

Notice of Cabinet



Date: Wednesday, 6 September 2023 at 10.15 am

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

Membership:

Chairman:

Cllr V Slade

Vice Chairman:

Cllr M Earl

Cllr D Brown

Cllr R Burton

Cllr M Cox

Cllr A Hadley

Cllr J Hanna

Cllr A Martin

Cllr K Wilson

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?MIId=5360>

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

GRAHAM FARRANT
CHIEF EXECUTIVE

29 August 2023

**DEBATE
NOT HATE**



Available online and
on the Mod.gov app

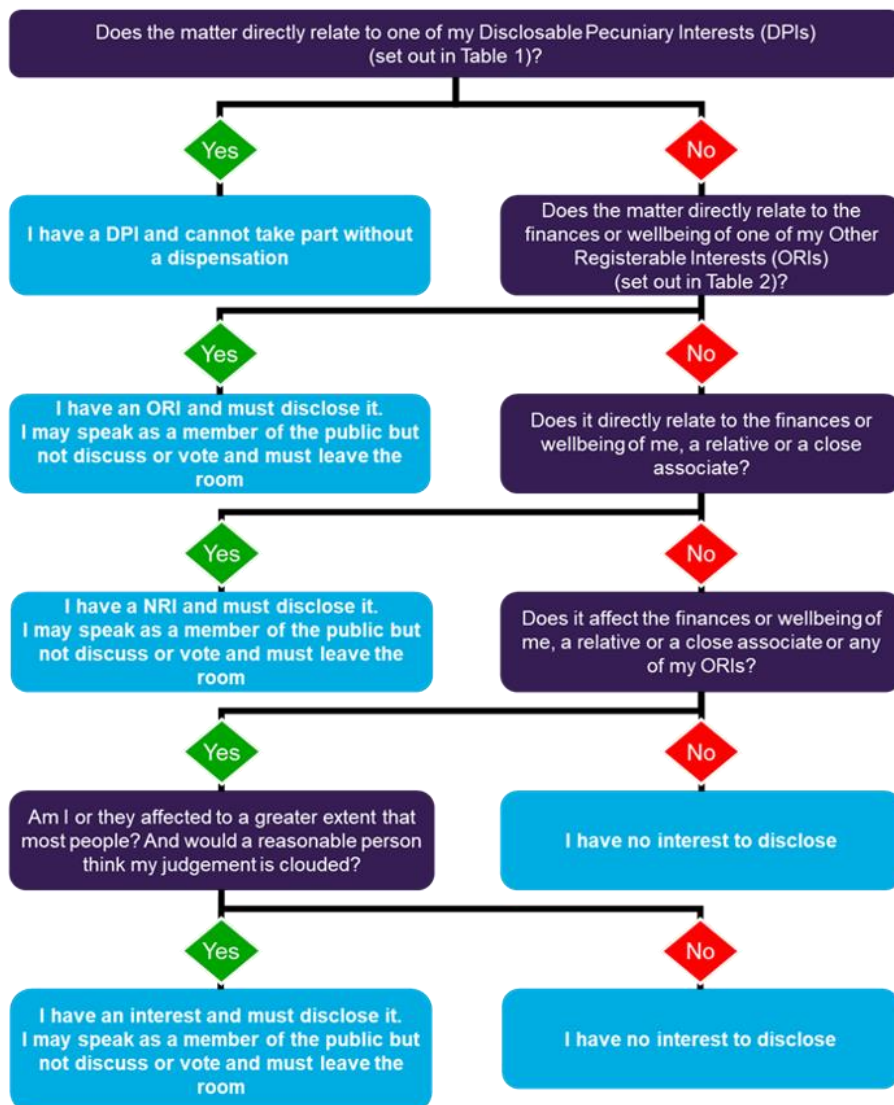


Maintaining and promoting high standards of conduct

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

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?

Predetermination Test

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

To confirm and sign as a correct record the minutes of the Meeting held on 26 July 2023.

7 - 22

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.bcpccouncil.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 Board

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

ITEMS OF BUSINESS

6. Budget Monitoring 2023/24 at Quarter One

23 - 52

This report provides the quarter one 2023/24 projected financial outturn information for the general fund and housing revenue account (HRA).

The February 2023 approved general fund budget for 2023/24 was balanced on the assumption of a £30m drawdown in reserves and the delivery of £34m in savings, efficiencies, and additional resources including £9m in respect of transformation which were un-itemised.

The projected outturn continues to assume the drawdown of the £30m in reserves. In respect of the £34m of savings it assumes either their delivery or that equivalent alternative savings are delivered. Where these alternatives are of a one-off nature then this will add a pressure to the

£44m funding gap for 2024/25 identified as part of the July MTFP Update report.

Services are expected to implement mitigation strategies to address emerging operational pressures identified within the first quarter. This is critical as the council does not have any earmarked reserves identified as available to support any drawdown over the £30m assumed in the original budget.

7. Responding to the Best Value Notice

53 - 70

The Council has been issued with a Best Value Notice by the Department for Levelling Up, Housing & Communities (DLUHC), following an assurance review that was commissioned in response to the Council's request for a capitalisation direction made in July 2022 under the Exceptional Financial Support programme. The Chief Executive has also carried out an internal assurance review.

An action plan is proposed which sets out how the Council has responded to each item in the two assurance reviews and the Best Value Notice.

8. Poole Crematorium - Cremator(s) Reinvestment Business Case

71 - 92

In March 2023, Cabinet requested a further report detailing a business case for *Option 3: Investing in two electric cremator(s) at Poole Crematorium* be brought back to Cabinet. This report provides the data and evidence for this business case.

The crematoria market in Poole is highly competitive since the opening of a private facility at Lytchett Minster, Poole, now further compounded by competition to the wider BCP Bereavement Care Services offer at Bournemouth Crematorium following the opening of New Milton Crematorium and the wider Direct Cremation market offer. The market analysis set out in this business case and previous background reports indicates that BCP Council would not be able to reinvest and run a crematoria facility at Poole at no cost to the Council.

Due to the current BCP Council financial context within which Cabinet are considering this business case this Officer report recommends Cabinet pause investment in new electric cremators at Poole and reviews the operating model for BCP Bereavement Care Services. In doing so it is suggested Cabinet asks Officers to present options for future investment and operational delivery at a future Cabinet meeting. Cabinet is asked to consider the Officer recommendation.

9. Levelling Up Fund: Coastal Communities Seafront Infrastructure Project

93 - 104

Following a competitive bidding process, BCP Council has been awarded £19,993,858 Levelling Up Fund by Government to invest in specific seafront infrastructure projects to safeguard and create jobs; enable delivery of community projects; stimulate commercial investment, increase physical activity and improve place identity. All delivery costs including staffing resource, have been capitalised within the budget. The programme is aligned to the draft Corporate Strategy:

- Create sustainable and contemporary infrastructure that connects

- our communities, offers choice, and encourages people to be active
- Strive to be as self-sustaining as we can be in water, energy and economy
- Restore, recover and regenerate our natural environment and enhance community access
- Work with partners to ensure everyone feels safe
- Promote quality of life for all, where people live active, independent lives
- Celebrate our cultural identity and diverse heritage to inspire a sense of pride

10. Management of Leisure Centres

105 - 266

This paper makes recommendations for the future management of three leisure centres (the Dolphin Leisure Centre, Rossmore Leisure Centre, and Ashdown Leisure Centre) in Poole on the ending of the current operating contract with Sports and Leisure Management (SLM).

The recommendations set out in this report are based on evidence from work commissioned from Max Associates leisure consultants.

The paper outlines the options for future management of the inscope leisure centres including the financial implications and timeframes of the options.

11. Disabled Parking Bay Proposals – Sealing of Traffic Order Ref P37 2023

267 - 278

A decision is required on making and sealing the proposed Traffic Order which will amend the Bournemouth, Christchurch and Poole (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021. This will allow us to implement new and amend existing on-street Residential Disabled Parking Bays (RDPBs). Applications are primarily received online, assessed and batched for sets of proposals periodically through the year. Statutory consultation has been carried out for this batch of proposals reference P37 2023 and recommendations for each individual site are included in Appendix 1.

12. Harmonisation of car parking across Bournemouth Christchurch and Poole

279 - 454

This report sets out the proposals consulted on to harmonise car parking and on street chargeable location high season dates, daytime tariff structures and flat rate evening and Sunday charging times. This harmonisation is in relation to tariff structures, including dates and times tariffs are applicable but is not a review of tariff amounts.

A public consultation was conducted from Thursday 11 May until Thursday 8 June 2023 received 1,491 responses. All feedback has been reviewed and used to inform the recommendation detailed in this report.

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

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

14. Cabinet Forward Plan

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

To Follow

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 26 July 2023 at 10.15 am

Present:-

Cllr V Slade – Chairman

Cllr M Earl – Vice-Chairman

Present: Cllr D Brown, Cllr R Burton, Cllr M Cox, Cllr A Hadley, Cllr A Martin
and Cllr K Wilson

Present Cllr J Hanna
Virtually:

Also in Cllr P Broadhead, Cllr J Challinor, Cllr K Rampton and Cllr C Rigby
attendance:

Also in Cllr M Haines
attendance
virtually:

1. Declarations of Interests

There were no declarations of interest made on this occasion.

2. Confirmation of Minutes

The Minutes of the meeting held on 8 March 2023 were confirmed and signed as a correct record.

3. Public Issues

The Leader advised that there had been no petitions received on this occasion, but that one question had been received by a member of the public in relation to Agenda Item 14 (Cabinet Forward Plan), and that two statements had been received by members of the public one in relation to Agenda Item 9 (The Stour Valley) and one in relation to Agenda Item 6 (Financial Outturn Report).

Question from Alex McKinstry on Agenda Item 14

This question relates to Item 14 on today's agenda - the Cabinet Forward Plan - wherein it is signified that the external assurance review of BCP Council, commissioned by Government, is due for consideration today. Can the Leader confirm whether the review document has in fact been received by BCP Council, and if so, why it has not been included on this morning's agenda? Can the Leader also confirm roughly when the review document will be made available to the press and public; do we necessarily have to wait until the next Cabinet meeting in September?

Response by the Leader of the Council and Portfolio Holder for Dynamic Places

Just to confirm that we have not yet received the formal report from government, it is expected shortly, possibly next week. Myself and the Chief Executive had a meeting with the Secretary of State himself, the Right Honourable Micheal Gove on the 4th July, and we stressed to him the importance of having the review published in time for today's Cabinet meeting, he did assure us he would do his best to ask his staff to make sure that happened. I am aware that the Chief Exec had a follow up conversation yesterday and we are expected to have that imminently. However, it is appropriate that the Cabinet democratic process is followed in the way that that is revealed to the public, but we are expecting that maybe next week is when we will be sent that officially.

