/context. Therefore, the 'whole family approach' is crucial to understanding a family's needs and tackling related issues as well as the presenting ones e.g. a toddler's sleeping problems can put enormous strain on couple relationships and in this situation, providing relationship support may be just as important as establishing better sleeping patterns.

So, how does the Family Hub model provide family support, for families with children 0-19, which prioritises prevention, the whole family in an integrated way? It's about creating a system where **access** is key families know where to go and get help. Access must be straightforward and this is especially important in the early years when families need convenient and speedy help, with the demands that an infant makes.

Principle of 'access'

Family Hubs have a central point from where services are accessed, whether this is a building named a Family Hub, a building with another title, or a virtual access point, by phone, email or online form. This access point is often called the Early Help Front Door, Integrated Front Door, or One Stop Shop.

Local Family Hub system designs (see box below) make the most of the **buildings/delivery sites** they have available and respond to local need, for example, ensuring the access points in buildings are in areas of greatest need (e.g. deprived housing estate) or with greatest reach (e.g. library, civic building). But the system can only work well if the access points are well connected with services and practitioners based in other buildings.

Local system design
The connectedness of the Family Hub model and its outworking in the relationship between buildings and teams in a local area is most easily grasped as a '**hub and spokes' model**, where one building is nominated as the main hub and other buildings are delivery sites connected to it. When this is well communicated to families and is central to the thinking of staff, family support is easily and effectively accessed through the hub and delivered through the delivery sites (as well as the hub in most local designs).

When a physical hub building is not used as a hub, the hub and spokes model is not redundant but works differently. In this '**virtual hub'** design, connectedness is just as important and communication to families about how the virtual hub operates is more important as there is no physical manifestation of that intention.

In local system designs, the hub and spokes model tends to evolve into a system of connectedness which can seem, to the outsider's eye, more complex but is in fact evidence of a local authority adapting their existing estate and connecting with other delivery sites (operated by the voluntary sector for example) to capitalise on existing infrastructure and meet local need.

Having 'hub' buildings which are physical centres of the family support offer help make the whole offer more tangible for families. Sometimes the hub is

positioned within a building known for another service (see below) sometimes the building is called the Family Hub (or similar name), and other services are co-located there.

Often children's centres are used for this purpose (following consultation). This works well for families, who have accessed Children's Centres in children's early years, and it makes sense to continue to receive help in a place which is trusted and familiar. Some children's centres have become Family Hubs, some children's centres host a 'Family Hub'.

CASE STUDY: Isle of Wight
On the Isle of Wight, the local system design lifted children's services out of special measures and transformed family support delivery. On this journey, children's centres were repurposed as part of a comprehensive strategy to reach and support families more effectively.
Slides: https://familyhubsnetwork.org.uk/event/family-hubs-webinar/
Video of presentation:
https://www.youtube.com/watch?v=f_uOPo9hPaE&list=PLSBqP_HC1oQgEvcUo0p-nTIhK47lLeaXp&index=5
Video of integrated working on Isle of Wight:
https://www.youtube.com/watch?v=ke6QFBZL9NI

Other facilities which host a Family Hub include: local libraries, GP surgeries, health clinics, schools, registry offices, community centres, church and faith venues and Citizens Advice Bureaux. The diversity of how buildings are used within the Family Hub model illustrates the extent to which local Family Hub systems reflect the local situation, a core strength of the model which introduces complexity when trying to compare one local system with another.

Alongside access via a building, there is **virtual access**. This is equally important to those delivering the Family Hub model. Families need to be able to look online or pick up the phone. Family Hubs need to ensure that this information is well publicised and that such access points are well serviced, delivering a timely and helpful response, in a relational way.

The centre where families access help is well connected to the full extent of the local offer of family support. Without this **connectedness** (with practitioners, services – both local authority and voluntary sector – buildings and the **digital online offer**) it cannot deliver the help families need. Digital connectedness has become more important than ever during the 2020 Covid crisis in not only publicising but also delivering universal services.

Principle of 'relational culture'

Many families' enthusiasm for children's centres was derived from the relational approach they had experienced. The Family Hub model takes this a step further and prioritises a relational culture to infuse all areas of family support.

Relational culture is about understanding the value and impact of how we relate to each other. This applies to the system as a whole and specifically, staff to families and staff to staff.

An example of the how this is implemented within the Family Hub model is in the London Borough of Westminster, where a relational culture is achieved in part through delivering a workforce training programme to both local authority staff and their partners in voluntary sector organisations.

Principle of 'relationship support'

Families, particularly with young children, are often under strain and relationships need to develop resilience if they are to be sustained during the child-raising years. Despite support, some may not last and sepating/separated families often need specialist help with transition. The Family Hub model actively champions the value and importance of all kinds of couple support and challenges the taboo of talking about relationship health. DWP's Reducing Parental Conflict programmes are starting to be delivered in Family Hubs.

Principle of 'working with the voluntary sector'

The voluntary sector's role in Family Hubs is extensive and valuable. From providing universal services through to being partners in delivering statutory services, national and local community-based voluntary sector organisations enable local authorities to reach more families and provide a greater offer. By connecting families to the wider voluntary sector offer, local authorities not only reduce pressure on their own services (enabling the local authority to focus on those with greater need) but also provide families with the opportunity to build their relationships and network in the community which has longer-term and far-reaching benefits. This is particularly valuable for new parents as this is an important time to build their own network of support in the community.

Department for Education

Family Hub Model Framework

Annex to the Family Hubs Local Transformation Fund application guide

November 2021

Family Hub Model Framework

We have published this “first draft” family hub framework alongside the application guide for the Family Hubs: Local Transformation Fund. The framework provides further information to local authorities (LAs) bidding for transformation funding. LAs applying to the fund should use the framework to assess themselves against a common set of criteria, and to understand what they are expected to achieve with the funding. We would expect LAs as part of their applications to set objectives which fit within the framework – and which will then be used by DfE to monitor and evaluate transformation fund projects. Further information on the selection criteria and eligibility for the fund can be found in the application guide.

The framework has been developed by the DfE with input from the Department for Levelling Up, Housing and Communities (DLUHC) and the Department for Health and Social Care, and tested with LAs.

The framework is not intended to be used in isolation. We would expect LAs to use the framework alongside the guidance and tools that they are already using to help transform their services. For example, The best start for Life: A vision for the 1001 critical days, DLUHC’s Supporting Families Early Help System Guide and the Reducing Parental Conflict Planning Tool.

We expect the framework to develop and iterate further. We plan to review and update it periodically to ensure it reflects the latest evidence on effective family hub characteristics, including the learning we derive from the fund.

	Delivery Area	Key Criteria	Sub-criteria	Level 1: Basic Model	Level 2: Developed Model
Row	ACCESS	1. There is a clear, simple way for families to access help and support through a hub building and approach	1.1 Comms, information and brand	There are accessible comms based around the family hub network, its way of working and its offer to parents, carers and families; (which includes as a minimum a Start For Life offer.) The area is using clear branding for the family hub network going beyond 0 to 5s and including services for older children and young people. Customer survey data shows that some families are aware of the brand and have a positive association. Local Family Information Service includes information on the family hub network.	There are examples of methods of communication being discontinued or changed if they prove to be ineffective. There are examples of families accessing up-to-date and accurate family hub service information in a range of ways (for example, digital, social media, physical leaflets, Family Information Service) with appropriate support to do so where this is needed. The area is using clear branding going beyond 0 to 5s on all or nearly all services in the family hub network. Customer survey data shows that the vast majority of families are aware of the brand and have a positive association.

Row			1.2 Single access point	There is a physical place a family can visit and speak to a trained staff member face to face who will provide them with straightforward information or advice on a wide range of family issues spanning the 0-19 age range and refer them appropriately to further services across the 0-19 age range if they need more targeted or specialist support. There is also a virtual place that a family can visit to access information on the advice and support available across the 0-19 age range (for example, a designated web page). Customer satisfaction is being measured (for example, customer satisfaction surveys).	The customer journey is central to the design and delivery of the family hub network and there are established mechanisms for reviewing this and making improvements so that families experience a smooth journey through the process. Single physical and virtual access points are in place and their use embedded across the family hub network. Customer user data and evidence is gathered to measure the extent to which families know how to navigate local services through the family hub network and how to get help, and whether they feel their needs have been met. Customer user data should, where available, include demographic data and cohort-level data (for example, families with a social worker).

Row			1.3 Outreach	There is an operating model that has been or will be put in place for the family hub network to proactively engage harder to reach families, families in rural areas, families with complex needs, families where children have SEND, families where children have a social worker, or where family members are experiencing physical or mental health issues. There is a commitment to put in place an outreach model that is focussed on overcoming any stigma associated with accessing services.	There is an effective family hub outreach service which uses a range of evidence-based outreach methods (for example, intensive home visiting to engage harder to reach families). Family hub networks in larger and rural areas have an ‘outreach’ service where they go to smaller villages and communities that may not be close to a permanent hub building.

Row			1.4 Family friendly culture	Services within the family hub network are accessible in several ways, (for example, virtual, physical, via outreach services and community venues) and there is an active emphasis on openness, welcome, and whole family working. The family hub welcomes all types of family.	Maintaining a ‘family friendly culture’ is central to design and delivery of the services within the family hub network. Customer user data and evidence is gathered to measure the extent to which all types of families feel valued and welcomed, enjoy using family hub provision, and can articulate the difference that family hub services have made to them and their family. Customer user data is gathered on the strength of the user experience, (for example, to measure if families are more able to find and access the right help, engage, stay engaged, and be supported to a positive outcome). Customer user data and evidence is gathered and used to evolve the family hub environment and services to make them more family friendly. Customer user data should, where available, include demographic data and cohort-level data (for example, families with a social worker).

			1.5 Accessibility and equality	Accessibility of family hub services across protected characteristics is assessed and strategies developed to improve.	Services across the family hub network gather and share a range of evidence and data to ensure that families in priority groups, including those with protected characteristics, are accessing services through the family hub network and feel their needs are being met, and that the impact of services on individual families is effectively monitored.
Row			1.6 Going beyond Start for Life and 0-5	The family hub network offers access to support for families with children of all ages (0 to 19), including the ante-natal period and vulnerable children and young people, and staff feel confident engaging with families, children and young people across this age range. Customer user data or evidence is gathered to ass ess the extent to which families know that a) they can access a wide range of services from 0-19 through the family hub network, and b) have confidence that the family hub staff will be knowledgeable and help them to access whatever service they need.	The family hub network provides an extensive range of services across the 0 to 19 age range. Customer user data or evidence is gathered to assess the extent to which families a) view family hubs as places that provide services for children of all ages, b) are confident that family hub staff will be knowledgeable and help them to access whatever service they need, and c) use the family hub network as their default mode of access for family services across the 0 to 19 age range.

Row	CONNECTION	2. There are services working together for families with a universal ‘front door‘, shared outcomes and effective governance.	2.1 Co-location	Co-located services tend to be statutory and for under 5s; however, there are some 0-19 family services co-located in family hub buildings. There is a co-location review or strategy underway to determine amongst education, health and social care partners the future balance of co-location within family hubs and necessary plans for change.	There is an extensive range of statutory and non-statutory services co-located within family hub buildings, including the majority of 0-5 services, these services span education, health, social care, Supporting Families and other areas. Main hub buildings are supplemented, where appropriate, by ‘spokes’ such as linked or outreach sites. The environment within the family hub is appropriate to the different age groups and resources are appropriately located to take account of different users’ needs.

Row			2.2 Governance and Leadership	Functional governance arrangements are in place and are becoming established, with agencies delivering services through the family hub committed to better understanding the demand for services, the family experience and how to embed an early intervention approach delivered through the family hub network locally. A more joined-up approach to the services which can or could be accessed through the family hub network is championed by some local advocates, reflecting that progress can still be made on service integration. Some senior leaders give a consistent message about the importance of a more joined-up approach to family hub services, and have started work on further service integration.	An effective multi-agency board owns the family hub strategy and leads delivery confidently across local agencies. The board also performs, or is closely linked to, strategic oversight of other core functions of integrated early help i.e. Supporting Families. The board includes parent, carer or family representatives. There is also a role for the single, identifiable leader of the Start for Life offer. Governance structures enable different agencies to take collective responsibility, share risks and jointly invest in the family hub network. Service managers working in or through the family hub network understand the governance structure and how it relates to them. Senior leaders, including local politicians, speak with ‘one voice’ on the importance of joined-up family hub services, and are advocates and champions for the delivery of the local strategy and

					local vision for the family hub network.
Row			2.3 Commissioning and funding	Single agencies are currently responsible for commissioning services but there is commitment to develop an outcome- based joint- commissioning framework between different agencies for the services which are or could be accessed through the family hub network locally. The framework is in the development phase and includes partners from education, health and social care in its development.	There is a joint commissioning plan between the local authority and partners such as health commissioners for the services accessed through the family hub network. It is extensive, routine, formally agreed, and covers the majority of family hub services. The family hub network pools together budgets from a range of funding sources such as the LA, health commissioners and potentially other public sector partners. The family hub network is a key priority in the local budget-setting process. All decisions about commissioning or redesigning the family hub network take account of the strength of the evidence-base.

Row			2.4 Outcomes	Services that are part of the family hub network share an initial theory-of-change and outcomes framework and there is commitment to develop this further.	Clear theory-of-change about how family hub inputs and outputs relate to target outcomes and impacts and the key risk and protective factors that influence child development. Different agencies delivering services through the family hub have a clear view of which parts of the family hub network are working well and use this to inform strategy and service development, and take action to improve underperformance.

Row			2.5 Evidence-led practice, evaluation and quality improvement	Local strategic needs assessments include some limited data on family needs. Family feedback data collected and collated on experiences of using family hub services. Occasional use of evidence-based programmes and services, but these are not the core of local family hub services. Regular family hub network staff and professional time for reflective practice and learning from past experience and projects.	Evidence-based programmes and interventions are at the core of family hub service provision, and are delivered with fidelity Regular family hub network staff training and learning and development on delivering evidence-based programmes and interventions Robust and up-to-date multi-agency data (for example, health, education, social care) on families is routinely analysed, covering population needs and service use, based on data from across the family hub network. The analysis is routinely used (as it pertains to family hubs) to identify target groups, design services, agree priorities, forecast trends and plan, set strategy, and influence wider family and community strategies. Routine monitoring and tracking of family hub service performance using valid and reliable outcome metrics, and linking with caseload data, children social care data, and data from local and national partners Proven effectiveness of family hub services at improving child and

					family outcomes, with findings published. Regular reviews of the latest evidence-base on family hub practice, programme and intervention effectiveness. Regular events, forums and supervision time for professionals and staff to reflect on practice and learn from projects and pieces of work as part of the family hub network. Local evaluation evidence for family hubs and their constituent services is regularly reviewed at operational, management and strategic level and leads to improvements and refinement of practice, services and interventions. Established evaluation partners that offer independent scrutiny and review of the family hub network. Regular benchmarking and learning exercises with other local authorities with family hubs, including data and outcome benchmarking.

Row		3. There are professionals working together, through co-location, data sharing and a common approach to their work. Families only have to tell their story once, the service is more efficient, and families get more effective support.	3.1 Data sharing	The family hub has a data sharing agreement in place (or is within scope of an existing agreement) so that data from across the family hub network is being exchanged to inform their whole family working. There is broad senior commitment and a strategic dialogue underway to improve data sharing to benefit the family hub through and widening existing or creating new agreements amongst education, health and social care partners.	Family hubs meet the standards of Level 3, 4 or 5 of the Early Help System Guide's Data Maturity Model.
Row			3.2 Case management	Agencies delivering family hub services have case management system(s) in place which allow for accurate whole family case recording.	A common case management system or interoperability between case management systems, which includes the case management elements set out in the Early Help System Guide, is used across the family hub network.

Row			3.3 Common assessment	There is a clear process in place and used across the family hub to assess need and connect families to other services. There is senior commitment and work underway to roll out a formal coordinated common assessment process and referral processes more broadly across the family hub network (for example, hub outcomes link to broader outcomes set locally through the Supporting Families Outcomes Plan).	Across the family hub network there is a clear, consistent and aligned process for identifying need and risk and providing appropriate support at an early stage within an agreed common assessment approach. Practitioners across all agencies in the family hub network use the agreed approach to ensure effective targeting. There is active monitoring of impact at individual case level using valid and reliable measurement tools, including tracking over time of any paths between family hub and wider universal or specialist services.

Row		4. Statutory services, the community, charities, and faith sector partners are working together to get families the help they need.	4.1 Co-location with third sector / community	There are agreements in place for family hubs to signpost and refer families to relevant voluntary and community sector and peer support offers. There is senior commitment and a strategy underway to grow voluntary and community sector involvement in the family hub network, including considering co-location.	Third sector, community and faith sector partners and education settings that work through the family hub network are working in a whole family way. There is improved connectivity between third sector, community, faith sector and education setting activity and other statutory services delivered through the family hub network There is a strategy to grow and support voluntary and community sector organisations and education settings working towards shared outcomes with the family hub network, not just the partnerships themselves.

Row			4.2 Integration and referral	There is join-up between different agencies in the family hub network and a commitment to developing integrated referral pathways so that families can access services when they need them.	Comprehensive, integrated referral pathways are used for a full range of family hub services. Referral pathways include third sector, community and faith sector partners and education settings. Pathways have been revised to take account of impact, user feedback and new evidence on what works. Integrated monitoring systems are used across family hub services to target interventions to families with different needs identified in the local needs assessment. Services are flexed to respond to demand using live data.

Row			4.3 Community ownership and co-production	Some ad-hoc resident and parent or carer engagement exercises are undertaken to ask families about their interest in using existing local services that fall within the scope of family hubs (for example, statutory consultation on service re-design). Families can submit complaints or complements on accessing and using family hub services.	Families and young people co-design family hub services and programmes by being on relevant governance and partnership boards. Families and young people participate in the delivery of family hub services or programmes (for example, peer support programmes, volunteer-led programmes) Families and young people act as champions and advocates for family hub services. Families and young people are routinely involved in planning and directing their family hub service pathways and sources of support. Some small-scale budgets may be available for families and young people to use to fund family hub services and support, or participatory budgeting is undertaken routinely.

Row	RELATIONSHIPS	5. Family hubs prioritise strengthening the relationships that carry us all through life, and building on family strengths, recognising that this is the way to lasting change. This idea is at the heart of everything that is done.	5.1 Relational Practice model	There is an expectation, understood by all family hub staff, to work in a whole-family way that prioritises strengthening relationships and building on families' strengths. There is senior commitment and a plan to develop this further.	Professionals across the family hub network engage families and build high-quality, trusting, relationships with them – this is supported by customer feedback and outcomes data. Support provided through the family hub network builds on families' strengths, drawing on the wider relationships that families have, and on the capacity and potential for support and advice from within local communities, including education settings and voluntary organisations. Where appropriate, families have a consistent point of contact in the family hub to help build a trusted relationship.

Row			5.2 Training and development	There is a commitment to and an initial version of a multi-agency workforce development plan which helps all partners in the family hub network understand and identify need early, and work in a whole family way; and a plan to develop this further.	It is widely understood locally what workforce diversity, capacity, skills and knowledge is required to impact on child and family outcomes through a family hub model. There is an agreed and high-quality training and supervision offer which supports the family hub network's workforce to apply the latest evidence to their practice. The family hub network has a learning culture, and feedback informs future training and practice across agencies. There are development pathways for existing staff, to support retention and ensure areas are growing the staff they will need in the future.

Department for Education

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Equality Impact Assessment: Report and EIA Action Plan

Purpose

What is being reviewed?	The transformation of children's centres 0-5 into BCP Family Hubs 0-25
Service Lead and Service Unit:	Children's Services
People involved in EIA process:	Amanda Gridley, Service Manager Brianne Thomas, Consultant-Transformation
Date/s EIA started and reviewed:	**September 2022**

Background

BCP Council has been awarded funding of £883,158.00 to support the development of Family hubs. Family Hubs provide families with a single access point to integrated family support services for early help with social, emotional, physical and financial needs. Each family hub will be bespoke to its local community while incorporating three key delivery principles: access, connection, relationships. Family hubs will provide support to families from conception until the age of 19 (or 25 for young people with special educational needs and disabilities).

Many children and families, at different stages in their lives, find themselves faced with challenging situations and require additional support, advice and intervention. In the face of diminishing resources, we need to target children and families with the greatest need and work with partner agencies in an integrated way to achieve the best outcomes from our shared resources.

Expected Outcomes

- A Strengthened focus on children, young people and families who most need support through early intervention, in order to increase family resilience and reduce the need for statutory social care involvement. This will contribute to reducing the time that vulnerable families who need support wait for a service.
- Local communities are supported and enabled to develop universal provision in particular areas by receiving advice and guidance on the effective delivery of services to children, young people and families and through identification of potential sites that could be used for service delivery.
- Professionals work together, through co-location, data sharing and a common approach to their work. Families only have to tell their story once, the service is more efficient, and families get more effective support.
- An inclusive, accessible digital Family Hub offer is established and supports all families to independently access the right service at the right time.
- A Best Start for Life offer, co-designed with Parent and Carer Panels, is implemented and includes a Universal offer for every family and a Universal+ offer to meet the needs of their specific local communities.
- A move away from traditional models of service delivery focused on particular costly static sites to a more flexible and responsive approach that brings services to those who need them i.e. outreach in the community and in the home.

Consultation

A range of engagement activity has been undertaken during 2022.This has included virtual and face to face stakeholder meetings with our key stakeholders including:

Public Health
Integrated Care System *(ICS)* and NHS Health Dorset colleagues
Voluntary Sector Partners
BCP colleagues

Staff and partners have demonstrated a high level of support for the proposed transition from Children Centres to Family Hubs.

More consultation events are planned with schools and early years settings and a co-production workstream has been created to engage families.

Findings

Protected Characteristic	*Service Users*	*Workforce*
Age	The family hub model will be integrated to deliver a continuum of support for children and families pre -birth to 19 years. It will provide universal and targeted services operating from Family Hub buildings and throughout the local comunity No disproportionate impact identified.	No change.
Disability and mental health disability	The focus on delivering universal and targeted services will continue to include provision for families who have a child with special educational needs and/ or disabilities and those experiencing mental health problems. Buildings will remain accessible to those with disabilities. A new digital offer has will improve access to information for those with physical and mental health disabilities. This will be monitored and measured through feedback and evaluation of the digital offer. We will be working to co-produce the new model of family hub deli veryas an overarching principle, which will enable us to continually understand and address barriers. No disproportionate impact identified.	No change.

Different genders	Most parents using Children's Centre services are female, particularly those with young children. We will ensure that younger fathers will be included in further engagement and in service development which encourages their participation The service will continue to provide an integrated universal programme for children and their families for prospective parents and for children pre-birth to 19 years. This will include young parents who are lone parents, teenage mothers and pregnant teenagers who are in need of universal support. We will be working to co-produce the new model of Family Hub delivery as an overarching principle, which will enable us to continually understand and address barriers. No disproportionate impact identified.	No change.
People from different ethnic groups	The service actively reaches out to children from underrepresented communities The new service will continue to collect and analyse data relating to race and ethnicity to ensure that services are accessed and effective for all families. We will be working to co-produce the new model of Family Hub delivery as an overarching principle, which will enable us to continually understand and address barriers. A new digital offer will include a translation facility to support engagement of all. No disproportionate impact identified.	No change.

Those who identify as trans	This information is not currently collected. We are working with the Information Management Service and providers on how we can collect this data. By working more closely with midwives, all parents will be identified antenatally, and will be supported to engage. As part of the co-production with young people and parents, we will identify and understand barriers and effective approaches to ensure we engage children and parents from the trans gender community.	No change.
Those who are married/in a civil partnership	This information is not currently collected however services are inclusive to all. We will work with Information management Service to gather this information if required and will be working to co-produce the new model of family hub delivery as an overarching principle, which will enable us to continually understand and address barriers. No disproportionate impact identified.	No change.
Pregnancy & maternity	The service will continue to work inclusively with pre-birth parents, teenage mothers and fathers and pregnant young women, including those in care. Working more closely with midwives will support engagement from all parents/parents to be. We will be working to co-produce the new model of family hub delivery as an overarching principle, which will enable us to continually understand and address barriers. No disproportionate impact identified	No change.
Religion and/or belief	This information is not currently collected but we are working with Information management service to enable information to be gathered. We will be working to co-produce the new model of family hub delivery as an overarching principle, which will enable us to continually understand and address barriers. No disproportionate impact identified.	No change.

Sexual orientation	This information is not currently collected but we are working to understand how to overcome system barriers which will support the new providers to collect this. We will be working to co-produce the new as an overarching principle, which will enable us to continually understand and address barriers.	No change.
Those with caring responsibilities	A robust offer for young carers has been established in BCP and will continue with greater emphasis on co-production as an overarching principle, which will enable us to continually understand and address barriers . No disproportionate impact identified.	No change
Human Rights	We will be working to co-produce the new model of family hub delivery as an overarching principle, which will enable us to continually understand and address barriers. No disproportionate impact identified.	No change

Conclusion

Summary of Equality Implications

The assessment has identified that overall the Family Hub model would have a positive impact across the protected characteristic groups as it would aim to:

- improve accessibility, face to face and digitally, for all families including those most in need who are traditionally considered hard to reach including families with a child or parent with a disability; and children, young people and families from a BAME background to include translation services and digital offer.
- provide opportunities for disadvantaged children, young people and families to access provision that will contribute to increasing their equality of opportunity by targeting services at community level at those who most need support; and increase the engagement of children, young people and families who do not usually participate in the provision services by delivering universal and targeted work in communities
- Increase capacity and create connected services by bringing professionals together, through co-location, data sharing and a common approach to their work. Families only have to tell their story once, the service is more efficient, and families get more effective supp

- Prepared by: Amanda Gridley 713 Date: Dec 2022

Equality Impact Assessment: Report and EIA Action Plan

[This action plan provides a summary of any negative impacts and relevant mitigating actions]

Equality Impact Assessment Action Plan

Please complete this Action Plan for any negative or unknown impacts identified above. Use the table from the Capturing Evidence form to assist.

Issue identified	Action required to reduce impact	Timescale	Responsible officer
A need to ensure diverse representation of families within a co-production model.	We will increase capacity to undertake this work by commissioning a voluntary sector partner to lead on co- production work.	February 2023	Sarah Langdale/ Brianne Thomas
A lack of data and information on sexual orientation and those who identify as trans.	Work between Management information team and partner agencies to become better informed	By April 2023	Rina Mistry

Cabinet

Report subject	**Pan-Dorset Safeguarding Children Partnership**
Meeting date	11 January 2023
Status	Public Report
Executive summary	The Pan-Dorset Safeguarding Children Partnership (PDSCP) is the statutory body which oversees multi-agency safeguarding services which covers the local Dorset and BCP council areas. This report contains a background and introduction to the functions of the partnership and the council's responsibilities. The annual report of the PDSCP is provided as an attachment for consideration by cabinet. The annual report includes reflections on 2021/22; strategic priorities for 2022 to 2024; learning from practice; information from the Child Death Overview Panel; summary of multi-agency training; achievements from each of the statutory safeguarding partner organisations and sub-groups of the partnership.
Recommendations	**It is RECOMMENDED that:** Cabinet note the content of the PDSCP Annual Report 2021/2022.
Reason for recommendations	The production of an annual report is a statutory responsibility and therefore the endorsement of the four statutory partners (Dorset Council, BCP Council, NHS Dorset, Dorset Police) of the safeguarding partnership is required prior to publication.
Portfolio Holder(s):	Cllr Mike White, Children and Young People
Corporate Director	Cathi Hadley, Corporate Director – Children's Services
Report Authors	Tammy Lawrence, Interim Head of Quality Assurance, Safeguarding and Partnerships
Wards	Council-wide
Classification	For Information

Background

1.1 The Pan-Dorset Safeguarding Children Partnership (PDSCP) is the statutory body which oversees multi-agency child safeguarding services which cover the Dorset Council and Bournemouth, Christchurch and Poole Council (BCP) footprints. It was introduced in 2019 in line with the statutory guidance Working Together to Safeguard Children (2018). The guidance outlines the legislative requirements placed on individual services; and provides a framework for how partners are required to work together. This requires three local safeguarding partners (local authority, clinical commissioning groups, and chief officer of the police) are required to make arrangements to work together to safeguard and promote the welfare of local children, including identifying and responding to their needs.

1.2 The executive team of the partnership maintains oversight and responsibility for the partnership's statutory functions, provides strategic leadership and seeks assurance about the effectiveness of the safeguarding system and provides strategic leadership. In October 2021, a new independent chair was appointed to act as a critical friend and independent scrutineer. The partnership operates at a pan-Dorset level, and place based operational delivery arms have been created, serving each local authority area. This is to enable the delivery of multi-agency safeguarding delivery in a way that is responsive to local community needs and in line with local service provision.

1.3 In BCP, the place-based arrangements are driven through the multi-agency Strengthening Services Board, chaired by the Chief Executive of Dorset Council. These arrangements have enabled the partnership to deliver timely responses to local safeguarding priorities and offer strong alignment with other local partnerships such as the Community Safety Partnership and Safeguarding Adults Board.

2. Functions of the partnership

2.1 Learning from practice: the partnership facilitates learning from practice through multi-agency case audits and when required the commissioning of Child Safeguarding Practice Reviews. These reviews are shared nationally to identify improvements to be made to safeguard and promote the welfare of children. Learning is not only used locally but has a wider importance for all practitioners working with children and families as well as informing government and policy makers. Any actions identified from these are added to the Strengthening Services Board action plan and tracked to ensure implementation.

2.2 Child Death Overview Panel: arrangements for reviewing child deaths are through a panel that covers the pan-Dorset and Somerset local authority areas. The panel is responsible for reviewing all deaths of children aged under 18 years. The learning from reviews must be shared with the National Child Mortality Database, which is used to identify any patterns or trends/similarities in deaths that can be used to systematic or local changes to prevent future deaths.