Statement from Sarah Fisher on Agenda Item 9

I know, in writing from BCP, that BCP does not have a mandate for a Visitor's Centre (VC) at Throop.

However, it does have one for Hicks Farm, Muscliffe (Policy CS36).

BCP has purchased 13 acres in Muscliffe for Woodland Burial Development (WBD).

Both WBD and VC will require similar core facilities – car park, café, communal & maintenance buildings etc.

It would be innovative and fiscally prudent to combine the above into one multi-purpose facility in Muscliffe and solve the intractable Throop transport issues, without compromising the essential community asset and social good these projects aspire to.

Please may Cabinet consider these proposals.

Statement from Mike Greene on Agenda Item 6

While delighted by the £10.6m surplus from 2022/23, I am surprised it was not closer to £20m, reflecting the savings efforts made.

Pages 41-46 demonstrate significant savings of around £8m achieved during Q4.

I ask Members to probe this discrepancy carefully.

In particular, Paragraphs 69-72 on Page 47 suggests more than £8m may have been taken from the achieved savings of 2022/23 to fund future years. This distortion may be a useful cushion for later; but is poor reward to BCP residents, and poor recognition for the work of BCP staff to achieve significant savings during 2022/23.

4. 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.

5. Financial Outturn Report 2022/23

The Portfolio Holder for Finance 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 provided the 2022/23 financial outturn information for the general fund, capital programme and housing revenue account (HRA).

Cabinet was informed that the general fund outturn has achieved the previously forecast £10.6m surplus used to support the budget for 2023/24, and that further revenue savings and asset sales realised as planned has avoided the need for a capitalisation direction to fund elements of the transformation programme in 2022/23.

Councillor Broadhead addressed the Cabinet questioning the surplus discrepancy mentioned within Mike Greenes statement, and in relation to this the Portfolio Holder for Finance confirmed the surplus amount as £10.6 million.

RESOLVED that Cabinet: -

- (a) Notes the financial outturn position for 2022/23; and**
- (b) Approves the 2023/24 capital virement to accept a new grant below £1m as set out in Appendix C.**

RECOMMENDED that Council: -

- (c) Approves the 2023/24 capital virements to accept new grants above £1m as set out in Appendix C.**

Voting: Unanimous

Portfolio Holder: Finance

Reason

To report the financial outturn position for 2022/23 and obtain approval for acceptance of new capital grants for 2023/24 in accordance with the council's financial regulations.

6. Medium Term Financial Plan (MTFP) Update

The Portfolio Holder for Finance 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 advised that the report: -

- Presented the latest medium-term financial plan (MTFP) of the council;
- Proposed a financial strategy to support the delivery of a legally balanced budget for 2024/25;
- Proposed a budget planning process and timeline for key financial reports, and;

- Recognised the positive outturn from the 2022/23 financial year end and the impact on some of the key risk areas as identified in the setting of the 2023/24 budget.

In proposing the report the Portfolio Holder for Finance proposed amendments to recommendations (e) and (f) as set out on the agenda these became the substantive recommendations as set out below.

Councillor Broadhead addressed the Cabinet in respect of the transformation project and FuturePlaces.

Cabinet expressed concern with regards to the lack of identifiable savings relating to the transformation project and in addition in respect of FuturePlaces stressing the importance of focusing on specific projects.

RESOLVED that Cabinet: -

- (a) Approves the budget timetable and process as set out in Appendix A;**
- (b) Approves the financial strategy to support the balancing of the 2024/25 Budget and MTFP as set out in Appendix B;**
- (c) Endorses the updated MTFP position which only includes approved and identified savings & efficiency proposals;**
- (d) Endorses Audit & Governance Committee being asked to consider recommending to Council a reduction in the Debt Threshold to £755m (from £1.334bn)**

RECOMMENDED that Council: -

- (e) Delegates to the Director of Finance in consultation with the Portfolio Holder for Finance the assets to be put forward to Council for disposal from the list endorsed by the cross-party strategic asset disposal working party, and as set out in confidential Appendix D; and**
- (f) Approves a reduction in the working capital loan facility to BCP FuturePlaces Ltd. The value and timing of the reduction to be delegated to the Director of Finance in consultation with the Portfolio Holder for Finance.**

Voting: Unanimous

Portfolio Holder: Finance

Reasons

To comply with accounting codes of practice and best practice which requires councils to have a rolling multi-year medium term financial plan.

To provide Cabinet with the latest high-level overview of the medium-term financial plan.

To present a proposed financial strategy to support the delivery of a balanced budget for 2024/25.

To ensure a prudent approach to financial management based on traditional approaches to local government financial management.

7. End of Year Corporate Performance Report 2022/23

The Leader of the Council and Portfolio Holder for Dynamic Places 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 reminded that the Council's priorities and values which underpin how we work to develop and deliver services are set out in the Corporate Strategy, adopted by Full Council in November 2019, and that refreshed vision and ambition statements are set out in the Big Plan, providing a wider context and further drive to deliver the Corporate Strategy.

Cabinet was informed that delivery plan actions are refreshed annually in line, affording the opportunity to celebrate the progress already made and ensure future planned actions remain relevant.

Cabinet was advised that during Strategy Week in June 2023, the Council's priorities had been refreshed, and that the draft output of the week will be subject to a broad programme of stakeholder consultation and engagement which will inform the final priorities presented to Council for adoption in the Autumn.

In relation to this Cabinet was advised that the appended reports show a positive performance story against the actions and the key performance indicators that Cabinet agreed in February 2022, and that individual exception reports provide explanations and planned actions to address areas in need of improvement.

Cabinet was informed that a separate paper on Equality and Diversity progress captures the Council's equality journey so far and some of the positive steps taken and being taken to continue to embed equalities and diversity into the culture and activities of the council.

Further to this Cabinet was advised that an additional paper sets out our progress with the agreed actions following the LGA Peer Review in December 2021.

RESOLVED that Cabinet: -

- (a) Considered the Corporate End of Year Performance reports**
- (b) Considered the performance exception reports relating to areas of underperformance**
- (c) Advised of any amendments, deletions or additions to the performance indicator set that informs corporate performance; and**
- (d) Challenges some of the narratives and examples given and requests that an updated report is brought back alongside the Q1 performance report in September.**

Voting: Unanimous

Portfolio Holder: Leader of the Council and Portfolio Holder for Dynamic Places

Reason

The corporate strategy represents the objectives and outcomes that the Council's performance will be judged against and as such is a vital component of the Council's performance management framework. An understanding of performance against targets, goals and objectives helps us manage service delivery and identify emerging business risks.

8. The Stour Valley

The Portfolio Holder for Climate Response, Environment and Energy 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 Stour Valley is a regionally significant opportunity to ecologically restore a river valley landscape, with potential to support health and well-being outcomes, access to nature and for local livelihoods for the c. 500,000 people who live near to it.

In relation to this Cabinet was informed that a strong and supported governance model amongst the three core partners of BCP Council, Dorset Council and The National Trust will deliver the aims of the strategy and collaborate to maximise the environmental and other funding opportunities that are available.

In proposing the report the Portfolio Holder for Climate Response, Environment and Energy proposed a revised recommendation at (e) as set out on the agenda this became the substantive recommendation as set out below.

The Portfolio Holder advised that the revised wording in respect of recommendation (e) sought to correct an error in relation to the drafting of Core Strategy 36 from Bournemouth Council, and that the revision was proposed to clarify that the council was not going to build something new in a different place, and that Hicks Farm exists and is a grade 2 listed building that is currently in the hands of a tenant of the council, and a series of farm buildings in varying states of decay and also varying states of value and interest and it was that that was always intended to be nurtured sensitively.

In relation to this Cabinet was advised that there were a number of public engagement sessions taking place to ask the public what they would like to see in that group of buildings.

Cabinet members spoke in support of the report and the revised recommendation, thanking residents for their comments.

It is RESOLVED that: -

- (a) Cabinet endorses the Stour Valley strategy and supports its inclusion as part of the forthcoming BCP Local Plan policies;**
- (b) Cabinet approves the Stour Valley partnership model, using a Memorandum of Understanding between its core partners of The National Trust, BCP Council and Dorset Council;**

- (c) **Cabinet endorses that the core partners will bring forward fund-raising bids by the partnership to external grant bodies to support delivery of the Stour Valley objectives, specifically DEFRA's Landscape Recovery Fund;**
- (d) **Cabinet approves a delegation of authority for future decision making to the Environment Service director in consultation with the Portfolio Holder for Climate Response, Environment and Energy; and**
- (e) **Cabinet agrees the geographic reference for Hick's Farm in Bournemouth Core Strategy policy CS36, was incorrectly stated at the time the policy was drafted and that Cabinet recognises that Hick's Farm lies within Throop, not Muscliffe'**

Voting: Unanimous

Portfolio Holder: Climate Response, Environment and Energy

Reason

The Stour Valley offers unique opportunities for people, communities and for nature recovery along the river corridor. The objectives of the project closely align with the BCP Corporate Strategy, delivering a sustainable environment for future generations and connecting communities throughout the river valley.

Adopting the partnership model provides continued governance and oversight of the project and ensures on-going delivery of the key aims and objectives. It also provides a strong platform to submit funding bids that will lead to more targeted delivery.

9. Protecting our Coastal and Open Spaces

The Portfolio Holder for Housing and Regulation 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 that on 14 December 2022, Cabinet had resolved to proceed to public consultation for three Public Spaces Protection Orders (PSPO's.) set out below, and that the public consultation had been launched on 23 January 2023 and had run until 19 February 2023;

- i) **Coastal areas including beaches, pier approaches and up to cliff tops from Ham Common peninsula to Highcliffe** - Prohibiting playing of loud music, acting in an antisocial manner, overnight camping/sleeping, lighting of open fires and BBQs.
- ii) **Highways and car parks, a defined area from the coast inland up to the major roads boundary road** - Prohibiting overnight sleeping in vehicles, loud music and acting in a manner which has a detrimental impact on others in the vicinity.
- iii) **Opens spaces as identified** – prohibiting overnight camping, fires and BBQ's

In relation to this Cabinet was informed that following detailed consideration of the consultation results and further examination of the evidence, the

proposals have been significantly refined as outlined in the report and the options appraisal within the appendices.

Cabinet was advised that it was recommended that two PSPOs, and the behaviours within, are designated, these being:

Coastal areas PSPO including beaches, pier approaches and up to cliff tops from Ham Common peninsula to Highcliffe

1. No person shall be, or encourage others to be, aggressive towards other persons or be verbally abusive, including swearing in an aggressive manner in the “Designated Area”
2. A person or persons shall reduce the volume of music of which they have control, when asked to do so by an Authorised Officer within the “Designated Area.”
3. A person or persons must not urinate or defecate anywhere other than public toilets in the “Designated Area”
4. No person(s) shall light an open fire in the “Designated Area” at any time.
5. No person(s) shall use a BBQ between the hours of 07:00 - 18:00 in the “Designated Area,” except with written permission from the Council or through the use of Council owned electric hotplates.”