2.3 Multi-agency training: All practitioners working with children and young people or their families or those who come into contact with them have a responsibility to identify the symptoms and triggers of abuse and neglect, to share that information and provide children with the help they need. To do that, they need to have the knowledge and skills and keep up to date with emerging threats. To enable this the safeguarding partners are required to coordinate training and monitor and evaluate its effectiveness. The pan-Dorset training function administers, coordinates and monitors this. Income received from the provision of this training funds the delivery.

2.4 Quality Assurance: Place based arrangements have been implemented to enable the prioritisation of local practice issues; identify areas for practice improvement and celebrate good practice. This includes single agency and multi-agency audit activity. In BCP the implementation of multi-agency practice toolkits has enabled practitioners to have one dedicated resource for practical guidance and access to services and research in one place.

3. Annual Report

3.1 In order to bring transparency for children, families, and all practitioners about the activity undertaken, the safeguarding partners are required to publish a report at least once every 12 months. The report must set out the work that have been undertaken and as assessment of the effectiveness of the partnership arrangements.

3.2 The PDSCP Annual Report 2021/2022 is provided as an appendix to this report.

Options Appraisal

The PDSCP Annual Report2021/2022 is for information and scrutiny.

Summary of financial implications

Safeguarding partners are required to provide equitable and proportionate funding to cover all elements of their multi-agency child safeguarding arrangements (Working Together 2018). The funding should be transparent to children and families in the area and sufficient to cover all elements of the arrangements.

The table below sets out the contributions of each of the safeguarding partners to the delivery of the partnership. These resources are used to facilitate the delivery of partnership functions including learning from practice reviews, the child death overview panel, multi-agency training and quality assurance activity.

SAFEGUARDING PARTNER	CONTRIBUTION	Proportion
BCP COUNCIL	£79,605	29%
DORSET COUNCIL	72,359	26%
DORSET POLICE	48,846	18%
DORSET CCG	75,393	27%
TOTAL	**276,203**	

Summary of legal implications

The Pan-Dorset Safeguarding Children Partnership (PDSCP) is the statutory body which oversees multi-agency child safeguarding services which cover the Dorset Council and Bournemouth, Christchurch and Poole Council (BCP) footprints. It was introduced in 2019 in line with the statutory guidance Working Together to Safeguard Children (2018). The guidance outlines the legislative requirements placed on individual services; and provides a framework for how partners are required to work together. This requires three local safeguarding partners (local authority, clinical commissioning groups, and chief officer of the police) are required to make arrangements to work together to safeguard and promote the welfare of local children, including identifying and responding to their needs.

Summary of human resources implications

None identified through this report

Summary of sustainability impact

None identified through this report

Summary of public health implications

The Partnership's work is designed to impact positively on the well-being and health of BCP's children and young people, by keeping them safe, by reducing the risk of harm and through raising awareness of child safeguarding issues so that children None identified are protected from harm and provided support when they need it.

Summary of equality implications

None completed for this report. The Partnership's core business is to reduce the impact of inequalities, both on individual children and young people and on groups, cohorts of children and young people.

Summary of risk assessment

The level of risk has been identified as:

Current Risk: Low
Residual Risk: Low

Background papers

Annual Report of the partnership presented to Cabinet 2021:
https://moderngov.dorsetcouncil.gov.uk/documents/g5133/Public%20reports%20pack%2007th-Sep-2021%2010.00%20Cabinet.pdf?T=10

Pan-Dorset Safeguarding Children Partnership Website:
Pan-Dorset Safeguarding Children Partnership - Pan-Dorset Safeguarding Children Partnership (pdscp.co.uk)

Pan-Dorset Safeguarding Children Partnership Annual Reports (Historic):
Annual Reports - Pan-Dorset Safeguarding Children Partnership (pdscp.co.uk)

Appendices

PDSCP Annual Report 2021-22

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ANNUAL REPORT 2021-22

Pan-Dorset Safeguarding Children Partnership

Dorset Council | BCP Council | Dorset Police | NHS Dorset

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GLOSSARY

BCP	Bournemouth, Christchurch and Poole
CAROLE	Children at Risk of or Linked to Exploitation Group
CCG/ICB	Clinic Commissioning Group/Integrated Children's Board
CDOP	Child Death Overview Panel
CE	Criminal Exploitation
CIC	Children in Care
CIN	Child in Need
CP	Child Protection
CSPR	Criminal exploitation
DSL	Designated Safeguarding Lead
ETAC	Exploitation Team Around the Child
ILACS	Inspection of Local Authority Children's Services
LADO	Local Authority Designated Officer (for allegations made against staff)
HMIC	Her Majesty's Inspectorate of Constabulary
MAQPAG	Multi-agency Quality and Performance Assurance Group
MASH	Multi-agency Safeguarding Hub
PDSCP	Pan Dorset Safeguarding Children Partnership
PPN	Police Protection Notification
SEND	Special educational needs and disability
UASC	Unaccompanied asylum-seeking children

Welcome to the 2021 –2022 Annual Report from the Pan-Dorset Safeguarding Children Partnership

Dear colleagues, partners, and members of the public we are proud to publish the second Pan Dorset Safeguarding Children Partnership Annual Report which covers 2021/2022.

We welcome James Vaughan, Independent Chairperson and Scrutineer, Cathi Hadley, Director of Children's Services, Bournemouth, Christchurch, and Poole Council and Assistant Chief Constable, Rachel Farrell, Dorset Police, as the most recent members to join the Partnership during the year.

We would like to extend our thanks to the previous Chairperson, Anthony Douglas CBE and BCP's Director Elaine Redding for their dedication and commitment to the Partnership from its inception in 2019 to 2021.

Current Executive Board Members



Cathi Hadley
Corporate Director, Children's Services, BCP Council



Theresa Leavy
Executive Director, People, Dorset Council



Vanessa Read
Director of Nursing and Quality, NHS Dorset



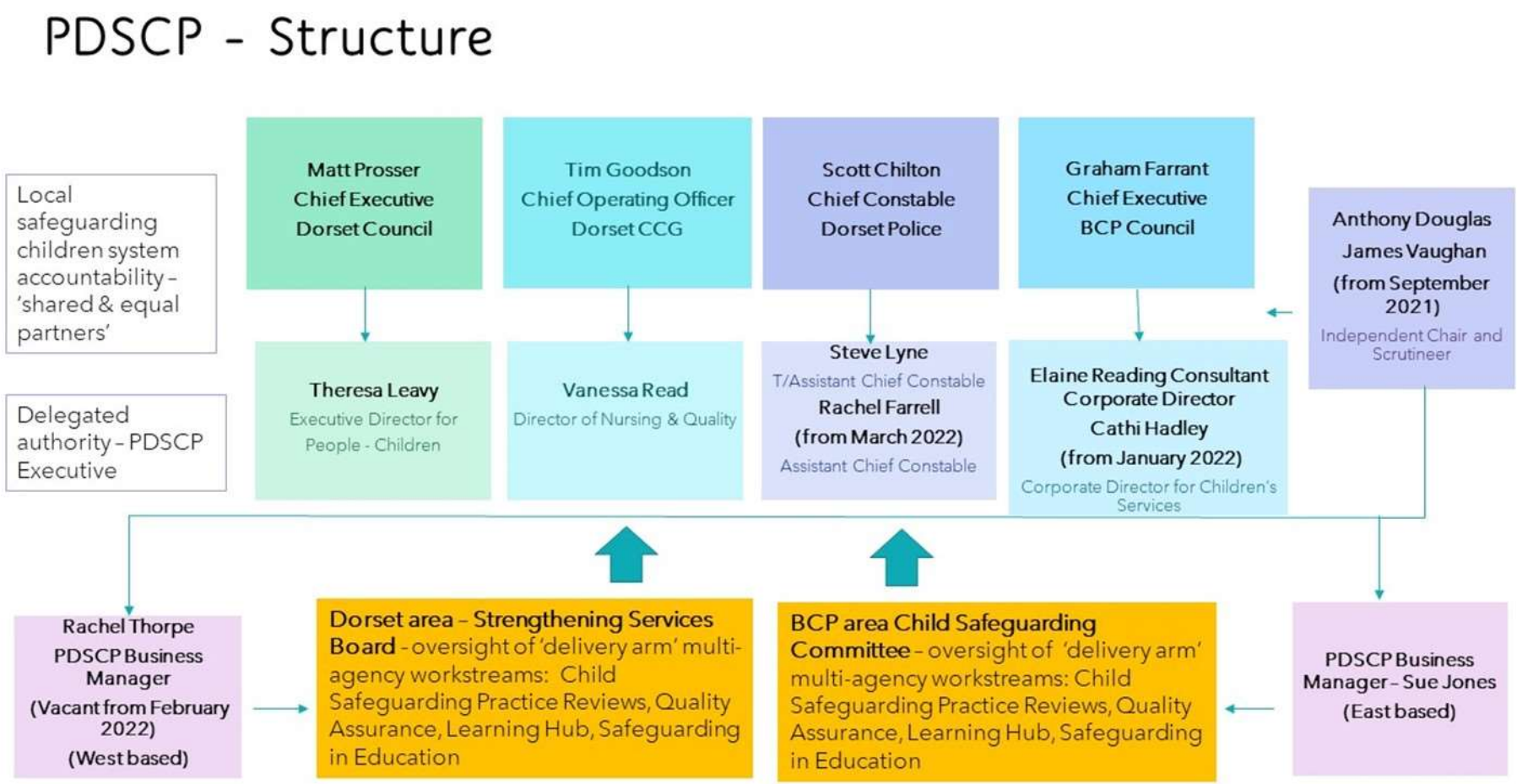
Rachel Farrell
Deputy Chief Constable, Dorset Police



James Vaughan
PDSP Independent Chairperson

* The Clinical Commissioning Group became Dorset Integrated Care Board on 01 July 2022. Reference to activity in this report refers to the Clinical Commissioning Group.

Partnership Structure and Governance



PART ONE

- Pan-Dorset Safeguarding Children Partnership (PDSCP) Structure and Governance
- Reflections on 2021/2022
    - Strategic priorities
    - Children and young people
    - Learning from practice
    - Child Death Overview Panel
- PDSCP multi-agency training
- Objectives for 2022/2023

REFLECTIONS ON 2021/2022

In 2019 the Pan Dorset Safeguarding Children Partnership ('The Partnership') was implemented with governance from Dorset Council and Bournemouth, Christchurch, and Poole (BCP) Council. The aim was to provide a strong, productive, and valuable partnership that drives best outcomes for children and young people. Two years on the Partnership has continued to develop and reflect on what works well and where changes need to be made to improve its effectiveness.

The Partnership is pleased to share its progress during 2021/2022 despite the continuing challenges posed by the Covid-19 virus and its impact on children, families, and the workforce. Effective joint working continued during the year, building upon the strong working relationships developed throughout 2020/2021.

The Partnership maintains oversight and responsibility for the Partnership's statutory functions and seeks assurance about the effectiveness of the wider safeguarding system that supports children and families through receiving regular reporting from the two delivery arms.

The Partnership has continued to be agile, adaptable, and uses communication platforms for the delivery of its business as this model works well; it will develop face to face events such as an annual conference and how it engages with children and young people in 2022/2023.

The place-based, operational delivery arms of the two local authority areas have created the opportunity to tailor multi-agency safeguarding delivery in a more bespoke way to better reflect demographics and shape service provision according to local need. The Place-based arrangements also enable a timely response and enhanced focus on local area safeguarding priorities, stronger alignment with other local partnerships (e.g., SEND, MASH, Community Safety, Health and Wellbeing and Safeguarding Adult Board) and increased opportunities to develop a more inclusive approach with the wider safeguarding network, including schools, parent and young people participation forums and voluntary/community sector organisations.

The Executive Team ensure that whilst different approaches may be used at a place-based level, opportunities for alignment are maximised e.g., strategic sign off and publication of local Children Safeguarding Practice Reviews. The Partnership acknowledges it is often difficult for both Health and the Police to resource the growing demand for partnership working across both BCP and Dorset and will support its partners to manage any tensions or resource issues.

In September 2021 the Partnership appointed a new independent chairperson adding 'scrutineer' to the title. The role will act as a 'critical friend' to provide independent scrutiny and challenge on the effectiveness of the Partnership's multi-agency child safeguarding arrangements. The remit and potential impact of this role is yet to be fully developed and realised. However, to date scrutiny has focused on local Child Safeguarding Practice Reviews, strategic risk management and Section 11 safeguarding audit and scrutiny for both statutory and non-statutory partners. In addition, an external review of the effectiveness and efficiency of the Business Management Team for the partnership was undertaken at the start of the year.

Strategic priorities 2022/2024

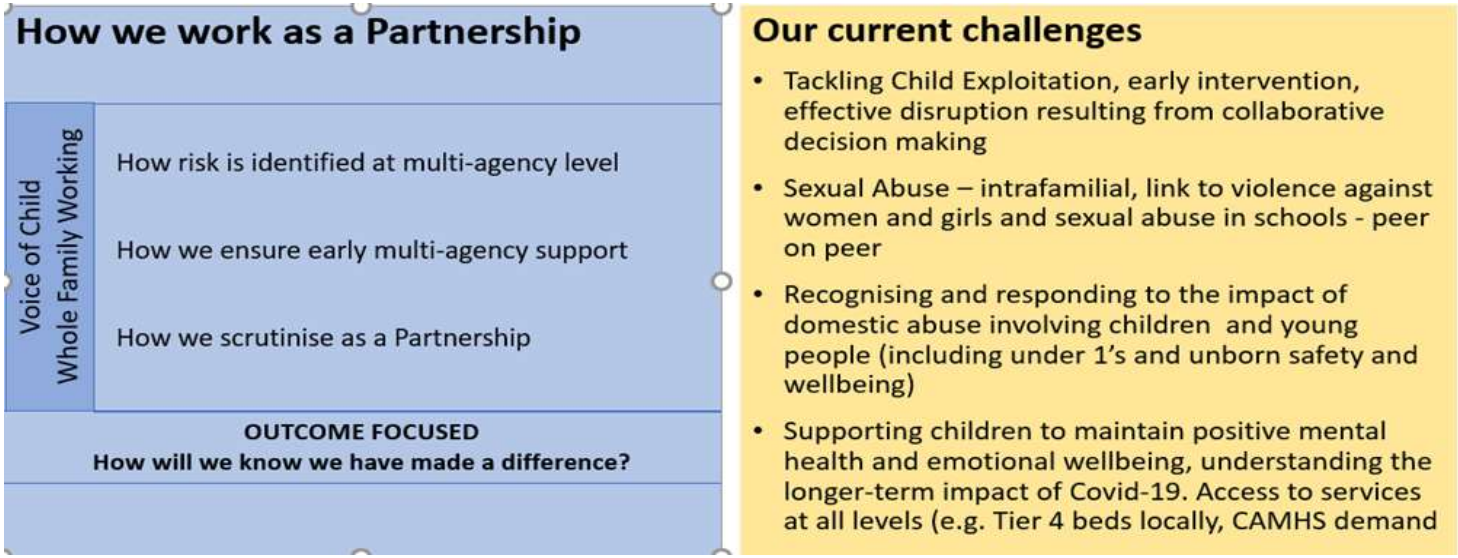
In February 2022, the Partnership held a strategic planning session to determine and sharpen priorities for the 2022/2024, review how the Partnership business had evolved during the year and to agree a vision going forward.