Open Spaces

1. No person shall place, throw or drop in the “Designated Area”, anything likely to cause a fire.
2. No person shall light a fire, and/or barbeque (including a disposable barbecue) in the Designated Area”.
3. No person shall use any item in the Designated Area” which either
 - (i) causes a naked flame or
 - (ii) poses a risk of fire.

The Portfolio Holder advised that the third PSPO relating to Highways and car parks which included the prohibition of overnight sleeping which had been put forward in the consultation had not been taken further, and that in relation to this in order to impose a PSPO there needed to be a strong evidence base which there wasn't and in addition to this the council would be subject to a possible legal challenge around the negative equality impacts.

Councillor Challinor addressed the Cabinet welcoming the initiative but stressing disappointment that it will not cover overnight camping on beaches and overnight sleeping in cars and urged the Cabinet to rethink this.

Councillor Haines addressed the Cabinet also urging Cabinet to rethink this aspect and stressed that if overnight camping on beaches and overnight sleeping in cars isn't included this time, that it be kept under review.

Councillor Rampton addressed the Cabinet welcoming some of the proposed measures including the sites for campervans but expressed

concern that there had been a missed opportunity to include the ban on overnight camping.

Councillor Rigby addressed the Cabinet supporting leaving out the overnight camping and campervans from the PSPO and highlighting that many people choose to live in a different way. In addition, Councillor Rigby questioned the section of the PSPO which indicated that there were no fires permitted and questioned whether consideration could be given to including with the exception of whereby written permission has been received from the council?

In relation to this Officers advised that something could be added to the PSPO to deal with council consent in respect of permitted fires.

Cabinet Members spoke in support of the report and the Portfolio Holder stressed the importance of presenting a strong evidence base and advised that counsel opinion had been sought.

In addition, the Portfolio Holder advised that this will be a multi-agency approach and will be monitored. Further to this the Portfolio Holder advised the way in which it will be enforced was set out in the report.

The Leader highlighted the timetable for implementation and the officer advised that it was anticipated that the first step was to communicate the PSPOs effectively and that a robust communications programme would take place to those that would be affected. In addition, the officer advised that signage would have to be placed effectively and staff trained, and that implementation would take place as soon as possible based on those factors. Further to this Cabinet was advised that it was hoped that the open spaces PSPO could be implemented by the end of the summer holidays, and that the seafront one would be kept under review based on the teams current capacity and visitor influx but with a minimum of staff being trained in September.

RESOLVED that Cabinet: -

- (a) considered the consultation response, options appraisal, Equality Impact Assessment and updated proposed Orders.**
- (b) approved the implementation of the following PSPOs and behaviours:**
 - Coastal PSPO – to address a loud music, intimidating and aggressive behaviour, urination and defecation and open fires and BBQs on all beach areas from Hamworthy to Highcliffe**
 - Open spaces PSPO – to address open fires including BBQs over twenty sites including heathland, parks and recreational areas**
- (c) commission a feasibility study for a designated space for vehicular sleeping, caravanning and camping**

Voting: Unanimous

Portfolio Holder: Housing and Regulation

Reasons

Public Spaces Protection Orders (PSPO's) have been identified as a means of preventing and resolving negative behaviours seen throughout the last two years of the Seasonal Response programme, delivered at peak visitor periods.

Section 59 of the Anti-Social Behaviour Crime and Policing Act 2014 permits a Local Authority to designate a PSPO if it is satisfied on reasonable grounds that conditions prescribed by the Act are met. Following an evidence assessment, it was concluded that these conditions were met in relation to identified behaviours and as a result, three PSPO's were proposed for consultation.

A public consultation was conducted for 4 weeks from 23 January 2023 to 19 February 2023, which set out the evidence, areas to be covered by the proposed Orders and timescales for application.

Following detailed further consideration of the evidence and the consultation responses, an options appraisal has concluded that the Council should proceed with two of the proposed PSPO's outlined within the report, covering fires, BBQ's and anti-social behaviour and to implement them as soon as legislatively and operationally possible.

10. Children's Services Building Stronger Foundations Programme

The Portfolio Holder for Children and Young People 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 the paper sets out:

- (i) the strategic context and case for change; and
- (ii) the outline approach to transformation in children's services.

In relation to this Cabinet was informed that the paper also sets out the requested areas for the investment that is needed to establish the structures and capacity needed to deliver transformation in children's services.

Cabinet was advised that the recommendations of the report were requesting that Council commits to making a £4.462m allocation of extra revenue resources into the Children's Services, and that this one-off investment will be in addition to the £14.6m ongoing investment included in the approved revenue budget for 2023/24, which excluded pay base changes, and the one-off investment of £1.7m in the Children's Service improvement journey made during 2022/23, and also excludes the following additional one-off allocations approved since the budget for 2023/24 was set.

- £189k Children's commissioning – approved by Officer Decision Record by the Corporate Director for Wellbeing services funded via a specific earmarked reserve.
- £784k Special Educations Needs & Disability Service – approved via CMB and an Officer Decision Record funded by a redirection

principally Children's Services Earmarked Reserves no longer needed for their original purpose.

Cabinet members spoke in support of the report and emphasised the importance of scrutiny in the process and of receiving update reports on progress.

RECOMMENDED that Council: -

- (a) Approves £4.462 million investment into Childrens Services improvement and transformation.**
- (b) The areas for investment to establish the structures and capacity needed to deliver transformation and improvement in children's services being delegates authority to the Director of Children's Services in consultation with the Chief Financial Officer with the allocation of funds and monitoring of impact and expenditure through the Children's Transformation Board.**

RESOLVED that Cabinet: -

- (c) Noted the progress made with the initial phase of the Children's Services Transformation Programme and the proposed areas of focus.**
- (d) Received update reports on progress of the overall programme and the achievement of programme objectives and financial savings; and**
- (e) Receives a full Business Case to support the deliverability of the transformation savings at the December 2023 meeting.**

Voting: Unanimous

Portfolio Holders: Children and Young People
Transformation and Resources

Reason

This investment will enable improved outcomes for children and young people in BCP, and the more effective and efficient services which are needed to secure a future Good Ofsted rating. In turn, this will contribute to the achievement of c. £7m in annual financial savings within the current MTFP cycle.

11. Permanent Traffic Orders for Pilot School Streets

The Portfolio Holder for Climate Response, Environment and Energy 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 first tranche of School Streets schemes begun in February 2022 had been trialled by way of Experimental Traffic Orders (ETROs) which facilitate for a maximum of 18 months a prohibition of motor vehicles restriction to coincide with the school start and end times each day. In relation to this Cabinet was informed that consultation and engagement had run for the first six months of the trial, and that the school

streets have successfully remained in place with the support of the schools themselves and the school community at each of the four sites:

- Somerville Road (St Michael's Primary School),
- Ashmore Crescent (Hamworthy Park Junior School)
- St Clement's Gardens (St Clement's & St John's CE Infant School),
- Livingstone Road & Uppleby Road (Livingstone Road Infant and Junior Schools).

Cabinet was advised that a decision is now sought on making permanent traffic orders for the existing experimental motor vehicle restrictions which expire in August 2023 (x2) and September (x2).

Cabinet spoke in support of the recommendations and of anything that can be done to make school streets safer for children.

It is RESOLVED that: -

Traffic Orders are made which will give permanent effect to the School Streets Experimental Traffic Orders for Somerville Road (E1 2022), Ashmore Crescent (E2 2022), St Clement's Gardens (E3 2022), and Livingstone Road (E4 2022).

Voting: Unanimous

Portfolio Holders: Climate Response, Environment and Energy
Leader of the Council and Portfolio Holder for Dynamic Places
Deputy Leader of the Council and Portfolio Holder for Connected Communities

Reason

This will continue in force indefinitely the restrictions which are outlined in Appendix 1 of this report.

The prohibition of motor vehicles restriction implemented at times related to school drop-off and pick-up has been positively received by the school and local community as seen in public engagement and consultation outcomes. The School Streets have to date successfully remained in place with the support of the schools themselves and the school community.

12. Traffic Regulation Orders for Highcliffe School Area - P35 2023

The Portfolio Holder for Climate Response, Environment and Energy 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 recommendations sought to improve safety for pupils, parents/carers, staff and residents by introducing various parking changes at key points in the Highcliffe School area.

In relation to this Cabinet was informed that it was hoped that this will in turn encourage walking and cycling to the school meeting corporate and Local Transport Plan objectives to encourage sustainable travel choices and improve safety.

Cabinet members spoke in support of the recommendations and urged Teachers to use the parking provided by the school to reduce the amount of road parking.

RESOLVED that: -

Cabinet approved the Traffic Regulation Orders as advertised to enable the order to be made, sealed and to implement the restrictions which are outlined in this report and appendices.

Voting: Unanimous

Portfolio Holders: Climate Response, Environment and Energy
Leader of the Council and Portfolio Holder for Dynamic Places
Deputy Leader of the Council and Portfolio Holder for Connected Communities

Reasons

To approve the making and sealing of the Orders. This will enable the implementation of new and amended traffic restrictions on the following roads in Highcliffe:

- Field Way
- Forest Way
- Parkside
- Smugglers Lane North
- Smugglers Lane South
- Woodfield Gardens

The above are required to facilitate the delivery of safer routes to school access improvements and reduce conflict in the area around the school and improve walking and cycling for pupils at key locations and the wider community. In taking this decision regard has been had to the council's duty under section 122 of the Road Traffic Regulation Act 1984.

Support and Objections have been received, which are outlined in Appendix 2.

13. Traffic Order Proposals, LTP Road Safety Proposals Former Durley Road Car Park

The Portfolio Holder for Climate Response, Environment and Energy 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 project aims to create a safer environment in the vicinity of St. Michaels school to encourage more walking and cycling thereby reducing congestion and improving health and well-being overall, and that the planned improvements would also help pedestrian and cyclists in and out of Bournemouth Town Centre when travelling from the west.

Cabinet was informed that the project makes up part of the Section 106 agreement from 2019 (linked to land at Durley Road Car Park), which it is

primarily funded by, as well as using funds provided from the Local Transport Plan (LTP) Capital Programme.

In proposing the report the Portfolio Holder for Climate Response, Environment and Energy proposed an amendment to the recommendation as set out on the agenda to exclude Item 12 (Somerville Road) pending further design and consultation work, this amended recommendation became the substantive recommendation as set out below.