These priorities were informed by an understanding of need across each of the partners' areas of responsibility, utilising internal data sets, self-evaluations, strategic assessments, and inspection findings.

Chairs of the Safeguarding Adults Boards, Community Safety Partnerships and the Pan-Dorset Safeguarding Children Partnership have begun to meet regularly to ensure that strategic priorities are aligned and there is a clear understanding of which partnership is leading and delivering which key work streams.

The agreed strategic priorities set out below will be translated into a Partnership strategic delivery plan in 2022 and reflected in individual organisation service plans.

Following the independent review of the business management arrangements early in the year, the Partnership agreed to move to a single Business Manager across Pan-Dorset. This will allow smoother and more joined up strategic delivery and more flexibility to ensure place-based support. At the time of publishing our report, we are pleased to say that we are in the late stages of recruitment for this key role. The review findings also demonstrated that the Dorset business management model compared well to national comparators on both efficiency and effectiveness. It also enabled the partnership to devise a plan to balance the financial contributions across the statutory agencies.



The voice of children and young people

This section provides examples of how both BCP and Dorset have sought to engage and involve children and young people, parents, and the wider community in its learning and in improving its multi-agency safeguarding arrangements.

In BCP, area work was undertaken to engage the voice of children, young people, and their families, which included one Thematic Learning Review (Child M) involving substantial engagement with the parents, wider family, and wider community to raise awareness of child exploitation.

BCP have two forums for Children in Care and Care Experienced Young people, they are an invaluable source of the truth, both take an active part in the Corporate Parenting Board and young people co-chair. Young people are also represented on our Children's Services Overview and Scrutiny Committee with equal voice as members. They have been involved in developing services, contributing to the Childrens Services Improvement Plan, improving the collection of young people views prior to review, review of Health Passports.

Through Members of Youth Parliament POP (Pack of Positivity) cards have been developed by Young People and launched in all schools to support young people and staff in understanding and responding to mental health needs

In BCP young people are encouraged to chair their reviews or as a minimum take an active part through attendance and participation, some 'take over' and lead whilst other contribute and attend for parts.

Children and Young people in BCP are celebrated through annual Celebration Events and fun activities, for example Easter event in April 2022, Fun Day during the summer and a Jubilee Event.

Care Experienced Young people were involved in our Practice Week giving valuable feedback of their lived experience and offering suggestions and solutions as to how the service and support can be improved. Practice Weeks are held on a quarterly basis and children and young people are part of the team.

Care Experienced Young people have produced and launched the new Care Leavers Offer and been part of the Care Leaver Hub development team, designing the building and developing the offer in their exciting new 333 Hub. The 333 Hub has its own dedicated steering group of Young People to ensure the work of the Hub is relevant and accessible.

The Childrens Rights and Participation team worked with 6 children and young people aged between 10 and 18 years old to understand their lived experience of being a child or young person within the CIN, CP, or Children in Care, they told us what good practice looks like to them, what they wanted their workers to consider and how we can become better at working with them. Colleagues met with the young people every two weeks for a six-month period so they could get 'live' up to date feedback from the volunteers. There is a lived experience example in our Improvement Board on a regular basis for members to hear directly from young people their experiences.

Young people took part in Visioning activity to support the Vision setting through our Improvement Plan and they have informed the developing Youth Service Strategy.

Developing Services – A young people led panel supported with the recruitment and retention of BCP new Senior Leadership Team. They are involved in all Childrens Services recruitment, developing the new policy on their involvement. The senior leadership team have offered shadowing opportunities to young people where they have been involved in service development. Young People take part in our training offer and deliver workshops to staff to develop the understanding of their lived experience.

Dorset Council have reintegrated Dorset Youth Voice into its Children's Services including two young people on work experience placements, who were able to contribute to service development.

The Dorset Youth Voice Team have now hosted two whole fostering family days to get alongside and listen in to younger children in care. There are a further 4 events planned for the rest of this year.

What Dorset have heard from the younger children so far, has helped us to further improve the Dorset Foster Carers Handbook and the guide that children receive when they come into our care. The Dorset Children in Care Council is growing organically through these events and the team are taking the time to 'catch up' with these children to nurture the relationship.

The team are mindful of the trauma many of our children and young people have experienced and listen sensitively and skilfully. The approach to co-production must be done in a trauma-informed way.

Dorset Care leavers were involved in two workshops during National Care Leavers Week in October 2021, and they helped to co-produce how they want their achievements and successes to be recognised. They also worked on shaping improvements to the council's web pages which host their Dorset care leaver local offer.

Care leavers have also been involved in two interview panels for the recruitment of senior management positions and their feedback was an incredibly helpful part of the process.

Dorset Care leavers have worked with the Youth Council to co-produce a 'what's in it for me' chart for participation activities and to give their thoughts and views on the new branding for the team.

14 Dorset care leavers have been working with the Youth Voice Team in a variety of ways since August 2021. Twenty care leavers contributed their digital voice in January on an activity about foster care and 24 were involved last month, on the New Belongings project with Coram Voice.

Dorset took part in the Takeover Challenge, a national programme of engagement, which took place from the 14 June to 8 July 2022. This included children and young people who are:

- in our care
- leaving our care
- young carers
- children and young people with SEND
- members of our current youth council



The final week of Takeover Challenge included the Summer Conferences. Young people led and delivered several workshops at the event with partners pledging to make real changes to service design and delivery. There will be a follow up event in November 2022, in line with the national event.

Learning from Practice

Evidence from our local case reviews and audits indicate that Covid has affected the emotional health and well-being of our children and young people through missing school and social isolation. The challenges of Covid on the workforce, their families and their own sickness has been significant, however the Partnership remains vigilant to the potential for 'hidden' harm.

In the first 'lockdown' in 2020 there appeared to be higher levels of lower-level domestic abuse incidents, which reflected the stress some families were under. Findings this year indicate that domestic abuse continues to be a significant factor in safeguarding, bearing in mind the detrimental impact of domestic abuse on children and young people. In response conversations continue to be held to further strengthen communication and joint working across safeguarding and the Community Safety Partnerships.

Findings from child practice reviews and multi-agency case audits indicate the importance of face-to-face contact with a trusted consistent practitioner. There is recognition of the need to better engage with children and young people to hear more about their views and 'lived' experience to help us to continuously improve what we do; this is a key objective in the 2022/2023 PDSCP strategic plan.

Additionally, our learning has highlighted the importance of professional curiosity and challenge when cases are considered by partners to be closed too early; we are ensuring that the escalation policy is understood and implemented by all partners.

Across both BCP and Dorset the importance of a 'whole family' approach is acknowledged across the Partnership although this has progressed further with some partners than others. Learning has included a need to listen to the young person and the family and the need to undertake robust holistic family assessments. By doing this action plans will be more specific to the individual child or young person as they reflect how the young person sees themselves and with outcomes that can be monitored. Such engagement with the family will enable a more proactive approach to safeguarding. From more than one case review the importance of professionals seeing the young person on their own was highlighted. Also highlighted was the need to follow up with curiosity where a child who has made an allegation subsequently states that the abuse did not happen.

The BCP Child Safeguarding Practice Review Group developed a questionnaire to give to families engaged in child protection processes, where neglect was the main concern and where there appeared to be no improvement over a prolonged period. The purpose of this was to give parents an opportunity to share their views and experiences of the intervention they had received so that practice improvements could be identified. The evaluation is ongoing.

Dorset Council engaged the voice of users in several initiatives including the Harbour Project and with Children in Care to better understand their views and identify ways in which agencies can work more effectively with them. This work has informed service redesign for children in

Intrafamilial child sexual abuse was a theme in two local CSPRs and emphasised the need to improve recognition and understanding of this topic among colleagues. In response, PDSCP has planned a conference this year to focus on this topic. Self-harm and understanding suicide and suicidal ideation were also themes identified in our reviews and work is being undertaken with mental health commissioners to take this forward, to include bespoke training.

Feedback from the independent case review authors in Dorset and BCP has shown how well the practitioners have fully engaged in the case review process. Comments have included how well agencies worked together and how pro-active practitioners were in protecting children and young people from harm. In CSPR panel meetings, representatives from User Groups including SPACE Youth project have provided subject expertise.

Across the Dorset and BCP areas the quality assurance and learning cycles are beginning to become embedded; this means that in future recommendations from reviews can be more readily implemented, there will be continuous practice improvement and outcomes will be more clearly understood and reported. Measuring the impact of learning will support the experience of children and families when accessing services.

All local CSPRs are published on the PDSCP website along with practitioner briefings https://pdscp.co.uk/working-with-children/serious-case-reviews/ (unless anonymity is required); they will also be published on the NSPCC website.

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Child Death Overview Panel (CDOP)

The Pan Dorset and Somerset CDOP convened six times during the year 2021/2022. This consisted of two neonatal panels and four main panels, reviewing 27 Dorset cases during this time. There were 23 new deaths of children which is 9 fewer deaths than the previous year of 32. Of the 23 deaths, 7 were neonatal and 16 were children.

Of the 27 reviews carried out, key learning and impact of the last year were as follows:

a) In November 2021, the panel reviewed a Sudden Unexplained Death Infant cohort and recommended that the safe sleeping message needs to be reinforced and updated, to include the message of always needing 'clear, safe space around the baby'. The panel wrote to the PDSCP (Dorset) Multi-agency Quality and Performance Group recommending that multi agency work should be undertaken. Evidence indicates that families are aware of the advice but choose not to follow it. Further work is needed to understand the barriers to following the advice and how to overcome them. Public Health Dorset have just launched their summer safer sleeping campaign. Key messages included on PDSCP site on pages for parents/carers and practitioners. The out of routine report is referenced on the practitioner page Out of Routine. There is now Safer Sleeping Guidance for Parents/Carers with Babies and Infants - Pan-Dorset Safeguarding Children Partnership (pdscp.co.uk) as well as a practitioners' page. The PDSCP will repeat the planned a Safe Sleeping campaign over the course of 2021/22 which will also include links to the Invisible Men report.

b) The panel reviewed some cases where mothers were diabetic. As a result of this, the Designated Doctor met with the diabetes Consultant to discuss and review management during pregnancy. The maternity pathway for diabetic women has been amended and the diabetes specialists now provide a weekly clinic rather than fortnightly. A recent review of another infant death where diabetes was a factor noted that the new arrangements had been very successful in substantially improving the mother's diabetes control.

   The Pan Dorset CDOP has collected information in this area beyond the statutory requirement, including information on mothers' raised BMI. It recently audited its data to explore a possible link between this and delivery at premature gestation. It concluded that its sample was too small to either indicate a trend or dismiss it. We have raised this nationally and as a result, the national forms have been amended to include this data field so that this can be reviewed on a country-wide scale.

The panel presented a learning event on the 4 November 2021 which was well received. Feedback was positive with requests for future learning events. There are plans for another event later in the Year.

The panel reflected on the impact of remote panel meetings initiated in response to the Covid 19 pandemic, given the nature of the content discussed; this has since been overcome as meetings are now face to face again.

Multi agency training

The Pan-Dorset training function offers a central training offer for the multi-agency workforce, the administration and co-ordination of which is self-funding. The offer is accessed by a wide range of agencies and seen as a trusted and reliable source to ensure that organisations meet their safeguarding training requirements. Most courses are commissioned through the Dorset Council commissioning framework, which provides the function with quality control and contract compliance measures.

The menu of training includes:

- Multi-agency Working Together in Safeguarding Children Initial and Update (former Level 3)
- Managing Allegations
- Safer Recruitment and Safer Recruitment Update,
- Supervision for Safeguarding,
- Criminal Exploitation Basic Awareness, Missing, Exploited and Trafficked Children (former L3 CE),
- Neglect, Safeguarding Children with SEND,
- Annual Online Safety Champions Update,
- Foundation in Safeguarding Children and Recognising and Responding to CSA.

The PDSCP also offered free sessions on the newly developed Dorset place-based Domestic Abuse toolkit.

All training remained virtual throughout 2021-22. In general, the delegates expressed their preference for attending virtual sessions with the main reasons (apart from Covid) being saving on commuting, parking time, petrol costs and environmental impact.

Over the past business year 132 courses were delivered and attended by 2,527 multi-agency practitioners. Occupancy rates for these courses averaged 90% of capacity. Day rates for courses have not changed from the previous year priced around £75/£80 with half days costed at £50. Small charities or voluntary sector organisations can apply for a free place to ensure we are inclusive.

Local authorities, schools and early years providers continue to make up the biggest cohort of staff attending courses. In response to requests, training has also been offered on Saturday mornings and twilight sessions to fit in with working patterns of some practitioners e.g., voluntary sector and early years staff.

Where partner agencies have a lower rate of engagement in multi-agency safeguarding training, we have challenged this. Our aim is to offer a fully multiagency experience to attendees and the opportunity to get to know each other's roles and build contact networks. This is balanced with the single agency training offer and the demands caused by continued Covid 19 pressures into this year.

During the year training has been offered to sports and activity clubs reinforcing statutory requirements and good practice in relation to adults in 'positions of trust'. As soon as any changes in legislation or statutory guidance become law relating to extending the 'position of trust' this is included in all relevant training and communication to relevant partner agencies or groups.

There is a high degree of synergy between the PDSCP Training offer and learning from the Pan-Dorset Learning Hub activity, Child Safeguarding Practice Reviews, case and thematic audits and service developments. Surplus in the budget in 2021-22 has enabled a programme of free training on specific topics identified in these ways for 2022-23:

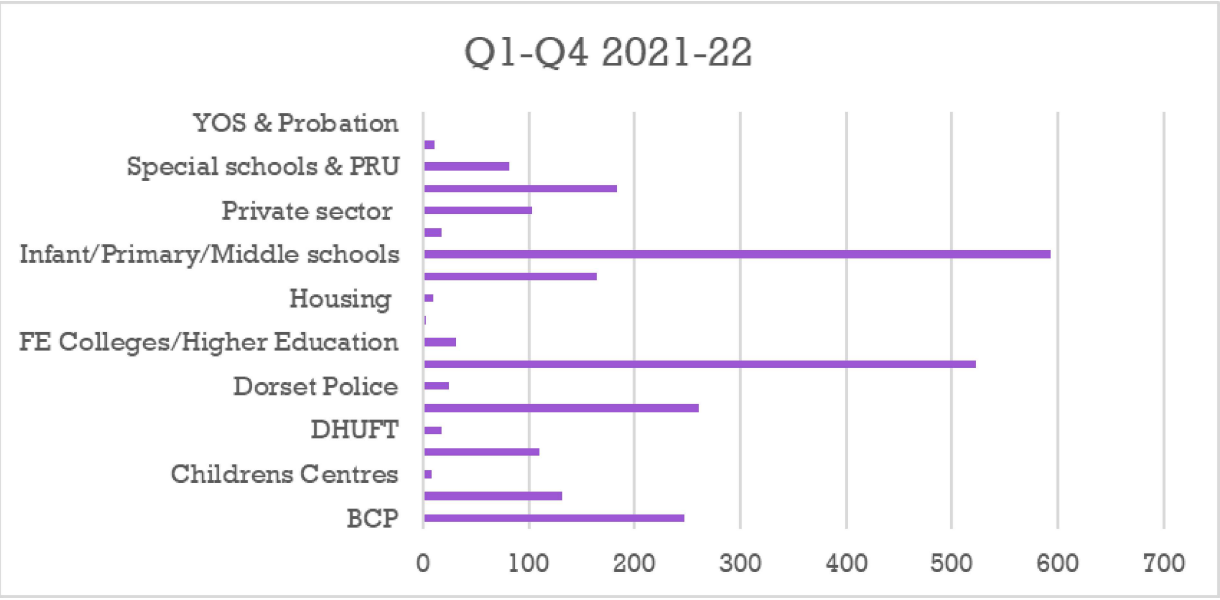
Safeguarding Supervision bespoke for schools
Trauma-informed practice / Strength based restorative practice
Supporting families where parental conflict is a feature
Gender identity/Transgender/LGBTQ+
Travelling Community – cultural competence
Working with children and young people who describe suicidal thoughts or who self-harm
Covid 19 impact on Young People's mental health

Qualitative data from evaluation feedback demonstrates that practitioners are using their learning when they return to the workplace. Courses are quality assured through the Learning Hub groups from Dorset and BCP which review feedback, impact, performance of providers and course design and planning.

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Training delivery and participation

Financial Quarters	No of courses	Total spaces	Total bookings	Total attendance	Booking %	% Booking rate change compared to previous Q	Occupancy rate %	% Occupancy rate change compared to previous Q	Feedback received	Feedback %
Totals for Q4	41	879	846	750	96	-2	89	6	529	71
Totals for Q3	32	689	678	564	98	-1	83	-8	382	68
Totals for Q2	26	628	619	565	99	2	91	0	348	62
Totals for Q1 Apr-June 2021	33	731	708	648	97	-1	91	2	377	58





OBJECTIVES 2022/2023

The Partnership will review its multi-agency safeguarding children arrangements published in 2019 and will strengthen its governance with other partnerships e.g., Safeguarding Adults Boards, and how it can more effectively communicates with the public and practitioners in both areas.

It will appoint one Business Manager to co-ordinate and manage the day to business of the PDSCP across both Dorset and BCP areas. Place-based local multi-agency safeguarding arrangements, based on the agreed PDSCP priorities, will be managed by local area business support officers/co-ordinator.

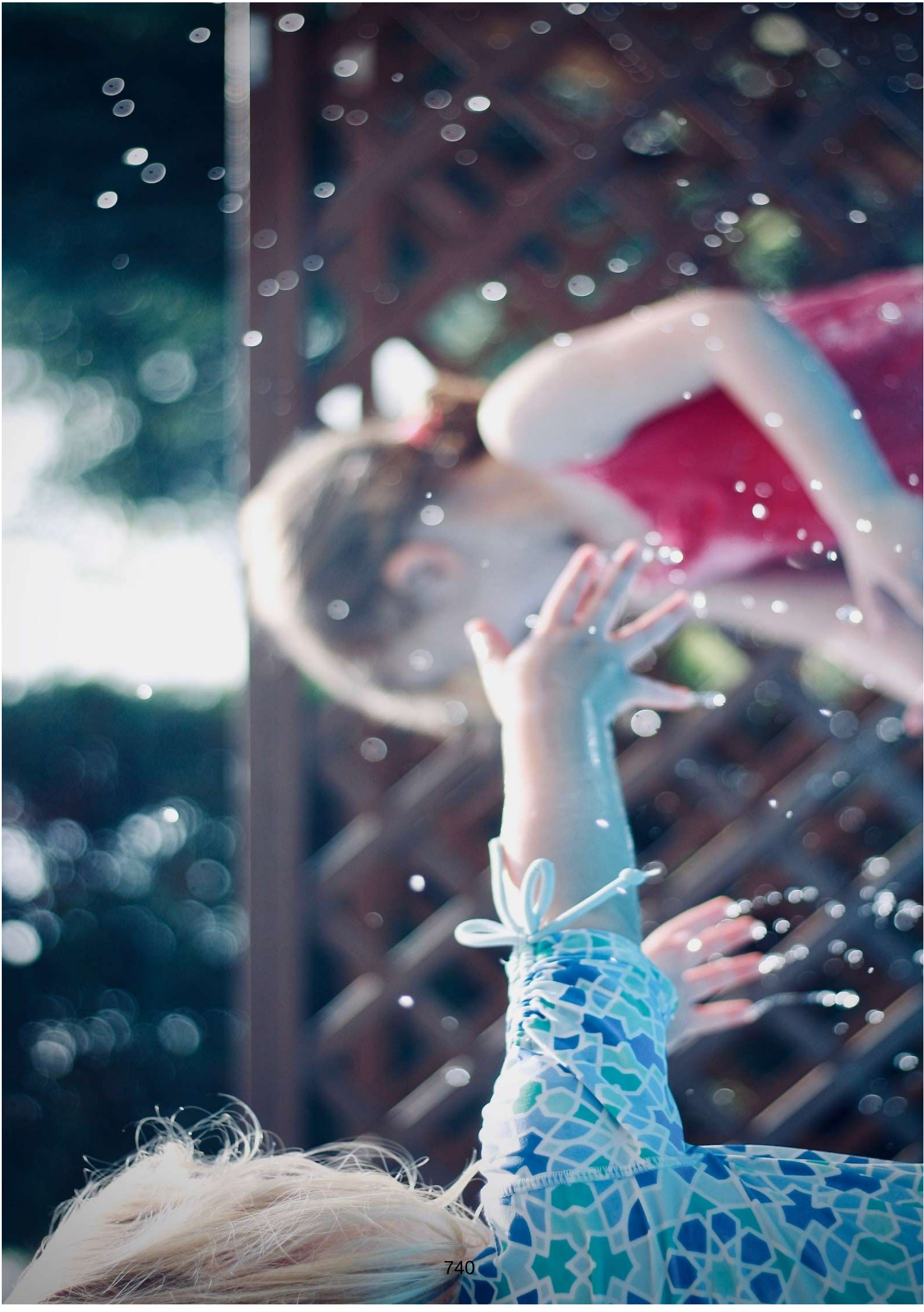
The Partnership will strengthen its quality assurance, learning, and scrutiny functions and will demonstrate better outcomes for children and young people, in accordance with its agreed priorities.

It will strengthen how it uses performance data to inform and drive its priorities and objectives and will consider how it implements learning from local and national Child Safeguarding Practice Reviews, including the national reviews into the deaths of Star Hobson and Arthur Labinjo Hughes, the National Independent Review of Children's Social Care and other local and national safeguarding issues as they arise.

The Partnership will strengthen the voice of children, young people, parents, and practitioners in its business through the role of the Independent Scrutineer and other means, such as participatory groups and engagement activity.

Dorset Police will lead an annual review of the effectiveness of Operation Encompass in schools.

There will a focus on strengthening the transition between children's and adult services.



PART TWO

- Individual Partners Contributions
- Dorset and Bournemouth, Christchurch, and Poole Subgroup Contributions
- Performance Data
- PDSCP Budget

INDIVIDUAL PARTNER CONTRIBUTIONS

This section of the report provides an overview of individual partner organisations achievements during the year for safeguarding children and young people and how they intend to continue to improve their practice and systems.

DORSET POLICE

The MASH Operational and Strategic Boards are split to align with the two Local Authority areas. The Operational Boards are working well to identify actions, risks, and development themes at the operational level. The Strategic Board enables appropriate oversight by strategic leaders across the partnership however causes duplication of Governance across what remains a Pan Dorset MASH. The membership and leadership of all boards has improved significantly throughout 2021/22 to broaden agencies representations.

The strategic intent during the year was to provide a collaborative approach to child safeguarding through information sharing, risk assessment, decision making and shared learning. A significant change programme has been implemented across the police MASH environment to improve services and embed these changes.

There has been a considerable investment in training 1200 staff to upskill their understanding of the importance of capturing the voice of the child; vulnerability 3 training, an internal communication campaign and 'power hour training' has resulted in officers having a greater understanding of the child's perspective and lived experience. The increased recording has identified contextual risk which has in turn been shared with partners.

Numerous frontline staff and child protection specialists have attended Pan-Dorset child safeguarding training events during the year with positive feedback received.

Practitioners have been directly engaged in the force response to the HMICFRS inspection and the development of safeguarding hubs and the missing persons teams across the organisation, to ensure the strategic direction is informed by the practitioner opinion. Dorset Police will embed local safeguarding hubs in both Local Policing Areas in 2023 to ensure place based earlier intervention to reduce the harm suffered in our communities.

As part of the Dorset Police monthly Tactical CAROLE Group meeting there is a dip sample of ~~the~~ two of the children from the most at-risk ~~list~~ group. This is designed to scrutinise the multiagency response to the child, enable each agency present to consider their flagging of the child and to ensure that there is appropriate attendance and suitable safety planning at MACE meetings. The BCP CAROLE Group focuses more broadly on the themes to improve the safeguarding of Exploited Children.

The Multi-agency Child Exploitation Chairs toolkit was developed with oversight from the CAROLE Group. The direction and work of the CAROLE Group will be dependent on the updated Child Exploitation Strategy. It is anticipated the once the areas for improvement are identified a task and finish group will be convened in pursuit of the aims.

Information is shared by the Dorset Police IMPACT team in respect of the pursue work completed for child exploitation. This includes an update on the current County Lines operating in Dorset and intelligence requirements from partners.

* Her Majesty's Inspectorate of Constabulary and Fire and Rescue Services

* CAROLE - Children at Risk of or Linked to Exploitation (CAROLE)

Health have continued to work alongside colleagues in Dorset and BCP Councils and Dorset Police to undertake our statutory duties to safeguard children and young people.

Within health we have developed a revised quality assurance framework to ensure that learning from statutory reviews is embedded and outcomes are achieved. In General Practice, a quality framework for assurance has now been in place for two years and significant improvements have been made to safeguarding reports by Primary Care. The new quality assurance framework across health will provide the evidence that learning has been embedded and how outcomes are being met. The framework is cyclical allowing opportunity to reflect on the findings and amend as necessary.

Agreed processes are in place to escalate any concerns regarding the safeguarding system, which is shared to all Partners and has improved working practice. The Dorset Insight and Intelligence Service are working with all Partners to develop a population-based safeguarding dashboard across Pan-Dorset.

The Children in Care Team engage with children and young people regularly attending a variety of forums to ensure their voices are heard. All health settings are required to distribute feedback forms to all users to provide opportunity to share their views and make changes to improve services. Health supported the BCP questionnaire for families attending Child Protection Reviews regarding neglect.

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Health partners have been active participants in practitioner events and have received positive feedback for their contribution. They have also fed back how positive the experience has been for them in reflecting on practice and challenging their thoughts and views.

The number of statutory discussions has increased over the last year which has impacted on the workforce and how work is prioritised. Helpful multi-agency discussions have taken place to clarify processes and procedures.

There have been significant demands on mental health and well-being services throughout Covid with the impact of social isolation affecting some children more than others. The increase in domestic abuse incidents also impacted on workload, some universal services were unable to provide face-to-face contact throughout the pandemic and the impact of this has yet to be fully understood.

The place-based arrangements provide the opportunity to respond to population health need across Pan-Dorset, this will inevitably provide a more focused service for those requiring services.

Health continues to support Dorset and BCP Councils in response to the two ILACS inspections this year. As the Clinical Commissioning Group (Integrated Children's Board from July 2022) move into 2022/2023 the quality assurance of GP Reports will be undertaken in partnership with both Councils monthly.

Children's Social Care

Since the ILACS inspection in December 2021, where BCP Children's Services was judged inadequate, further commitment has been made against the Statutory Direction from the Secretary of State, as has the Corporate Management Board to the improvement journey. Improvement Board has been put in place and membership extends to all partners and members of the Children's Senior Leadership Team. The Improvement Board is chaired by a new DfE Advisor, John Coughlan, and the improvement work is supported by Hampshire County Council with a wider Partners in Practice remit. A permanent Director of Children's Services, Cathi Hadley was appointed in February 2022.

At an operational level there are several developments to improve multi-agency working. Multi-agency governance of the MASH is undertaken through operational and strategic boards, which review data and analysis to assess performance. Multi-agency, weekly collaborative auditing has now been developed to provide a more qualitative understanding of practice. The MASH Operating Manual is currently being reviewed, to avoid and reduce unnecessary delay and drift in progressing contacts within 24 hours.

The Pan-Dorset Child Protection protocol is also now in place which confirms the commitment of health colleagues to the CP process, agrees a quality assurance process of compliance and quality of GP reports to conferences.

Complex Safeguarding teams and the wider service use the Exploitation Team Around the Child (ETAC) model for the assessment, planning and review of multi-agency intervention and disruption. A missing tracker is reviewed monthly to identify frequent and persistent missing children, together with performance in the timely completion of return home interviews.

Return Home Interviews are monitored by a Missing Co-ordinator, who assesses both quality and engagement. The service now has a Gold and Silver Command structure between the CST and Dorset Police, and has embedded the 3Ps model: Prosecution, Protection and Prevention.

BCP is committed to hear and respond to the voice of children, young people, and families. BCP Children's Services commissioned CORAM to run a Bright Spots survey with children in care aged 4 to 18-years-old between February and May 2021 to seek views on their well-being. 168 children responded which represents 44% of looked after population. An action plan has been completed and the 'You said We Did' progress is now being shared with and monitored by young people.

There is an engagement and participation offer for children in care and care leavers (aged 11 to 24-years-old). Children participate in the recruitment and retention of key management and social worker posts, recently including the permanent Director of Education, Director of Quality, Performance Improvement and Governance and Director of Safeguarding and Early Help.

Two key forums UNITE (Children in Care Council) and INSIGHT (Care Leavers) are an invaluable source of feedback and learning. Officers and managers alike consult and find the feedback to be mature and grounding.

The Corporate Parenting Board is co-chaired by members from UNITE and INSIGHT who directly support the Board in measuring and monitoring the effectiveness and quality of Corporate Parenting in BCP. Children and young people have been influential in developing formal and informal meetings to ensure their voices are heard listened to and acted upon, an example being the development of the Care Leavers Hub.

The Corporate Parenting Board is co-chaired by members from UNITE and INSIGHT who directly support the Board in measuring and monitoring the effectiveness and quality of Corporate Parenting in BCP. Children and young people have been influential in developing formal and informal meetings to ensure their voices are heard listened to and acted upon, an example being the development of the Care Leavers Hub.

Children and young people requiring an advocate are supported to access this. Children report good relationships with their advocate who effectively represent children's views clearly at meetings. There have been no complaints regarding any advocate practice.