RESOLVED that: -

The Traffic Orders be made and sealed and the restrictions be implemented as outlined in Appendix 1 of the report with the exception of Item 12 (Somerville Road) which be deferred pending further design and consultation work.

Voting: Unanimous

Portfolio Holders: Climate Response, Environment and Energy
Leader of the Council and Portfolio Holder for Dynamic Places
Deputy Leader of the Council and Portfolio Holder for Connected Communities

Reasons

To approve the making and sealing of the Orders. This will enable the implementation of new and amended traffic restrictions on:

- Commercial Road
- Clarendon Road
- Durley Chine Road
- Durley Road
- Marlborough Road
- Poole Hill
- Somerville Road
- West Hill Road

The above are required to facilitate the delivery of pedestrian and cycle access improvements. In taking this decision regard has been had to the council's duty under section 122 of the Road Traffic Regulation Act 1984.

Objections have been received, which are outlined in Appendix 1.

It is considered that the Traffic Order proposals will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)

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

Cabinet was advised that there had been three urgent decisions taken since the last meeting of the Cabinet, all of which had been reported to Full Council.

15. Cabinet Forward Plan

The Leader of the Council advised that the latest Cabinet Forward Plan had been published on the Council's website and that a copy of which had been circulated as part of the Cabinet Agenda.

The meeting ended at 12.49 pm

CHAIRMAN

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CABINET



Report subject	Budget Monitoring 2023/24 at Quarter One
Meeting date	6 September 2023
Status	Public Report
Executive summary	This report provides the quarter one 2023/24 projected financial outturn information for the general fund and housing revenue account (HRA). The February 2023 approved general fund budget for 2023/24 was balanced on the assumption of a £30m drawdown in reserves and the delivery of £34m in savings, efficiencies, and additional resources including £9m in respect of transformation which were un-itemised. The projected outturn continues to assume the drawdown of the £30m in reserves. In respect of the £34m of savings it assumes either their delivery or that equivalent alternative savings are delivered. Where these alternatives are of a one-off nature then this will add a pressure to the £44m funding gap for 2024/25 identified as part of the July MTFP Update report. Services are expected to implement mitigation strategies to address emerging operational pressures identified within the first quarter. This is critical as the council does not have any earmarked reserves identified as available to support any drawdown over the £30m assumed in the original budget.
Recommendations	It is RECOMMENDED that Cabinet: A. Note the budget monitoring position for quarter one 2023/24. B. Request the Chief Operations Officer and the Corporate Director for Resources present in the quarter two Cabinet monitoring report their mitigation proposals to balance service pressures if these remain. C. Approve the implementation of an expenditure freeze and vacancy management process for the remainder of 2023/24 with delegation to the Chief Executive to develop an appropriate policy. This is to be supported by consideration of the redeployment of any staff in posts that it is proposed to remove.

Reason for recommendations	To comply with accounting codes of practice and best practice which requires councils to regularly monitor the annual budget position and take any action to support the sustainability of the council's financial position.
Portfolio Holder(s):	Cllr Mike Cox, Finance
Corporate Director	Ian O'Donnell, Director of Resources
Report Authors	Adam Richens, Director of Finance and Chief Finance Officer adam.richens@bcpcouncil.gov.uk Nicola Webb, Assistant Chief Finance Officer nicola.webb@bcpcouncil.gov.uk Matthew Filmer, Assistant Chief Finance officer matthew.filmer@bcpcouncil.gov.uk
Wards	Council-wide
Classification	For Decision

Background

1. In February 2023 Council agreed the 2023/24 annual general fund net revenue budget of £309m, a capital programme of £180m and the net use of £30m of earmarked reserves to balance the budget deficit. This revenue budget also assumed the delivery of £34m of savings which included £9m in un-itemised transformation-based savings. Budgets were also agreed for the housing revenue account (HRA).
2. The budget report for 2023/24 highlighted that £9.1m of transformation savings were un-itemised. The financial outturn report to Cabinet in July 2023 identified that £1.6m of assumed transformation savings in the 2022/23 based budget had not been delivered. This results in a combination of £10.7m of un-itemised savings in the base budget for 2023/24 against which there is a high risk of non-delivery. Work is though on-going to establish the extent and timing of any individual savings that can be achieved.
3. In mitigation for non-delivery of the transformation savings, all outturn variances for 2022/23 financial year have been rigorously reviewed and 2023/24 service budgets reduced by £4m where these variances were identified as on-going and not already reflected in the base. This action has consequentially reduced the target around transformation savings now to be identified to £6.7m (£10.7m less £4m).
4. It needs to be recognised in considering this report that the council implemented a new financial and human resources system on 1 April 2023. This will take some time to fully bed in across processes and services. Alongside this change, the council implemented a new leadership structure which impacted most significantly within the operations directorate.

Quarter One Revenue Outturn Projection 2023/24

5. The council is currently forecasting to deliver its 2023/24 activity within the parameters of its original budget. This is after the £10.7m of unspecified transformation savings have been reduced to £6.7m following the outturn variances review and service budget reductions noted above. The residual pressure of non-delivery of the £6.7m is then covered by the application of several one-off corporate savings, efficiencies, and additional income. This includes the application of the £2.2m base budget contingency. Of the total mitigations, £6.3m is from one-off items and a net £0.4m is ongoing and will also benefit future years.
6. In-year service pressures are emerging in quarter one but the assumption at this stage is that corporate and service directors and budget holders will instigate mitigation strategies to cover these pressures. There are potential pressures to be managed within commercial operations, environment, facilities management, and housing within the Operations directorate totalling £3.4m. The most significant pressure in Operations is from the demand for temporary housing, particularly from families falling out of the private rented sector.
7. Pressures within Resources of circa £1m are for legal and project management staffing.
8. It is proposed to implement a robust spending control and a vacancy management process to help the council manage these emerging operational service pressures and support the necessary reduction in the expenditure base to close the £44m funding gap for 2024/25 in the current medium term financial plan (MTFP). The policy to be implemented will seek to ensure spend controls do not reduce income generation and surplus returns.
9. Not yet recognised are any potential implications related to a review of the council's wholly owned regeneration company, BCP Future Places Ltd which was recommended in the external governance review of the council. The future of BCP Future Places Ltd, regeneration and development will be set out in a report coming to Cabinet on 27 September.
10. Appendix A1 provides the detail and reasons for projected budget variances in each service area.
11. Appendix A2 provides a summary revenue outturn statement.

Savings Monitoring 2023/24

12. Delivery of budgeted savings is fundamental to a sustainable MTFP. The table below provides the progress on achieving the £34m of programmed savings with 67% shown as delivered by the first quarter. Most of those savings shown as not yet delivered are expected to be implemented over the remainder of the year with it too early to establish the projected outturn position. The impact of savings not expected to be delivered during the year are included in the budget variances in Appendix A1.

Summary Table of progress in savings delivery 2023/24.

Directorate	Council Approved Savings 2023/24 £000s	Quarter One Delivered 2023/24 £000s	Not yet delivered 2023/24 £000s
Wellbeing Directorate	(9,684)	(6,510)	3,174
Children's Services Directorate	(1,183)	(913)	270
Operations Directorate	(10,903)	(9,853)	1,050
Resources Directorate	(508)	(426)	82
Corporate Items	(3,021)	(3,021)	0
Transformation – not itemised	(9,044)	(2,328)	6,716
Total Savings	(34,343)	(23,051)	11,292

13. The Wellbeing savings not yet delivered include for demand management, reassessment of care packages and greater use of technology, for example, and it will take time to implement changes and establish if successful. None of these savings are yet considered to be undeliverable.
14. Operations savings are many and varied. A significant amount of operational savings are commercially sensitive and subject to market forces and weather changes for example waste disposal cost per tonne, fuel price changes, bereavement income and car parking,
15. As highlighted above, services are seeking to manage pressures associated with assumed savings through direct service mitigation and the corporate expenditure control recommended in this report.
16. The transformation savings not yet delivered of £6.7m are also included as a pressure in the year end projected outturn variances.
17. Appendix A3 provides a schedule of progress for revenue budget savings delivery at quarter one. Those not expected to be delivered are shaded red in the appendix.

Reserves Monitoring for 31 March 2024

18. Earmarked reserves have been set aside for specific purposes and these were reconsidered in quarter one to release funding to support the children's services business case to improve the service.
19. Figure 2 below summarises the projected movement in reserves during the current financial year.

Figure 2: Summary of projected movements in reserves

	Balance 1 April 2023	Forecast Balance 31 March 2024	Movement
	£m	£m	£m
Un-earmarked reserves	17.9	18.4	0.5
Earmarked reserves*	68.5	20.5	(48.0)
Total reserves	86.4	38.9	(47.5)

These reserves do not include revenue reserves earmarked for capital, school balances or the negative DSG reserve.

*Earmarked reserves at 1 April 2023 includes £4.8m Homes for Ukraine Grant.

20. The main movements in earmarked reserves include drawing down:
 - a. Financial resilience reserves to support the budget and MTFP £31.7m
 - b. Government grants £9m
 - c. Corporate priorities and improvement £3m
21. Appendix B provides a summary of earmarked reserves projected for 31 March 2024.

Dedicated Schools Grant (DSG)

22. The 2023/24 budgeted high needs funding shortfall in year due to the growing demand from pupils with high needs is £27.1m.
23. The accumulated deficit was projected in February 2023 to increase from £35.8m at 1 April 2023 to £62.9m by the end of the year as shown in the table below.

Figure 3: Summary position for dedicated schools grant

Dedicated Schools Grant	£m
Accumulated deficit 1 April 2023	35.8
Budgeted high needs funding shortfall 2023/24	27.1
Projected accumulated deficit 31 March 2024	62.9

24. No variances are yet projected as there are data issues to be resolved by the service before a robust year end forecast can be prepared. This is due to the current delay in processing assessments for education, health, and care plans (EHCPs) and determining placements with related funding. This is because of the rising caseload, staff shortages and delays in health assessments. The lack of specialist provision for the rising number of cases has also meant children are staying in mainstream schools for longer, with the service now closer to national averages in the type of provision where children with special needs are placed. As a result, it is likely that the funding shortfall will be less than the £27.1m shown above.
25. Given the size of the projected growing deficit, on 18 July the council was invited, following the letter from the Chief Executive to the Department for Education (DfE), to participate in the Safety Valve (SV) intervention programme. This programme will replace and build on the work already completed through the Delivering Better Value in SEND (DBV) programme that has supported the council over the last year.
26. The aim of the new programme is to agree a package of reform to improve the performance of the local high needs system and ensure it delivers in a sustainable way, for the benefit of children and young people, whilst seeking to bring the DSG deficit under control.

27. The DfE already has agreements with 34 local authorities (23%) with the programme expanded to a further 5 for 2023/24.
28. The SV programme requires local authorities to develop substantial plans for reform to their high needs systems, with support and challenge from the Department, to rapidly place them on an effective and sustainable footing. If the authorities can demonstrate sufficiently that their DSG management plans create lasting sustainability, including reaching an in-year balance as quickly as possible, whilst also providing improved support for children and young people, then the department will enter into an agreement with the authority, subject to Ministerial approval.
29. If an agreement is reached, local authorities are held to account for the delivery of their plans via quarterly reporting to the Department. Providing the DfE is confident that adequate progress is being made, authorities will receive incremental funding to support the elimination of their historic deficits, spread out over the lifetime of the agreement, generally five financial years. For those agreements signed nationally to-date, it is not yet known how successful the deficit recovery plans have been in making progress towards achieving a balanced high needs budget in the timescales expected.
30. The council's DSG management plan is being updated in preparation for our participation in the SV programme in the autumn.
31. This arrangement relies on a negotiation between the council and the DfE. Any agreement, if made, should be in time to be reflected in the 2024/25 budget and MTFP with the DfE publishing those made this financial year in March 2024.
32. There will be an opportunity to request additional capital funding through the SV programme in cases where investment in local infrastructure will result in the availability of more appropriate provision with significant revenue savings.
33. The High Needs Performance Board will monitor progress in completing the actions required to finalise an agreement with the DfE.

Capital Programme

34. The capital programme is being monitored with the aid of the new project module implemented as part of the new finance system. The projects have been set up in the system and reconciliations are in progress along with the development of summary monitoring reports. The progress of the capital programme will be reported as part of the quarter two monitoring report.

Housing Revenue Account (HRA)

35. The HRA is a separate account within the council that ring-fences the income and expenditure associated with the council's housing stock. The HRA does not therefore directly impact on the council's wider general fund budget.
36. The 2023/24 budget comprises total income of £51.5m for the year and a net surplus of £6.7m. There are favourable income variances from rents and service charges of £0.5m plus additional interest earned of £0.3m. This is partially offset by additional staff costs from the forecast pay award. The forecast net surplus is £7.2m which is ahead of budget by £0.5m.
37. The capital programme budget of £46.5m is forecast at quarter one with an annual spend of £37.4 (80%). This is due to the rescheduling of new build

projects and a low volume of acquisitions. The planned maintenance programme is currently forecast to be on track.

38. Appendix C provides a summary of HRA budget monitoring for both the revenue and capital account at quarter one.

Scenarios

39. The projected outturn is prepared based on estimates and assumptions, with the most likely outcome included in budget monitoring reports.

Summary of financial implications

40. This is a financial report with budget implications a key feature of the above paragraphs.

Summary of legal implications

41. The recommendations in this report are to comply with the council's financial regulations with attention drawn to significant budget variances as part of good financial planning to ensure the council remains financially viable over the current year and into the future.

Summary of human resources implications

42. The expenditure control and vacancy management processes recommended will reduce the staff resources available to undertake council services. Any recruitment freeze implemented will need to be mindful of the impact on the level and quality of services able to be delivered.

Summary of sustainability impact

43. There are no direct sustainability impacts from the recommendations in this report, but the expenditure freeze and vacancy management process may reduce the ability to progress projects aimed at improving the sustainability of council activities.

Summary of public health implications

44. The council is seeking to maintain appropriate services for the vulnerable as well as improve the sustainability of services important for the wellbeing of all residents. The expenditure control mechanisms will need to be mindful of our statutory requirements.

Summary of equality implications

45. Budget holders will need to ensure equalities issues are fully taken into account in managing their budgets in the light of the expenditure control and vacancy management processes.

Summary of risk assessment

46. The projected outturn is prepared based on estimates and assumptions and these may not be realised. Budget monitoring corporately will continue to be reported quarterly to manage variances and other significant issues emerging throughout the year.

47. There remains the risk that the expenditure control and vacancy management processes do not reduce expenditure sufficiently to generate in year savings to support the MTFP and permanently reduce the cost base of the council in preparation for setting a balanced budget in 2024/25.

Background papers

48. The link to the budget papers for 2023/24 is below:

[BCP Council – Democracy \(ced.local\)](https://ced.local) item 10

Appendices

Appendix A A1 Revenue Projected Budget Variances by Service Area 2023/24

A2 Revenue Outturn Summary 2023/24

A3 Revenue Savings Monitoring 2023/24

Appendix B Earmarked Reserves Projection for 31 March 2024

Appendix C HRA Projected Outturn - Capital and Revenue 2023/24

Appendix A1: Revenue Projected Budget Variances by Service Area 2023/24

1. The projected outturn for each directorate is shown in the tables and narrative below:

Wellbeing

2. The Wellbeing directorate includes adult social care and public health services, as well as commissioning teams for adults, children, and corporate procurement.

Service	Working budget £000's	Forecast £000's	Variance £000's
Adult Social Care			
Care – Long Term Conditions	87,927	94,093	6,166
Care – Learning Disabilities & Mental Health	72,589	71,852	(737)
Employees	23,513	23,513	0
Client Contributions	(24,634)	(24,794)	(160)
CHC, Joint Funding & Sec 117 Mental Health	(12,574)	(13,109)	(535)
Section 256 NHS funding	0	(4,684)	(4,684)
Other Funding: grants, other authorities, Health.	(22,998)	(22,998)	0
Other services: training, running costs, etc.	525	525	0
Total Adult Social Care Net budget:	124,348	124,398	50
Commissioning			
ASC: Care and contracts (incl. LATC)	25,901	25,901	0
ASC: Employees	2,816	2,816	0
ASC: Client contributions	(1,624)	(1,674)	(50)
ASC: Income from Health	(4,535)	(4,535)	0
ASC: Specific grants & Gov. funding	(24,913)	(24,913)	0
ASC: Other services, voluntary sector, projects.	15	15	0
Children: Access to Resources Team (ART)	1,133	1,133	0
Procurement	1,181	1,181	0
Total Commissioning Net budget:	(26)	(76)	(50)
Public Health (fully funded by government grant)	0	0	0
Wellbeing Total	124,322	124,322	0

3. Care cost pressures in the first quarter of 2023/24 are due to higher demand for placements and residential fees already 5% higher than budgeted mainly for packages of care to support patients leaving hospital.
4. Difficulties in the home care market continue with framework providers not able to meet demand resulting in 15%-20% of the caseload sourced from off framework providers at higher rates, although this is an improving picture.
5. The cost of care for people with learning disabilities and mental health shows a potential underspend due to a combination of delayed demand, home care market problems and delays with mental health hospital discharges.
6. The council is intending to make use of funding transfers from Health under Section 256 agreements to fund legacy and ongoing pressures as a direct result of hospital discharge and new ways to assessing ongoing support.
7. Further mitigating factors to offset the cost of care pressures include additional income from the NHS for continuing health care (CHC) assessment refunds and additional client contributions.

8. The forecast assumes that medium term financial plan savings identified for this financial year will be delivered during the future months.
9. There are, however, risks associated with the continuing increase cost of residential care homes fees, capacity in the home care market and demand for care from both hospital discharges and the community over the next months of this financial year.
10. The Minister of State for Social Care has announced an additional £600m nationally over two years as an extension of the market sustainability and improvement fund. This new grant will allow local authorities to further boost adult social care capacity and support the workforce, including on pay. The allocation for BCP for 2023/24 is £2.661m and the estimate for 2024/25 is £1.495m. Local Authorities will need to provide summary information, aligned to NHS winter surge plans, of how they will ensure sufficient capacity to meet potential adult social care surges in demand over winter including the use of this fund.

Children's Services

11. The services within the Children's directorate shown in the table below are unchanged from last year.

Service	Working budget £000's	Forecast £000's	Variance £000's
Children Services Management	6,779	3,858	(2,921)
Grant Income	(6,064)	(6,064)	0
Safeguarding & Early Help	13,268	15,469	2,201
Corporate Parenting & Permanence	44,999	45,276	277
Quality, Performance Improvement & Governance	4,387	4,592	205
Education & Skills	19,467	19,705	238
Partnerships	2,193	2,193	0
Children's General Fund Total	85,029	85,029	0

12. Childrens Services Management incorporates various budgets including the overall service agency budget. This is held centrally as the agency use within individual service units fluctuates based on demand and vacant positions. The forecast variance is directly offsetting the overspends shown in all other directorates as per below comments.
13. The forecast variance in all service areas relate directly to staffing and the use of higher cost agency staff.
14. Safeguarding & early help has the highest use of agency as the front door teams (multi-agency safeguarding hub (MASH) / assessment / children & families first) are predominately the most challenging social worker posts to fill permanently.
15. The agency use within corporate parenting & permanence relates to the children in care teams. The service is working to reduce the level of over-established agency social workers. The agency were above establishment levels to stabilise the service and support quality assurance activities.
16. Staffing pressure within quality, performance improvement & governance relates to additional independent reviewing officer (IRO) posts required to manage the increased level of case work. A significant number of permanent IRO officers have been recruited however not all have started yet.
17. The unbudgeted agency use within education & skills is a result of increased demand for education, health, and care plans (EHCP) requiring more case workers in the special educational needs & disabilities (SEND) team. There is also difficulty in attracting permanent educational psychologists.

18. Care placements are currently volatile with the numbers of high-cost residential placements increasing since the end of the previous financial year. The full year effect of all placements is in the process of being established, with modelling based on the average tenure of placements and growth. Initial figures do show a potential pressure in the overall cost of placements from further increasing complexity, market difficulties securing placements and general increased cost of provision. Mitigation strategies will need to be developed should budget pressures start to materialise.