Feedback from a recent consultation of children and young people report an overall positive experience. All the young people reported good relations with their social worker. A parent also commented in respect of social workers, "Some have built good working relationships with the children and that has always been worth it -the children appear to have benefited from this". The impact of the turnover of social workers has had a negative impact on some children and young people, "When I was 14 there were so many different SWs it was annoying having to keep telling your story". Some feedback evidence positive impact: "the current social worker makes our family happy we love it when she visits everyone is happy".

Further activity is taking place to help raise young people's awareness of the health offer available to them. A Children's Services newsletter is dedicating one edition to 'Know Your Rights about Health'.

Children's Services is working hard to build confidence within the workforce and engage with frontline staff. The Progress (staff) Forum has been in place for 12 months and feedback is to focus on caseloads, more supervision, less paperwork, converting agency staff to permanent, work flexibility, stabilise the management team, increase communication, and give greater clarity on the vision and values. The Progress Forum is an inclusive platform where staff can choose to participate as and when they need to, whether it's attending a workshop or completing the surveys. The Progress Forum is currently producing its first annual report and the results from the five surveys.

The latest corporate staff engagement survey took place in December 2021. Comments from the survey heavily centred around the desire of staff to return to the workplace to have face to face contact with colleagues and teams. BCP Council has a Return-to-Work plan, and the first phase has recently opened the new BCP Civic Centre with a Children's Services dedicated hot-desking space and local office spaces spread around the conurbation for Children's Services staff.

Towards the end of the year, a new governance structure for governance, improvement, quality assurance and partnerships were put in place with the focus on improving quality assurance of social care. This will be widened out across Children's Services once embedded. As well as assisting with understanding the quality of the service for children, young people and their families, this will strengthen the learning from CSPR, local reviews and other partnership quality assurance.

The priorities for BCP Children's Services in 2022/2023 is to stabilise the workforce, which is being achieved through the workforce development strategy and improving the impact and outcomes for young people through quality assurance and practice improvement.

Early Years Services

The Early Years Quality Improvement Specialist for Safeguarding ensures the development of multiagency working with wider partners within BCP, across Dorset and the Southwest continues. The Quality Improvement Specialist and Early Years team are responsible for continually raising awareness of the early years sector and the significant role they play in safeguarding children.

Regular links with the Pan Dorset Safeguarding Children Partnership are maintained, including being a part of campaigns and awareness-raising, and contributions to multi-agency audits and questionnaires.

The Early Years Quality Improvement Specialist for Safeguarding and the Early Years and Childcare Advisors provide support to all BCP early years providers: nurseries, pre-schools, childminders and out of school provision.

Intensive and focused safeguarding support for settings with 'inadequate' and 'requires improvement' Ofsted inspection outcomes is provided. Some examples of this includes a detailed improvement plan put in place, which will include the identified Ofsted actions, other agreed areas of improvement, regular visits to the provision, observations of practice, clear understanding of when they have been achieved and what that looks like in practice, and a signed agreement to complete the actions by all the stakeholders in the provision.

The impact of the above is timely and effective action to safeguard children, and the development of skills, knowledge and safeguarding compliance by the early years' providers. Examples of this include increases in effective information sharing and multi-agency working, effective and timely referrals, attendance and inclusion at Early Years meetings and conferences, a growing range of early support for children, families, and professionals, and a growing number of opportunities for Early Years services to be represented in future campaigns plans and actions.

The Early Years' service provides a range of safeguarding training courses for providers including foundation safeguarding, neglect, and effective recording and the roles and responsibilities of Designated Safeguarding Leads (DSL). Which included during 2021/2022 neglect and effective safeguarding recording. The impact of training is observed through practice and evaluations, which are completed after each training session and the feedback used when reviewing the content and delivery of the courses.

The BCP Early Years team supports early years providers to ensure the voice of the child and their families are heard and supported through supporting providers to provide effective timely safeguarding practice. Examples of this are through identifying concerns, discussions about their concerns, and using the PDSCP escalation policy.

Practitioner engagement and feedback is regularly encouraged through DSL forums and discussion groups take place regularly with early years providers. Engagement and feedback are actively encouraged through discussions, during visits, phone call and emails. Practitioner engagement provides the opportunity for providers to link with other professionals and provisions to share ideas and examples of good practice. This continuous engagement provides the opportunity for open dialogue to ensure providers can share issues they face and feel their voices can be heard.

BCP Early Years has safeguarding webpages on the BCP website, and a regular newsletter is sent to providers on a fortnightly basis with a section dedicated to safeguarding; special edition newsletters are also sent out to be able to share information as and when needed. Examples include updates to statutory guidance, legislation and/or BCP guidance documents, changes to key professionals and teams, and awareness of key issues, including dog safety, water safety and safer sleeping guidance.

Learning from local and national case reviews is shared with early years providers and the Early Years team. We recently shared the National review into the murders of Arthur Labinjo-Hughes and Star Hobson and gave recommendations for areas of practice to review.

An Annual Safeguarding and Inclusion self-assessment tool are provided to all BCP early years providers. This enables them to review their safeguarding arrangements on a regular basis and supports them to meet their safeguarding duties and responsibilities. Once completed they are reviewed by the Early Years team and areas of identified development are discussed with the provider and support provided by the Early Years team. This may include observations of practice, telephone calls to gain further clarification about information provided and signposting.

The Early Years team and early years providers quickly adapted practice to reduce the impacts from Covid. Providers continue to make regular contact with families who were not able to attend and keep close links with professionals. Challenges faced by our providers included maintaining contact with families and finding ways to manage staffing issues and barriers to accessing services. Virtual meetings and virtual training also provided some challenges at times. Regular contact continued with providers and during lockdowns this increased to a minimum of weekly to ensure providers were supported virtually and face to face where appropriate.

The Early years team and early years providers continue to work to address the impacts from Covid for children and their families. This includes identifying any delays in child development, financial difficulties, health, social and safeguarding issues.

Early years providers are inspected by Ofsted. (The figures below do not include out of school provision) Currently 100% of BCP providers are graded effective for safeguarding and over 96% are graded good or outstanding.

The plans and priorities for the Early Years team for the year ahead (2022/2023) include:

- Supporting practice development as required for Early Years providers, providing training, the continual review of practice and provision of bespoke support
- Continue to develop the support packages for out of school provisions
- Continue to work with the PDSCP and BCP Committee on agreed priorities
- Continue to grow the links with partners and the Early Years team to support effective safeguarding practice and to raise awareness of the significant role the Early Years team have in safeguarding

Training packages currently being developed for delivery in 2022/2023 include effective referrals, reintroduction of supervision for early years, safeguarding induction, PPN and MARAC workshops and chronology workshops.

Safeguarding in Education

BCP has two Education Safeguarding Advisors who work in close working partnership with all education settings and all multi-agency partners. The advisors are members of many multi-agency working groups, such as School Watch, Operation Encompass, Prevent, Complex Safeguarding, Harmful Sexual Behaviour Working Party, School Monitoring Group, and Early Help Management Group Resources. The advisors represent the views of schools and the local college and share areas of strength, good practice, issues, and concerns from education settings with partners for discussion. Minutes and discussion outcomes are disseminated to education settings by the advisors, via forums and newsletters. The advisors also work in close partnership with Dorset Police for the 'School Watch' procedures and with colleagues from across BCP, such as the LADO, Early Years Safeguarding Lead, Education Officer in the MASH, BCP SEND team and Pan-Dorset Partnership Business Manager.

This includes promoting effective working relationships between settings and other agencies, such as Social Care, promoting the use of the escalation policy and increasing awareness and understanding of the roles and responsibilities of all agencies and liaison with Early Help partners and the MASH/Assessment team to support the development of services (e.g., the BCP Navigator scheme).

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Eleven BCP schools have received an external Ofsted inspection visit with 10 school graded as 'Good' (April 21 – March 22). DSLs share their experiences of Ofsted inspections with their colleagues at the DSL forums. Ofsted also provides an avenue for parents to raise a complaint about a school. 20 Ofsted complaints were received between April 2021and March 2022 relating to BCP Schools. (Thirteen different schools, with some repeat complaints from the same person). All Ofsted complaints received by BCP Council are acted upon and in accordance with the level of consent. Any trends or themes are noted and are used to direct attention to the area for reflection and development in the settings and where possible at the forums as a learning opportunity for all DSLs. The advisors have seen an increase in the number of Ofsted complaints where there has been a 'consent to share'. This has led to challenge and review by BCP Council, items as key learning opportunities and offers of support from other teams at BCP (e.g., behaviour, anti-bullying support, exclusion issues).

Some good examples of the work of the BCP advisors includes:

- Annual up-dates to and promoting of local guidance documents, local audit tool in line with Keeping Children Safe in Education (KCSiE); available on the PDSCP website
- Further development of our safeguarding leaflet into different languages, (this year into Ukrainian and Afghanistan languages) to respond to new cultural groups joining our schools
- Promoting developments from other teams during the DSL forums e.g., navigator role, school mental health support
- Audit discussions and outcomes ensure involvement of children and parents (e.g., safeguarding questionnaires, school council agenda, school governor involvement, parent workshops, parent forums, training offers)
- Two online forums for DSLs held each term
- Anti-bullying Forums are held termly linking to the Anti bullying Alliance national United against bullying project
- Governor training and annual briefing provided by the ESAs
- A Questionnaire to all DSLs regarding harmful sexual behaviour in schools. Included feedback on requirements for further development of services. Data analysed by BCP senior team.
- Operation Encompass processes to move forward to PRONTO where reports should be received by the school before the child attends
- MARAC – reviewing how schools are more directly involved in this process in knowing the outcomes for their children



Dorset Council continues to ensure the lives of our residents are as good as they can be. With this in mind, we continually improve the services we deliver and commission to improve outcomes and ensure that every child and young person in Dorset has the best childhood possible. Dorset has worked with partners to develop and deliver a Children, Young People and Families' Plan 2020-23 which improves outcomes for our children, young people and families in Dorset. The Plan has clear governance arrangements reporting into strategic boards and member committees to ensure transparency and oversight, celebrating the success of positive impact where this is made.

Following our full ILACS inspection in September and October of 2021, we've progressed our partnership improvement plans, working through our Strengthening Services Board, which is the local delivery function of the PDSCP. Ofsted rated Dorset as "Good" with "Outstanding" leadership in its published Report in November 2021. The Strengthening Services Board is the local delivery arm for the Dorset area in the Pan-Dorset partnership, chaired by the Chief Executive of Dorset Council with representatives at executive level across the partners. The Board meet every 6-weeks to ensure progress and impact on the actions in the Plan are translating into improved outcomes for children and young people. The Highlight Report from each Board is shared with the PDSCP Executive Team every month to enable strategic oversight.

In 2021 we embedded our fully integrated locality approach which is showing positive impact in school inclusion, Early Help and Social Work practice.

We have opened new Children's Homes, enabling us to keep our children and young people in Dorset, closer to their homes, families and friends. We have also delivered a grow-your-own approach to developing social workers and future leaders.

All of this has had a real impact on improving outcomes for our children and young people.

Context for Dorset

Dorset Council area population is 379,791 - 28% of whom are aged 65 and older (national 18%) with 74,305 children and young people aged 0-24 representing 20% of the total population. We have low birth rates and historically many working age young people have left the area.

The beautiful landscapes of Dorset can conceal hidden challenges: there are some significant areas of deprivation, mostly in urban areas (mainly Weymouth and Portland). Ten areas in Dorset are within the top 20% nationally for high levels of multiple deprivation, nine of these within Weymouth and Portland.

There is also rural deprivation due to isolation and difficulty accessing housing, transport and essential services. The Children's Society estimates that approximately 23% of Dorset Children are living in poverty.

There are 47,946 children from Reception to Year 14 in Dorset. The population is predominantly white British, with 4.4% of our residents from black and minority ethnic groups, rising to 8% for children of school age. We have 159 Schools, Academies, Maintained and Free. 77% of our children are educated in schools that are judged good or better by Ofsted – 83% of children with an Education, Health and Care Plan (EHCP) are educated in schools that are judged good or better by Ofsted.

Crime is generally low in Dorset as are first time entrants into the Youth Justice System and this is an improving picture. Employment is high but earnings are below average and house prices are high with affordability issues for many young people and keyworkers.

Early Help

Dorset has published an Early Help Strategy, which is commended in Ofsted's Inspection Report, "Children receive the help that they need at the right time. Families benefit from a broad range of Early Help services, tailored to their needs and in the places where they live. Partnership working is well developed, offering a range of options that build on family's strengths and which can be provided without delay."

Early Help is the total support that improves a family's resilience and outcomes or reduces the chance of a problem getting worse. We understand the importance of high-quality universal services as an important foundation of early help, building children, young people and family resilience. We are committed to providing help and support in communities, so that we are embedded in the places where families live, learn and thrive and alongside partners who want the best for our children. We recognise that an effective early help system is entirely reliant on strong relationships across the whole system as well as with our children, young people and families.

Our vision for Early Help is that we want our children to thrive. We believe that early help is an approach as much as it is a set of services and an offer for our families. To be effective, early help needs to be embedded in thinking and action across the system so that our children and families can say, "I got the help I needed, when I needed it". In Dorset, we have a strong commitment to early help across our partnership. We want our communities that wrap around children and families and provide opportunities for help and support, from conception to career. We believe we all have a role to play in helping families with the right support at the right time and that we can build and draw on existing community assets to create a system that helps our children to thrive.

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Safeguarding in Education Offer to Schools

Within the Quality Assurance and Partnerships Team in Dorset Council we have created additional capacity to provide the strategic leadership and oversight of the education safeguarding offer by building in an additional Service Manager Post to our structure. In addition to this we employ Safeguarding and Standards Advisors who have discreet specialisms. These consist of:

- Safeguarding and Standards Advisor - Designated Officers (LADO), who provides support, advice and guidance to schools (along with other partners) when allegations have been made against adults working with children who are either employed by or who provide services on a voluntary basis for the school.
- Safeguarding and Standards Advisor – Schools, who provide dedicated support to education settings regarding safeguarding.
- Safeguarding and Standards Advisor – SEND, who focusses on the development of Quality Assurance of SEND

The Safeguarding and Standards Advisors - Schools and LADO are qualified social workers with extensive safeguarding and child protection experience who have access to a wide range of professional expertise and professional relationships with other agencies.

Managing allegations

When allegations are made against adults working with children who are either employed by, or who provide services on a voluntary basis for education settings, the LADO will support them through the management of allegations process offering support and guidance. The Safeguarding and Standards Advisor - Schools will be invited to the allegations meeting by the LADO so that the education settings can be supported with their safety planning and pick up on any recurrent trends or themes relating to schools.

Closing the loop – Learning from audits and reviews

There is a strong link with the Pan-Dorset Safeguarding Children Partnership (PDSCP) and where actions or learnings are identified for specific education settings through a Child Safeguarding Practice Review (CSPR), or other multi-agency audits, the Safeguarding and Standards Advisor - Schools will support the education setting with the development of an action plan which is tracked and monitored through the PDSCP CSPR group.