Operations

19. The significant reorganisation of the directorate has required the realignment of service budgets, actual expenditure, and income at the detailed level with some directors and service managers taking on new areas. Coupled with reduced data quality and timeliness from the introduction of the new finance and human resources system, work to develop mitigation strategies is still in progress for the budget pressures shown in the table below:

Service	Working budget £000's	Forecast £000's	Variance £000's
Commercial Operations			
Leisure Centres	-662	-110	552
Seafront	-5,605	-5,820	-215
Tourism & Events	1,432	1,577	145
Parking	-18,284	-18,554	-270
Commercial Ops Total	-23,118	-22,906	212
Environment			
Highways Delivery	1,764	1,902	138
Waste & Cleansing	8,193	8,193	0
Parks Operations	5,672	5,672	0
Bereavement	-1,574	-1,074	500
Coroners & Mortuary Service	1,177	1,177	0
Service Management	703	703	0
Strategic Waste	15,793	16,557	764
Greenspace & Conservation	445	445	0
Transport & Operating Centres	7,142	7,062	-78
Passenger Transport	892	892	0
Environment Total	40,207	41,531	1,324
Planning & Destination			
Planning Policy	685	685	0
Development Management	-1,043	-1,043	0
Planning Enforcement	467	467	0
Design & Heritage	705	705	0
Planning Research, GIS, & Info	149	149	0
Smart Places	104	104	0
Economic Development	600	600	0
Planning & Destination Total	1,667	1,667	0

Service	Working budget £000's	Forecast £000's	Variance £000's
Infrastructure			
Building Control	171	171	0
Asset Engineering	2,895	2,895	0
Flood & Coastal	839	839	0
Network Management	5,062	5,062	0
Sustainable Travel	8,755	8,755	0
Transport Development	665	665	0
Transport Improvement	30	30	0
Mechanical & Electrical	1,269	1,269	0
Regeneration	700	700	0
Infrastructure Total	20,385	20,385	0
Customer, Arts, & Property			
Libraries	6,170	6,170	0
Customer Services	2,000	2,000	0
Out of Hours / Telecare	-107	-107	0
Poole Museum	749	749	0
Russell Cotes Museum	440	440	0
Arts Development	378	378	0
Cultural Partners / Compact	1,155	1,155	0
Facilities Management	7,042	7,518	476
Construction incl. CWT & IHT	-975	-975	0
Public Toilets	412	412	0
Business Support	6,705	6,705	0
Customer, Arts, & Prop. Total	23,970	24,446	476
Operations Strategy	-22	-22	0
Total excl. Housing & Communities	63,089	65,101	2,012
Housing			
Housing Delivery	299	299	0
Housing Options and Partnerships	5,198	6,498	1,300
Neighbourhood Services	-2,215	-2,215	0
Risk and Improvement	374	374	0
Housing Total	3,656	4,956	1,300
Communities			
Community Engagement	808	808	0
Regulatory Services	2518	2538	20
Safer Communities	784	844	60
Service Management	254	254	0
Strategic Community Safety	628	628	0
Communities Total	4,992	5,072	80
Housing & Communities Total	8,648	10,028	1,380
Operations Total	71,737	75,129	3,392
Mitigation strategies in development			(3,392)
			0

Commercial Operations

20. Commercial income over quarter one remained buoyant due to favourable weather conditions. However, the income target of roughly £1m per week will prove challenging if the recent poor weather prevails during the main season and at key points in the year.

21. Leisure centre contract income from BH Live is forecast to be £295k below budget. This pressure will be mitigated in-year subject to other commercial income remaining above budget.
22. The tourism and events savings variance relates to Festival Coast live saving which was in error recorded twice as a saving and can only be taken once.

Environment

23. Highways are experiencing pressure on vehicle costs in preparation for the winter service.
24. Bereavement services are forecasting a pressure on income of £0.5m. The number of cremations has continued to drop due to increased competition from other facilities operating within the area. During 2022/23 the cremation numbers reduced by 638 compared with the previous year and it is providing difficult to maintain and recover market share in 2023/24.
25. The strategic waste service has estimated a £0.7m pressure for residential recycling waste disposal, due to quarter one price of £61.31 per tonne against a budget of £35.15. There also remains an income pressure of £124k for replacement bins charges.

Planning & Destination

26. Development Management is currently showing a nil variance, although there are potential pressures from using agency staff but income targets for application and registration fees should mitigate this.

Infrastructure

27. All areas across Infrastructure are forecasting to be on budget overall at this early point in the year.

Customer, Arts, & Property

28. Facilities management is showing a pressure of £0.5m due to costs still being incurred on the legacy civic centres, additional costs for hatch pond, and anticipated reactive maintenance spend across council buildings.

Housing and Communities

29. Housing options and partnerships, which includes expenditure funded from the homelessness prevention grant (HPG), is facing a significant challenge with the cost of B&B and temporary accommodation pressures growing. There has been a significant increase in demand in recent years with funding from central government falling behind. Costs of accommodation have also seen a steep rise. The service provided is statutory in reducing homelessness across the conurbation and the housing service has been working to negotiate leases with landlords, developing alternative accommodation and identifying other options in consultation with the new council administration.
30. Wherever possible the other pressures faced by the services are being managed, but there remains a pressure on the CCTV service. Coverage has been harmonised with some investment in specific areas and this has increased provision, but the operational budgets have remained the same.

Resources

31. The Resources directorate has been refocused on professional support services with a range of services, such as facilities management, regeneration activity, customer and business support moving to Operations. As for the Operations directorate, for the currently identified pressures mitigation strategies are in development.

Service	Working budget £000's	Forecast £000's	Variance £000's
Executive	927	927	0
Law and Governance	4,333	4,787	454
Marketing, Comms and Policy	2,508	2,508	0
People and Culture	2,005	2,005	0
Finance	12,292	12,292	0
IT and Programmes	12,464	12,983	519
Estates	856	856	0
Resources Total	35,385	36,358	973
Mitigation strategies in development			(973)
			0

32. Executive has incurred recruitment costs for the Corporate Director posts being advertised but it is expected this will be mitigated by the temporary appointments not being in post for a full year.
33. Law & governance is anticipating an overspending of £0.4m. The legal team have locums with additional costs of £0.1m due to recruitment difficulties for permanent staff and this is compounded by the increase for 2023/24 across all corporate services for the vacancy allowance as services demands make it impossible to leave posts unfilled.
34. A further pressure of £0.2m has been identified in the registrars' services from the downturn in income since the latter part of last financial year and this trend appears to be continuing. There are still a significant number of marriages taking place, but families are opting for smaller scale weddings and basic registrar packages. This is likely a direct result of the rising cost-of-living as the fall in income began around the same time. Coupled with this is a £0.1m employee cost pressure. Last year a decision was made to harmonise staff pay within the registrar service as recruitment was difficult and there was a significant risk of losing experienced staff. This was to be funded by the increase in income that has not materialised. There is also a small income pressure on land charges due to a decline in activity in the housing market.
35. Marketing, communications, and policy has a significant savings target to achieve for 2023/24 as well as pressures carried over from the previous year. The service has made significant changes to address these targets, including addressing the team structure and reducing marketing spend and expect a nil variance. More work is being undertaken to review marketing spend across the whole council with an aim to make further savings in consultation with the relevant budget holders.
36. People and culture service is currently expected to be on budget this year and can manage the workloads around the people strategy within its existing budget and staff quota.
37. Finance is forecasting a nil variance at year end. There are pressures in staffing as vacancies are difficult to carry with workload pressures, but action is being taken to reduce other costs where possible.
38. IT and programmes are facing a significant challenge managing employee costs from the project management team. The team needs to secure project funding, beyond that attributable to the transformation programme, for some posts during the year. A review is in progress to identify whether the pressure can be mitigated this year and into the future.

Corporate Budgets

39. Corporate budget variances and one-off items that impact on the outturn for 2023/24 are shown in the table below.

Service	Working budget £000's	Forecast £000's	Variance £000's
Ongoing variances			
Pay award 2023/24	3987	7387	3,400
Utilities (Electricity / Gas) price movement	0	(2,501)	(2,501)
Business rates adjustment	(49,825)	(50,834)	(1,009)
Capital direction repayment (avoided)	207	0	(207)
Public Health Grant (additional supporting services)	0	(99)	(99)
One off variances			
Budget Contingency	2,225	0	(2,225)
Redundancy costs (non-transformation)	2,070	518	(1,552)
Treasury management interest income	(2,525)	(3,190)	(665)
VAT rebate	0	(628)	(628)
Pay & grading project	991	185	(806)
Dilapidation provision release	0	(347)	(347)
Other one-off items	0	(86)	(86)
Website improvements	0	200	200
Unidentified transformation savings non-delivery	0	6,716	6,716
Investment Properties	(5,034)	(5,034)	0
Council Tax Income	(243,798)	(243,798)	0
Other Corporate Items	(24,769)	(24,769)	0
Corporate Total	(316,471)	(316,280)	191
Mitigation strategies in development			(191)
			0

40. Estimated pay award is more than allowed in the original 2023/24 budget by £3.4m based on the latest offer to the unions, which has been rejected.
41. Utilities are budgeted within services with these budgets reduced by £2.5m and the saving taken centrally to reflect price adjustments since the budget was set in February.
42. Business rates payable to government is projected with a favourable adjustment of £1m, which will apply until the central calculation method is reset.
43. The capital direction expected to be drawn down when the budget was set was avoided as the outturn for 2022/23 was better than expected. The related borrowing costs of £0.2m have therefore been avoided.
44. The budget contingency of £2.2m is used to offset the anticipated net pressures.
45. Redundancy costs that cannot be charged to the transformation programme (where only statutory amounts can be included) are expected to be 75% lower than budgeted at £1.6m based on the experience in 2022/23. This was likely impacted by the high level of vacancies across services which is on-going.

46. Treasury management income is projected to be higher than budget by £0.7m as the returns on investments is linked to base rate movements and these are higher than anticipated.
47. A VAT rebate of £0.6m has been received following a recent national case for VAT charged on leisure services provided by local authorities.
48. The pay and grading project budgeted to conclude during 2023/24 with a net increase in the council's pay bill has been delayed. Agreement with the trade unions was not concluded according to the planned timescale with implementation of harmonised pay across the council not now expected this financial year. The additional salary costs allowed in the budget of £0.8m will not now be incurred but project staff will need to continue working on options during the year.
49. The £0.3m remaining in the dilapidation provision for the end of the Newfields lease can now be released.
50. Budget virements were processed in quarter one to remove budgets from services permanently based on a review of unexpected variances in the fourth quarter of 2022/23. This has enabled the unidentified transformation savings included in the budget to be reduced from £10.7m to £6.7m with the quarter one projection assuming these will remain undelivered.