The Safeguarding and Standards Advisor will also support schools with other Safeguarding Partnership developments or projects such as Operation Encompass, which is a police and education early information safeguarding partnership enabling schools to offer immediate support to children experiencing domestic abuse.

Where learning or recurrent themes are identified relating to safeguarding more generally across education settings, this will either be incorporated into the current training courses offered, or bespoke training may be developed if required working closely with the PDSCP.

The 175/157 audit is an annual safeguarding audit that the team sends to all schools in Dorset in September to gain assurance that schools are discharging their statutory safeguarding duties compliantly and to highlight where this may need strengthening.

The Safeguarding and Standards Advisor – Schools, provide feedback to the schools on their audit, highlighting any specific safeguarding issues, supporting with completion of an action plan, then monitoring and tracking progress until completion of all actions, which may include a follow up visit. This work will in turn provide the education setting with assurance that they are fulfilling their statutory duties through this external validation, which also supports schools to demonstrate robust safeguarding procedures to Ofsted.

Safeguarding Complaints about education settings

All safeguarding complaints about education settings reported to Children's Services, which include by Ofsted, or the Department for Education are investigated by the Safeguarding and Standards Advisor - Schools. Where actions are identified, they support the education setting with the completion of an action plan to address any areas for improvement.

School Watch

A ‘School Watch’ is in place within the localities, this is when the police may wish to highlight an urgent safeguarding risk that they feel relevant education settings need to be aware of. This is a system of mechanised telephone calls between schools, each receiving information and passing to the next, culminating in the last school on the list advising the team when they receive confirmation of receipt of the information. This provides a speedy cascade of information sharing to education settings that may be affected by safeguarding concerns in their community that the police have identified.

Work is due to commence with mainstream schools (as commissioners of alternative provision) and providers of alternative provision, to enhance staff knowledge in recognising and responding to safeguarding concerns, this will include development of risk assessments supporting decision making for individual children. This will also include the development of a safeguarding self-assessment, with an external quality assurance approach for alternative provision, with a focus on the risks associated with children experiencing extra-familial harm and how this is recognised and responded to.

The Safeguarding Advisor and the Education Challenge Leads in the Localities work together liaising when there are safeguarding issues that relate to their schools. We will be strengthening these links to ensure the Safeguarding Advisor has a far broader understanding across Dorset of safeguarding themes and patterns for schools that will better inform their offer of support and training available to schools across Dorset.

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Training offer

Training has been developed in addition to the training provided by the Partnership and all materials and training content is reviewed and updated by the Safeguarding and Standards Advisor - Schools in line with any updates in legislation or statutory guidance such as Keeping Children Safe in Education or Working Together to Safeguard Children with further oversight regarding quality of training and materials by the Dorset Council Practice, Policy and Procedure Group.

To ensure that social work in the Dorset area delivers the impact required. Quality Assurance teams have continued to monitor the quality of social work practice, policies and procedures in place. Regular, monthly reporting to senior managers and leadership across the council is embedded and enables rapid changes to policy, practice and procedures where required.

A local Mult-Agency Quality of Practice and Action Group (MAQPAG) brings partners across the system together to ensure joined-up and clear actions are delivered across the partnership, feeding into embedded governance reporting.

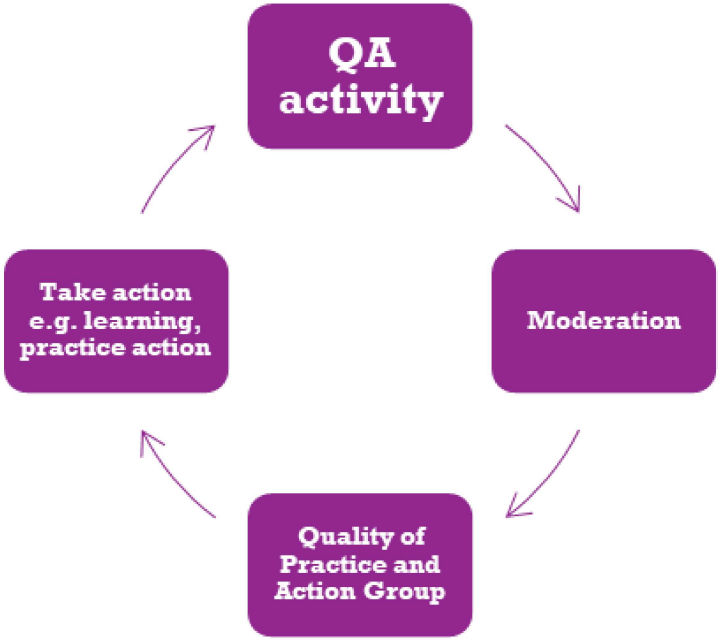
A series of toolkits has been developed and cascaded to the workforce to enable efficient and effective practice. Regular weekly communications are shared across the partnership with team meetings and supervision monitoring review of updated information, advice and guidance for policy, procedure and practice.

Quality Assurance

Quality Assurance embraces all activity that contributes to quality of practice and service improvement and helps us to understand how effectively services are being delivered to keep children safe. This is evidenced through:

- Audits
- Dip Samples
- Observations of practice
- Multi agency audits
- Themed Reviews
- Closing the learning loop

Quality Assurance also collates feedback from children, young people and families and progresses changes to policy, process, and practice through Dorset's local area arrangements. This function is being strengthened through the development of Family Hubs and the Family Advisory Group work.



DORSET AND BOURNEMOUTH, CHRISTCHURCH, AND POOLE SUBGROUP CONTRIBUTIONS

BCP SAFEGUARDING CHILDREN COMMITTEE

The BCP Safeguarding Children Committee is the BCP delivery arm of the PDSCP. It meets every six weeks and is responsible for promoting outstanding practice in the way that agencies work together to protect children and young people within the BCP area. The first meeting of the Committee was held in June 2021 and work during the year has focused on developing robust terms of reference, a standing agenda, strengthening governance and reporting from BCP subgroups, all of which drive the work of the Committee.

Plans for 2022/2023 are to develop a BCP area safeguarding children delivery plan informed by local data and learning and linked to the PDSCP priorities and challenges.

PDSCP CHALLENGE AND SCRUTINY TASK AND FINISH GROUP

At its meeting in March 2022 the PDSCP agreed for there to be individual area-based quality assurance groups, recognising that this would better meet the needs of the diverse populations of both areas, and allow for a better understanding of local context. These separate arrangements will be kept under review and standardised as much as possible across the two areas.

The PDCSP Challenge and Scrutiny Task and Finish Group were reformed as the BCP area-based Quality Assurance Group and Dorset area-based Quality Assurance Group.

The area-based groups are accountable to the local BCP Safeguarding Committee and the local Dorset Strengthening Services for Children and Families Board. They are established to provide assurance that appropriate and effective quality assurance mechanisms are in place and effective.

BCP AREA-BASED QUALITY ASSURANCE GROUP

In the year ahead the BCP Quality Assurance Group will develop its work plan for 2022/2023 and a propose a program of work to the BCP Child Safeguarding Committee based on agreed priorities.

The Group will review and amend its terms of reference and membership to reflect the changes in local operational delivery and will develop a quality assurance framework and review its area-based data set and performance scorecard.

BCP AND DORSET CHILD SAFEGUARDING PRACTICE REVIEW GROUPS (CSPR)

During 2021 there was a shift from a Pan Dorset approach for managing child safeguarding practice reviews to place-based arrangements in the two Local Authority areas. Both groups have the same chairperson which provides consistency across the two areas and has provided the opportunity for multi-agency partners to review the terms of reference and membership of each group. Group members are all experienced safeguarding practitioners who hold each other to account and challenge where appropriate.

There were three CSPR's initiated in Dorset Council and one in Bournemouth, Christchurch, and Poole Council (BCP), and a thematic learning review in both Dorset and BCP, where there was significant engagement with the family, community, Dorset Police and BCP Council.

CSPR Reports can be found here: https://pdscp.co.uk/working-with-children/serious-case-reviews/

A further case was considered and agreed to be managed through the Child Death Overview Panel and one case is currently sitting within the criminal arena. In addition, Dorset CSPR Group has been involved in two out of area cases; a young girl who appeared to have taken her own life and a sudden and unexpected infant death, in which neglect was a feature.

Of interest though has been national learning from other areas.

Detail about the learning from multi-agency case reviews is in the Reflection section – learning from Practice (page x).

DORSET AREA-BASED MULTI-AGENCY QUALITY AND PERFORMANCE ACTION GROUP (MAQPAG)

MAQPAG is Dorset's place-based quality assurance group. This has enabled a focus on the key partnership arrangements for children in Dorset and to support place-based focus of audit and improvements to the quality of practice. One of the key areas identified from this work was our response to families where domestic abuse is a factor, where risks were seen to be heightened by Covid-enforced isolation. The Domestic Abuse toolkit is a Dorset Multi agency toolkit for all front-line practitioners and the take up and use of this was evidenced in the children's services Ofsted inspection.

The quality assurance of the partnership has enabled identification of areas for improvement as a partnership and individual partners. A particular focus has been Child Exploitation, a partnership audit for this will be available in July 22 along with publication of our updated strategy.

The Partnership has during this year been supported through a commissioned service to consider child and family feedback along with participation from them to ensure we have focus on the areas that are important to them. A governance process around this has now been implemented and the partnership continues to prioritise this area of the work. We had some powerful feedback from some of our children who have additional needs. As a result, direct learning and action was progressed to facilitate changes in practice. The partnership has also recently become part of the children's service practice observation week twice a year. This enables us as leaders to learn from observation of our partnership front-line work with children and families to build on good practice and support improvements. Action plans are then progressed though the Multi Agency Quality Assurance Group (MAQPAG) and governance arrangements.

Children's services have developed a sexual abuse toolkit for practitioners. A recent local CSPR recommended that this be adopted by the full PDSCP. Work has already commenced, and it is planned that we will have a Pan Dorset sexual abuse toolkit available by December 2022.

The development of several multi-agency toolkits means front line practitioners have one dedicated resource for practical guidance, access to services and research for each topic. The toolkits also mean that practitioners can give children and families consistent access to quality information and support when they need it. We have also worked on further initiatives such as the DRIVE programme and the Family Courts Pathfinder, which aims to make family's experience of court less adversarial.

All parts of the partnership have had some form of inspection, the ILACS identified the strength of our front door arrangements but also highlighted the need to strengthen the process around strategy discussions. Police have also had a HMIC inspection and areas for improvement addressed which are heard and monitored through progress updates to the MA QPAG. We will look to oversee any further plans required. We have reviewed our Children's Services Quality Assurance Framework; we are now undertaking a peer review of safeguarding in education. We have recently published our safeguarding in schools offer and want to enhance this further and link to wider work within the partnership in a co-ordinated approach to support schools more broadly.

Future partnership working to implement Safeguarding Families Together has also been supported by committee and the partnership to implement a pilot in the Portland and Weymouth area. This will bring together adult practitioners to support a more holistic approach to working with families to manage risk and reduce children coming into care or subject to child protection plans.

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DORSET MULTI-AGENCY SAFEGUARDING HUB

Dorset MASH partners continued to work well together during Covid – Dorset Council Children's Services MASH arrangements, sits within the Children's Advice & Duty Service and the MASH model is a virtual one. We have continued to strengthen our multi-agency working practices, with 6 weekly MASH Operational meetings, 3 monthly MASH Strategic Group meetings and weekly audit/themes meetings. This has enabled us to provide a co-ordinated response when required, continue to develop, and strengthen practice where required and to learn from the audits to promote learning.

The Dorset Multi-Agency Safeguarding Hub is capturing the voice of children, young people, and their families through direct feedback. This includes the child's likely lived experience in decision-making, analysing the referral detail, history, risks, and strengths, to consider the likely

* DRIVE - The Drive Partnership works across the domestic abuse specialist sector, public sector partners and beyond to develop sustainable, national systems in England and Wales that respond effectively to all perpetrators of domestic abuse.

impact of this for the child and their lived experience. This is central to decision-making, keeping the child at the heart of what is done, to ensure that right from our initial contact with families, the child is at the centre of practice.

The Dorset MASH continue to audit decision-making and information sharing with our statutory partners and meets weekly to confirm outcomes, themes and identify areas of good practice and development. Audit templates identify themes to focus on within the referral and decision-making process, for example: consent or involvement of fathers.

Learning from case reviews is taken forwards, within our partnerships to understand how this learning can be applied to strengthen decision-making and identify safeguarding needs and risks at the Front Door. This includes understanding the child's rights, lived experience and needs, with the aim of the child and their family receiving the right service, first time.

Safeguarding practices within the Dorset MASH continue to be developed, using learning from audits, conversations with partners and a review of the current MASH arrangements. This has led, to a task & finish group, which currently remains in place, to look at how we promote decision-making within the MASH, what good practice looks like, how will we get there, what support do we need to get there and how we will know when we are achieving this.

Our Consultant Social Workers have supported with Vulnerability and Safeguarding training with our Dorset Police colleagues. We continue to work closely with our Dorset MASH partners and contribute where required to training and development needs in respect of safeguarding and good practice.

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Ofsted Children's Services inspection report published in November 2021, noted – The 'front door' provides a calm, well-organised service, where timely and appropriate decisions are made about how to protect and support children most effectively. Parental consent is obtained if appropriate, and families are not subjected to statutory intervention unnecessarily. However, when children are, or may be, at risk of significant harm, social workers investigate quickly, with the support of key partners, including Police, when needed.

Early Help triage process will be amalgamated into the Dorset MASH creating one central contact point and consistency in decision-making at the front door for all contacts and referrals.

DORSET CHILD EXPLOITATION STRATEGIC GROUP

The Dorset Child Exploitation Strategic Group meets on a quarterly basis and has oversight of the work of the Children at Risk of or Linked to Exploitation (CAROLE) tactical group and the Child Exploitation (CE) action plan.

During 20221 the contextual safeguarding toolkit was developed and implemented across the Dorset Council area. Multi Agency training was delivered between May and Sept 2021. Additional training has been delivered by Target Youth Workers to local businesses, RNLI, schools, libraries, youth clubs and the Voluntary and Community Sector.

We have embedded Youth at Risk meetings within each locality area, with good engagement from partners to identify emerging risks of exploitation and extra familial harm and explore how we can make contexts safer for young people.

Funding has been accessed from the Covid Recovery fund to support additional capacity from the voluntary and community sector to support an outreach youth worker in each of our locality areas. Outreach youth work has been effective in developing relationships with young people and identifying emerging concerns which can be addressed through our contextual safeguarding approach.

We have embedded Child Exploitation Champions across all our localities and some central services and hold monthly meetings to share information around key themes, areas of concerns, work being undertaken by Targeted youth workers and feedback from and to CAROLE and CE Strategic Group.



We have worked with Dorset Council's licencing team to ensure that the new licencing policy for taxi drivers includes safeguarding training including child exploitation; this must be completed on registration and yearly to maintain licence.