Appendix A2 - General Fund Summary

Directorate	Revenue	Working Budget £'000	Forecast £'000	Variance £'000
Wellbeing	Expenditure Total	251,073	251,073	0
	Income Total	(126,751)	(126,751)	0
Wellbeing Total		124,322	124,322	0
Children's Services	Expenditure Total	107,418	107,418	0
	Income Total	(22,389)	(22,389)	0
Children's Services Total		85,029	85,029	0
Operations	Expenditure Total	197,410	197,410	0
	Income Total	(125,674)	(125,674)	0
Operations Total		71,736	71,736	0
Resources	Expenditure Total	148,981	148,981	0
	Income Total	(114,523)	(114,523)	0
Resources Total		34,458	34,458	0
Executive	Expenditure Total	1,110	1,110	0
	Income Total	(183)	(183)	0
Executive Total		927	927	0
Total Net Cost of Service		316,472	316,472	0
Corporate Items				
Pay award 2023/24		3,987	7,387	3,400
Utilities (Electricity / Gas) price movement		0	(2,501)	(2,501)
Business rates adjustment		(49,825)	(50,834)	(1,009)
Capital direction repayment (avoided)		207	0	(207)
Public Health Grant (additional supporting services)		0	(99)	(99)
Budget Contingency		2,225	0	(2,225)
Redundancy costs (non-transformation)		2,070	518	(1,552)
Treasury management interest income		(2,525)	(3,190)	(665)
VAT rebate		0	(628)	(628)
Pay & grading project		991	185	(806)
Dilapidation provision release		0	(347)	(347)
Other one-off items		0	(86)	(86)
Website improvements		0	200	200
Unidentified transformation savings		0	6,716	6,716
Investment Properties		(5,034)	(5,034)	0
Council Tax Income		(243,798)	(243,798)	0
Other Corporate Items		(24,769)	(24,769)	0
Net Position		0	191	191

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BCP Council - Budget 2023/24 - Savings Monitoring Statement - Detailed Schedule

Ref:	Directorate	Category of the Proposal	Description of the Proposal	Council Approved Savings 2023/24 £000s	Quarter One Delivered 2023/24 £000s	Variation 2023/24 £000s	Comments / Notes
1	Adult Social Care	Fees and Charges	Additional income - client contributions (inflation)	(1,229)	(1,229)	0	
2	Adult Social Care	Service Efficiency	Day opportunity strategy implementation	(600)	(600)	0	
3	Adult Social Care	Service Efficiency	Ensuring BCP block booked care home beds are at maximum capacity	(1,300)	(897)	403	Management of occupancy closely monitored
4	Adult Social Care	Service Efficiency	Demand management (LTC & LD)	(1,300)	(1,000)	300	work in progress
5	Adult Social Care	Service Efficiency	Review of care arrangements for people with Learning Disabilities and Mental health	(391)	0	391	work in progress
6	Adult Social Care	Service Efficiency	Extra Care Housing	(250)	0	250	work in progress
7	Adult Social Care	Service Efficiency	Additional Income from Health	(741)	(741)	0	
8	Adult Social Care	Service Transformation	Investment in care technology	(270)	0	270	work in progress
9	Adult Social Care	Service Efficiency	Reassessment of all cases and implementing Strength based culture	(500)	0	500	work in progress
10	Adult Social Care	Recharges	Adjustment to the Residential and Homecare Budget from Covid grants	(257)	(257)	0	
11	Adult Social Care	Service Efficiency	Enhance support to Self Funders to make decisions about their care	(50)	(50)	0	
12	Adult Social Care	Recharges	Increase use of DFG for Ots and ICES and decrease use for Housing	(550)	(550)	0	
13	Adult Social Care	Service Efficiency	Managing personal budgets to ensure a strength-based approach	(500)	0	500	work in progress
14	Adult Social Care	Fees and Charges	Service User contributions	(400)	0	400	work in progress
15	Adult Social Care	Service Efficiency	Work in partnership with Tricuro to reduce contract value	(400)	(400)	0	almost complete
16	Adult Social Care	Service Efficiency	Tricuro absorb inflationary pressures 22/23	(171)	(171)	0	
17	Adult Social Care	Service Transformation	Alternative meals provision (bring future savings forward)	(157)	(157)	0	
18	Adult Social Care	Service Efficiency	Employment support service	(130)	(130)	0	
19	Adult Social Care	Service Transformation	Reprovision of some carers services	(119)	(119)	0	
20	Adult Social Care	Service Efficiency	Prompt assessment and enacting client contributions	(100)	0	100	work in progress
21	Adult Social Care	Service Efficiency	Release of voluntary sector budget	(80)	(80)	0	
22	Adult Social Care	Service Efficiency	Expand Shared Lives	(60)	0	60	work in progress
23	Adult Social Care	Service Efficiency	Reduce social workers mileage budget to current use	(59)	(59)	0	
24	Adult Social Care	Service Efficiency	Alternative funding for BCP handyvan service	(37)	(37)	0	
25	Adult Social Care	Service Efficiency	Reprovisioned in-house reablement service	(33)	(33)	0	
		Saving Total - Wellbeing Directorate		(9,684)	(6,510)	3,174	
26	Children's Services	Service Efficiency	Children's Services Pay Review - October Cabinet 2022	28	28	0	
27	Children's Services	Service Efficiency	Education - Revised Delivery Models	(200)		200	too early in the year to determine
28	Children's Services	Service Transformation	Staffing - Quality Performance Information & Governance	(250)	(250)	0	
29	Children's Services	Service Transformation	Other Areas - Contracts & SLAs	(170)	(170)	0	
30	Children's Services	Service Transformation	Staffing - Corporate Parenting	(143)	(143)	0	
31	Children's Services	Service Transformation	Targeted Family Support - Clinical psychology	(131)	(131)	0	
32	Children's Services	Service Transformation	Staffing - Safeguarding & Early Help	(106)	(106)	0	
33	Children's Services	Service Transformation	Other Areas - P-Cards	(70)		70	too early in the year to determine
34	Children's Services	Service Transformation	Other Areas - workforce development, use of grants	(55)	(55)	0	
35	Children's Services	Service Transformation	Education - Family Hub & Youth Premises Costs	(47)	(47)	0	
36	Children's Services	Service Transformation	Other Areas - Subscription	(12)	(12)	0	
37	Children's Services	Service Efficiency	Adult Learning - Skills & Learning - Internally Funding Pay award / Pension / Increments	(27)	(27)	0	
		Saving Total - Children's Service Directorate		(1,183)	(913)	270	

Ref:	Directorate	Category of the Proposal	Description of the Proposal	Council Approved Savings 2023/24 £000s	Quarter One Delivered 2023/24 £000s	Variation 2023/24 £000s	Comments / Notes
38	Operations - Communities	Service Reduction	Becoming an Enabling Council, rethinking Community Development	(300)	(300)	0	
39	Operations - Communities	Service Reduction	Individual saving proposals less than £100k	(138)	(138)	0	
40	Operations - Communities	Service Reduction	Food safety programme review inline with Food Standards Agency (FSA)rules	(45)	(45)	0	
41	Operations - Communities	Fees and Charges	Additional regulatory services income in line with set fees and charges	(35)	(35)	0	
42	Operations - Communities	Service Reduction	Bringing service in-house	(35)	(35)	0	
43	Operations - Communities	Service Reduction	Explore shared Trading Standards Service	(28)	(28)	0	Outsourcing not proceeding but saving achieved through staff reduction.
44	Operations - Communities	Service Reduction	Reshape Out of Hours Noise & Nuisance Service	(49)	(49)	0	
45	Operations - Communities	Service Efficiency	Additional Market Income due to additional Wednesday market Bmth, plus fee structure	(10)	0	10	Concluding tendering process and resolving challenging historical income assumptions.
46	Operations - Communities	Recharges	Full cost recovery in regards to Domestic Abuse Grant usage	(25)	(25)	0	
		Saving Total - Operations - Communities		(665)	(655)	10	
47	Operations - Destination & Culture	Fees and Charges	Harmonisation of beach huts fees and charges	(611)	(611)	0	Issue of Annual Hut Licences have remained strong in the face of the agreed price rises.
48	Operations - Destination & Culture	Fees and Charges	Destination & Culture - Beach hut prices	(200)	(200)	0	Casual bookings - high take up in Poole however still a lot of availability for summer and winter periods between the piers.
49	Operations - Destination & Culture	Fees and Charges	R&E - Beach Huts licence fees - previous one-off saving due to temporary amendment to the rate of VAT	261	261	0	Prior Year Vat windfall which has now been adjusted for in 2023/24.
50	Operations - Destination & Culture	Fees and Charges	Seafront prices excluding beach hut harmonisation	(400)	(400)	0	Final Year End Position will depend on Peak Season Trading Activity
51	Operations - Destination & Culture	Service Efficiency	Upton Country Park - Move to full cost recovery including CIL	(85)	(85)	0	Income targets on course for this financial year, waiting on outcome of house stability reports which could affect income
52	Operations - Destination & Culture	Service Efficiency	Highcliffe Castle - Move to full cost recovery over a 3 year period	(82)	(82)	0	Income targets on course for this financial year, waiting on outcome of house stability reports which could affect income
53	Operations - Destination & Culture	Fees and Charges	Destination and Culture - Leisure Centres	(100)	(100)	0	Final Year End Position will depend on Peak Season Trading Activity
54	Operations - Destination & Culture	Service Reduction	Remove Festival Coast Live - Events & festivals	(145)	0	145	Savings applied twice creating an in year pressure in quarter 1 variance
55	Operations - Destination & Culture	Fees and Charges	Seafront Arcade income generation	(100)	(100)	0	Final Year End Position will depend on Peak Season Trading Activity
56	Operations - Destination & Culture	Service Reduction	Bournemouth Indoor Bowls Club alternative management model (excluding Skills and Learning)	(80)		80	tbc
57	Operations - Destination & Culture	Fees and Charges	Pricing increases across the Poole Leisure Centre Estate	(60)	(60)	0	
58	Operations - Destination & Culture	Service Reduction	Seafront - Reduction of operational budget	(50)	(50)	0	
59	Operations - Destination & Culture	Fees and Charges	Concessions income	(50)	(50)	0	Delay in additional Pop-ups being installed may negatively affect income
60	Operations - Destination & Culture	Service Reduction	Innovative cost reduction and income generation for Christmas Tree Wonderland and Poole Christmas Maritime Light Festival	(15)	(15)	0	savings dependant on acheiving 4 year agreement with contractor
61	Operations - Destination & Culture	Fees and Charges	Seafront Car Parking income	(30)	(30)	0	Trading well and new increased prices from 1st July
62	Operations - Destination & Culture	Service Efficiency	Highcliffe Castle tea rooms new operating model	(30)	(30)	0	
63	Operations - Destination & Culture	Service Efficiency	Reshape Leisure Team	(20)	(20)	0	Restructure proposed to deliver savings
64	Operations - Destination & Culture	Fees and Charges	Tourism & Events full cost recovery and income generation	(20)	(20)	0	
65	Operations - Destination & Culture	Fees and Charges	Seafront Sandbanks Golf income generation	(15)	(15)	0	
66	Operations - Destination & Culture	Service Reduction	Remove Blue Flags and Seaside awards	(10)	(10)	0	
67	Operations - Destination & Culture	Service Efficiency	Service efficiencies within the Bournemouth Tourist Information Centre	(10)	(10)	0	
68	Operations - Destination & Culture	Service Reduction	Reduce Poole Quay and Bournemouth Summer Fireworks	(2)	(2)	0	
69	Operations - Destination & Culture	Service Reduction	Sports Grants - Reduce Sports grants by 10% a year for 5 years	(2)	(2)	0	
70	Operations - Destination & Culture	Fees and Charges	Tennis income generation	(5)	(5)	0	
71	Operations - Destination & Culture	Service Reduction	Reshape Cultural Compact Activity with Partners	(100)	(100)	0	
72	Operations - Destination & Culture	Service Efficiency	Poole Museum impact of capital scheme	(120)	(120)	0	