We have strengthened our approach to children in care who are placed in Dorset by other councils, particularly in unregulated homes, by ensuring that when notification is received, full details of any child exploitation risks are requested by our Children's Advice and Duty Service (ChAD), and these are shared with the Targeted Youth Worker for the locality the child is placed. This has been particularly helpful in the Chesil area where high risk young people have been placed in unregulated post-16 provisions where high-risk young people have been placed by other Local Authorities. The Targeted youth worker has been able to make proactive approaches to the placements, so that we can support disruption.

The Partnership has worked with the Tackling Child Exploitation Project led by Research in Practice and The Children's Society to consider how we can strengthen our work with young people to ensure their lived experiences are understood and that we work with young people and families to inform our next strategic plan.

We are seeking feedback from parents/ carers and young people as part of the PDSCP criminal exploitation audit which will inform our next action plan and strategy.

Following the Multi Agency Child Exploitation (MACE) audit undertaken in March 2022 we reviewed the MACE process and developed a chairs toolkit. We also now have Quality Assurance Reviewing Officers chairing MACE meetings for those children identified to be at significant risk of child exploitation. This has improved timeliness of reviews, strengthened action planning and reduced risks more quickly.

During 2022 the PDSCP Dorset Learning Hub has undertaken a multi-agency child exploitation audit which will be concluded in September2022. Our priority for the year ahead is to conclude this audit to inform a new child exploitation strategy and action plan for 2023 onward.

PERFORMANCE DATA

BCP COUNCIL

The number of children identified as at risk of exploitation has stabilised in the latter part of the year, with 88 children on the profile at the end of March 2022. This includes 27 children experiencing harm from exploitation (including 13 children in care), 36 at risk of harm from exploitation (including 13 children in care) and a further 25 children with potential concerns (including 6 children in care). There were 564 missing episodes in Quarter 4, an increase of 20.3% compared to the previous quarter. This fell month on month to 175 episodes in March 2022 involving 88 children (23 children in care). 92.0% of missing episodes required a return home interview, with 78.9% completed. 86.6% of those completed were within 3 working days – the highest performance seen in the last 12 months. 3 unaccompanied asylum-seeking children were missing at the end of March.

Complex Safeguarding teams and wider service use the Exploitation Team Around the Child (ETAC) model for the assessment, planning and review of multi-agency intervention and disruption. A missing tracker is reviewed monthly to identify frequent and persistent missing children, together with performance in the timely completion of return home interviews. Return Home Interviews are monitored by a Missing Co-ordinator, who assesses both quality and engagement. The service now has a Gold and Silver Command structure between the CST and Dorset Police, and has embedded the 3Ps model: Prosecution, Protection, and Prevention.

We continue to see a high number of Children in Need (CIN) with a further increase of 4% at the end of Quarter 3. Timely recording of visits to children and general case recording remains a challenge in the Safeguarding Service. Staff are providing assurance that they are undertaking visits and seeing children within the required frequency, however due to high caseloads they are not able to keep up with case recordings. At the end of March 2022, 89.7% of children in need had been seen in accordance with their plan. There is high level of daily, weekly, and monthly management scrutiny applied to ensure case recording and visits frequency are adhered to, and this remains a priority area.

Several agency social workers in the Children and Families First service resigned in April 2022, in part due to rising accommodation costs. Various options including Bournemouth University accommodation and deals with local hotels are being explored. The level of agency staff in this part of the service continues to be a concern.

DORSET COUNCIL

What is working well?

% Children in Care being placed closer to home: At the end of June, for the first time since November 2020 we have seen a drop to under 40% of our children in care placed 20 miles or more from home. Recruitment of foster carers remains a national issue that is also experienced in Dorset. .

However, in Dorset we continue to strive to make use of in-house local placements for our children. Operational staff and commissioning continue to work closely to ensure placements are in the community's our children have grown up in. This is positive for our children but may carry additional pressures on partnership resource to carry out the necessary statutory health checks.

Annual Health Assessments for Children in Care: At the end of June, timeliness of annual health assessments was above 90% for the first time since Covid. Children's Services continue to work closely with health colleagues to support ongoing improvement. Key developments to support the improving picture for these assessments are the increased capacity within the health service and the training that has been delivered by health recently. The training highlights the importance of review health assessments to health visiting staff and has moved from an annual rolling training program to 6 monthly. A further factor to improving performance is an improved escalation process within Dorset health for children placed out of county.

Areas of Concern

Missing: We have seen a steady increase of missing incidents over Q1, and whilst not unexpected due to the approaching summer months, there is work progressing on how we can plan and reduce the number of missing incidents. There are also several our young people who have repeat missing episodes and we are developing a weekly missing meeting, in addition to the daily missing meeting. The focus for the weekly meeting will be on key young people where repeat missing episodes and associated contextual safeguarding risks have been identified, to inform support, care and risk management plans with the aim of working with the young person to reduce repeat missing episodes/contextual safeguarding risks. There is a clear focus within the partnership and measures either in place or being developed, to reduce not only the number of missing episodes but also how we work with the young person to inform multi-agency support plans and risk reduction.

Initial Health Assessments for Children in Care: Most consents for new children arriving in care are obtained within the agreed 5 working days (on May 8 out of 12, on June 7 out of 8) but Initial Health assessments are not being completed within the agreed 20 working days (in April 9%, May 14% had their IHA on time). Current data for June suggests that at least 25% of IHAs will have been held in time, with a potential for 50% on time, showing an improvement from previous months but with more work to do. Regular discussions and escalations are taking place with health to ensure this is resolved and we are starting to see improvements with our initial June data. There remain capacity concerns within health to meet the increasing demand from our predicted increase in unaccompanied asylum-seeking children.

Increase on a Child Protection Plan: Following an audit of 50 new children that came onto a plan in March, it was identified that 19 out of the 24 families (45 children) were appropriately started with a plan, whilst the remaining 5 families proceeded too quickly without alternative interventions first. We continue to monitor closely those identified for initial child protection conferences to ensure this is the most appropriate interventions. We are implementing a pilot of safeguarding families which will directly support a reduction of child protection numbers in the Chesil locality. Depending on the launch and success this may be rolled out wider and we continue to look at safe ways to reduce number of children on a plan.

Care Leavers in Bed and Breakfast: This has been an area of very close scrutiny for the council. We have seen the number of care leavers in bed and breakfast reduce to 2 (from 7 in April) and work is taking place with our Housing colleagues and holding exit planning meetings to ensure we bring this back down to 0 as soon as possible and to avoid further such arrangements.

Understanding the trends

Children in Care including Unaccompanied Asylum-Seeking Children: We continue to see a slight increase in the number of children coming into Dorset Council's care. Dorset Council is signed up to and part of the National Asylum-Seeking Children program and as part of this we continue to receive children into our care (during April and May 15 new children). It is likely that as we receive more children under this scheme that our overall children in care numbers will continue to increase. We continue to track children until they achieve permanence and are having a focused drive on reunification. Although overall numbers have risen, our numbers in care not including unaccompanied children have reduced since December (426 Dec to 419 June).

Children in Need: In Quarter 1 performance data we have seen a reduction in the rate of Children in Need. Dorset is still above the national average, but the direction of travel is good. Close focus has been paid to our data and child in need activity. Particular attention to the timeliness and impact of plans has taken place and there is further work to do with this. The focused attention to date will have contributed towards the reduction. Whilst we continue to see high demand and activity in some localities, as well as complexity, the focused attention on child in need planning, together with the maturity of our early help offer is resulting in reduction overall.

NHS Dorset

NHS DORSET

What is working well?

- Fortnightly meetings with BCP and Police to escalate concerns quickly
- BCP QA group in development
- UASC IHA newly commissioned service
- Dorset Intelligence and insights service, good partners buy-in and momentum, BCP Council sharing of data.

Areas of Concern?

Partners response to the PDSCP risk register in a timely manner
Critical incident notification process poorly understood by all agencies
UASC capacity to respond to increasing numbers across all agencies in BCP area
Transitioning to place-based arrangements / Pan-Dorset model

Understanding the trends

Increasing complexity of cases often including knife crime
Partners response to sexual abuse / intrafamilial sexual abuse requires strengthening
Children with complex needs / placement delays whilst in acute beds
Increasing number of young people attending the emergency department for substance and alcohol misuse
Safeguarding training compliance is improving following dip during covid

DORSET POLICE

What is working well?

HMIC returned to Dorset Police on 25th April 2022, for an update inspection regarding the force performance in child protection. The positive progress of the MASH was highlighted with good feedback on timeliness of referrals, prioritisation of risk, contextual information sharing for children's lived experience, partnership working across agencies in daily meetings and onward strategic boards.

Areas of Concern

The triggers for multi-agency strategy meetings/professional meetings regarding children whose contextual risk is increasing is a concern, for example children with repeat missing episodes, carrying weapons in the community. The escalation process and management of information sharing regarding these children requires some review to ensure an increasing contextual risk can be identified and used as a foundation for multi-agency plans that tackle the core vulnerabilities of the child.

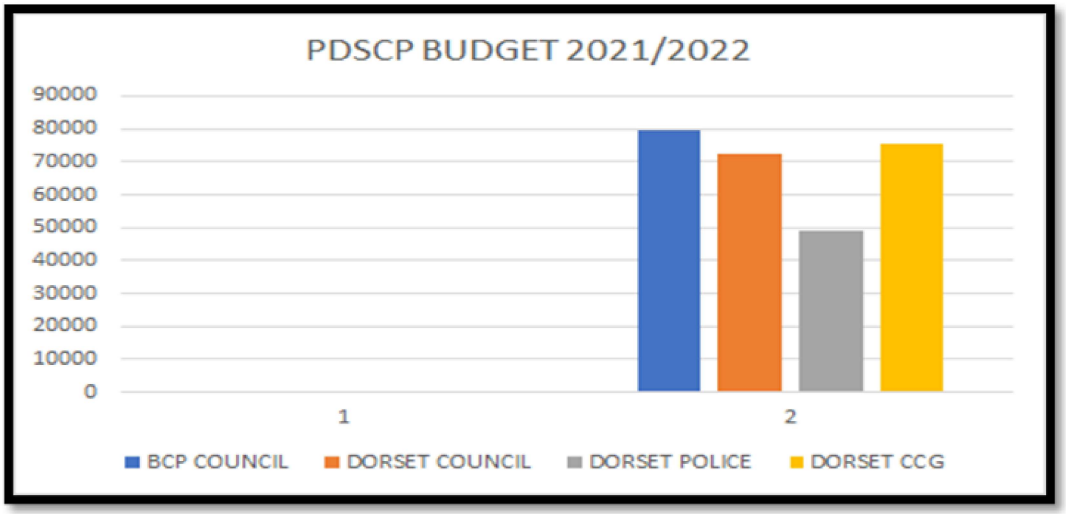
Understanding the trends.

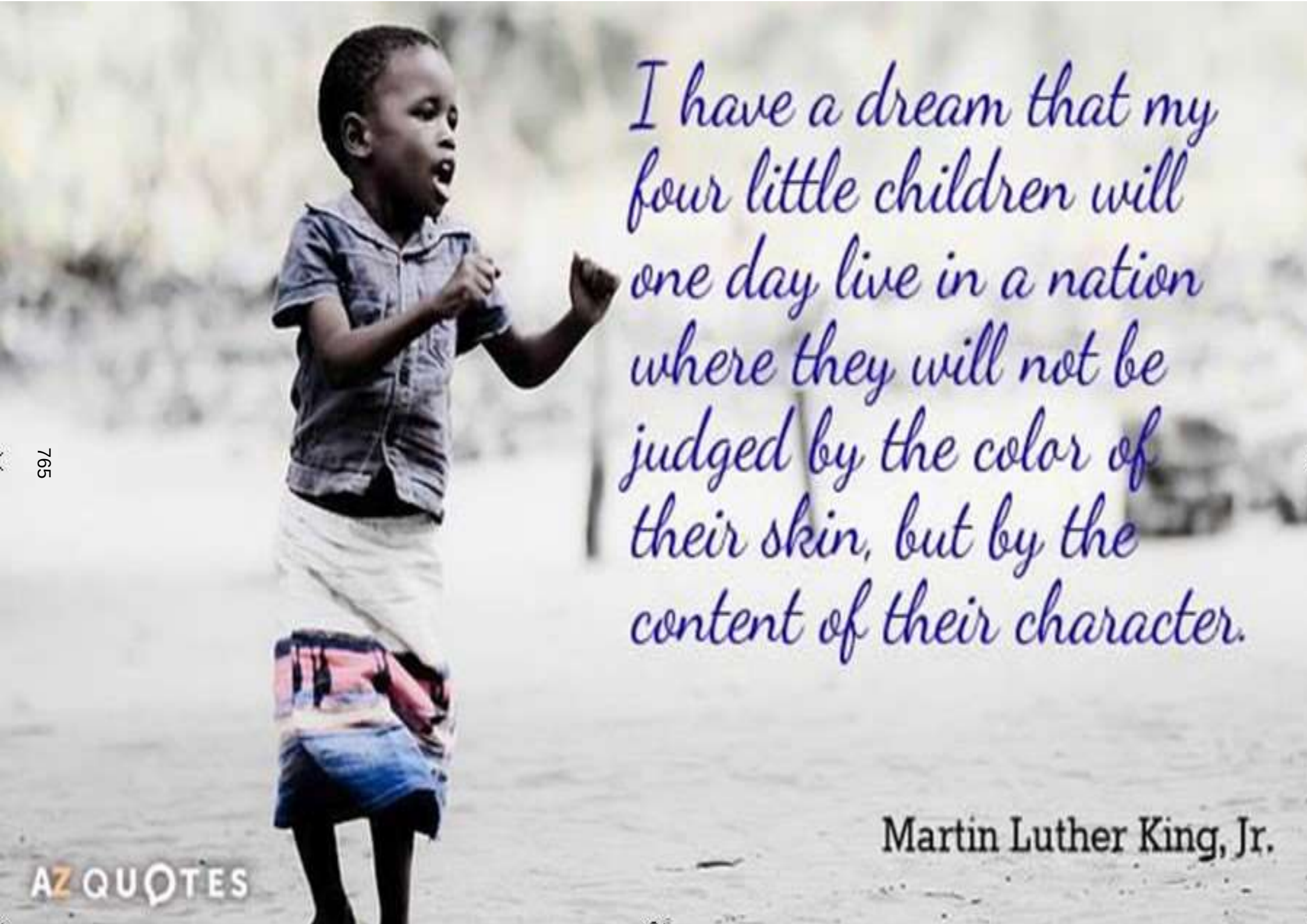
The neglect data shows a marked increase within February 2022. 41 of the crimes are attributable to only 9 families who have multiple children attached to one child protection conference, causing most of the spikes.

PDSCP BUDGET 2021/2022

Safeguarding partners are required to provide equitable and proportionate funding to cover all elements of their multi-agency child safeguarding arrangements (Working Together Guidance 2018).

SAFEGUARDING PARTNER	CONTRIBUTION
BCP COUNCIL	£79,605
DORSET COUNCIL	£72,359
DORSET POLICE	£48,846
DORSET CCG	£75,393
TOTAL	**£276,203**




I have a dream that my four little children will one day live in a nation where they will not be judged by the color of their skin, but by the content of their character.
Martin Luther King, Jr.
AZ QUOTES

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