Ref:	Directorate	Category of the Proposal	Description of the Proposal	Council Approved Savings 2023/24 £000s	Quarter One Delivered 2023/24 £000s	Variation 2023/24 £000s	Comments / Notes
		Saving Total - Operations - Destination and Culture		(2,081)	(1,856)	225	
73	Operations - Environment	Service Efficiency	Green bin waste income - increased charge	(741)	(741)	0	3.7% drop in numbers after 2023 fee increase
74	Operations - Environment	Fees and Charges	Review of MTFP provision for waste disposal costs - recycle / black bin waste	(458)	42	500	Price per recycling tonne higher than budget, unfunded waste burdens. Working to identify one off savings to mitigate pressure for this year. Included in variances.
75	Operations - Environment	Service Reductions	Highway Maintenance - 10% reduction in Highway Maintenance	(300)	(162)	138	Investment needed to support HSE notice on equipment. Overall continued decline in highway infrastructure is resulting in a corresponding uplift in reacting to service demand to meet statutory requirements. Included in budget variances.
76	Operations - Environment	Service Reductions	Reshape Parks Operations	(170)	(170)	0	
77	Operations - Environment	Service Reductions	Strategic Greenspace - delete vacant posts	(121)	(121)	0	
78	Operations - Environment	Service Reductions	Sales of waste material from the Household Waste Recycling Centres	(100)	(4)	96	Lower tonnages coming through, included in variances.
79	Operations - Environment	Recharges	Parks Operations - Parish and Town Councils Full Cost Recovery Recharge	(50)	(50)	0	Providing a reduced service for Highcliff & Walkford Parish Council and Christchurch Town Council arrangement coming to an end Sept 23, managing saving from staffing
80	Operations - Environment	Service Reduction	Parks Operations - Remove subsidy of Kings Park Nursery, Commercialisation, or community management	(41)		41	tbc
81	Operations - Environment	Fees and Charges	Currently non-viable cafes put out to tender	(40)		40	tbc
82	Operations - Environment	Service Efficiency	Change contracted disposal arrangements for dog waste in Bournemouth	(11)	(11)	0	
83	Operations - Environment	Service Reduction	In-bloom and Green Flag is stopped	(10)	(10)	0	
84	Operations - Environment	Service Efficiency	Harmonisation of Grounds Maintenance services	(6)	(6)	0	
85	Operations - Environment	Service Reduction	Remove grit bins in all but essential locations	(3)	(3)	0	
86	Operations - Environment	Service Efficiency	Borrow to finance domestic waste bin replacements	(201)	(201)	0	
87	Operations - Environment	Recharges	Capitalisation of highway - neighbourhood services	(900)	(900)	0	
88	Operations - Environment	Recharges	Capitalisation of highway - neighbourhood services - revenue implications	244	244	0	
		Saving Total - Operations - Environment		(2,908)	(2,093)	815	
89	Operations - Housing	Investment	Council New Build Housing & Acquisition Strategy (CNHAS)	(399)	(399)	0	Assuming the strategy continues as planned, it is likely this will be achieved.
90	Operations - Housing	Fees and Charges	Telecare income generation	(68)	(68)	0	Fees increased.
91	Operations - Housing	Fees and Charges	Garages income	(49)	(49)	0	Fees increased.
92	Operations - Housing	Service Efficiency	Delete vacant posts	(48)	(48)	0	Vacancies have been addressed.
93	Operations - Housing	Service Efficiency	Temporary accommodation grant funding	(30)	(30)	0	Funding expected from DLUHC for RSI
94	Operations - Housing	Recharges	Refugee grant to fund officer time	(75)	(75)	0	Funding expected from DLUHC for Homes for Ukraine
95	Operations - Housing	Recharges	Herbert Ave. set-up costs grant	(100)	(100)	0	Funded from a reserve for temporary accommodation
96	Operations - Housing	Investment	21/22 Investment - CNHAS Feasibility Fund	(50)	(50)	0	Expected
97	Operations - Housing	Recharges	Capitalise Disabled Facilities Grant officer time	(48)	(48)	0	Expecting to capitalise as planned
		Saving Total - Operations - Housing		(867)	(867)	0	
98	Operations - Transport/Engineering	Fees and Charges	Car Parking income - Charges from June 2023 in line with inflation. Includes 10% increase in parking charges at Seaford/Beach car parks and adjacent (existing) on-street pay and display areas from June 2023.	(1,840)	(1,840)	0	Q1 Trading in line with Revised Budget. Final Outturn will be reliant on strong trading during peak season.
99	Operations - Transport/Engineering	Fees and Charges	Car Parking Income - Impact of additional income in 2022/23 into future years	(1,266)	(1,266)	0	Q1 Trading in line with Revised Budget. Final Outturn will be reliant on strong trading during peak season.
100	Operations - Transport/Engineering	Fees and Charges	Car Parking Options - Minor harmonisation charges	(200)	(200)	0	Q1 Trading in line with Revised Budget. Final Outturn will be reliant on strong trading during peak season.
101	Operations - Transport/Engineering	Fees and Charges	Car Parking Seasonal Adjustment - Christmas	(150)	(150)	0	

Ref:	Directorate	Category of the Proposal	Description of the Proposal	Council Approved Savings 2023/24 £000s	Quarter One Delivered 2023/24 £000s	Variation 2023/24 £000s	Comments / Notes
102	Operations - Transport/Engineering	Fees and Charges	Car Parking Options - Parking concessions across the year	100	100	0	
103	Operations - Transport/Engineering	Service Efficiency	Car Park and subway lighting investment plus review of existing energy budget provision	(75)	(75)	0	
104	Operations - Transport/Engineering	Service Reduction	Dimming of street lighting in residential areas in Poole to match Bournemouth	(70)	(70)	0	
105	Operations - Transport/Engineering	Service Efficiency	Capital investment in alternative to School Crossing Patrols at specific locations	(15)	(15)	0	
106	Operations - Transport/Engineering	Service Reduction	Street Lighting - Lanterns to have revised dimming profile 75% output 8pm to midnight, 50% midnight to 6am	(56)	(56)	0	
107	Operations - Transport/Engineering	Service Efficiency	Highway Network Management - street works	(50)	(50)	0	
108	Operations - Transport/Engineering	Recharges	FCERM Centre of Excellence – adjustment in income target	(50)	(50)	0	
109	Operations - Transport/Engineering	Service Reduction	FCERM - Not undertaking technical incident response during flood events	(7)	(7)	0	
		Saving Total - Operations - Transportation and Engineering		(3,679)	(3,679)	0	
110	Operations - Planning	Fees and Charges	Development Management - Increase income through offering enhanced services	(104)	(104)	0	
111	Operations - Planning	Service Reduction	Reshaping the non-statutory elements of the Planning Service	(100)	(100)	0	
112	Operations - Planning	Service Reduction	Additional reshaping of the non-statutory elements of the Planning Service	(75)	(75)	0	
113	Operations - Planning	Service Reduction	Stop sending neighbour notification letters on planning applications and harmonising press notices procedure	(20)	(20)	0	
		Saving Total - Operations - Planning		(299)	(299)	0	
114	Operations - General	Third Party Spend	Staff Mileage, premises costs (not energy related)	(156)	(156)	0	
		Saving Total - Operations - General		(156)	(156)	0	
115	Operations - Development	Service Reduction	Reduction of Economic Development - Reduce Budget non staffing	(147)	(147)	0	
116	Operations - Development	Service Reduction	Smart Places - Reduce Budget	(101)	(101)	0	
		Saving Total - Operations - Development Directorate		(248)	(248)	0	
117	Resources - Marketing	Service Reduction	Delete vacancies and reduce marketing, PR and web support	(238)	(156)	82	Plans are afoot to achieve this. However, despite vacancies being addressed, it still falls short of the target. Marketing budgets have been reduced but further work is underway to make efficiencies across all Marketing budgets council wide
		Saving Total - Resources - Marketing		(238)	(156)	82	
118	Resources - Finance	Transformation Savings	Finance Target Operating Model Savings - part 1	(108)	(108)	0	
119	Resources - Finance	Transformation Savings	Finance Staff Savings in Audit & Management Assurance	(97)	(97)	0	
120	Resources - Finance	Transformation Savings	Revenue & Benefits Service - insource from SVPP	(65)	(65)	0	
		Saving Total - Resources - Finance & Development		(270)	(270)	0	
121	Corporate Areas	Transformation Savings	Unitemised savings	(9,044)	(2,328)	6,716	included in variances as unachievable
122	Corporate Areas	Service Efficiency	Increase Vacancy Drag	(2,342)	(2,342)	0	Assumed as budget adjustments made
123	Resources Service Wide	Recharges	Recharges to Housing Revenue Account of charges in line with impact of inflation, particularly those associated with the pay award costs. Bournemouth and Poole Neighbourhood Account	(138)	(138)	0	
124	Corporate Areas	Service Reduction	Corporate Areas - Restructure of the Corporate Management Board / SDs	(244)	(244)	0	Reorganisation has been implemented and posts deleted
125	Corporate Areas	Service Reduction	Base Reduction in Regeneration Resources	(150)	(150)	0	

Ref:	Directorate	Category of the Proposal	Description of the Proposal	Council Approved Savings 2023/24 £000s	Quarter One Delivered 2023/24 £000s	Variation 2023/24 £000s	Comments / Notes
126	Resources Service Wide	Recharges	Recharges to Dorset Adult Learning	(28)	(28)	0	
127	Resources Service Wide	Recharges	Recharges to Bournemouth Companies	(19)	(19)	0	
128	Corporate Areas	Service Reduction	Base Reduction in Regeneration Resources	(56)	(56)	0	
129	Resources - Legal Services	Fees and Charges	Registrars Service impact of price adjustments	(19)	(19)	0	Fees and charges were increased to achieve this.
130	Resources - Customer Services	Fees and Charges	Blue Badges recognising level of annual activity	(25)	(25)	0	
		Saving Total - Corporate Areas		(12,065)	(5,349)	6,716	
	Overall Total - Service Based Savings and Efficiencies			(34,343)	(23,051)	11,292	

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Appendix B - Earmarked Reserves projection for March 2024

Detail	31/03/23 Actual Balances £000's	Estimated movement £000's	31/03/24 Estimated Balances £000's
Financial Resilience Reserves	(31,715)	31,715	0
Transition and Transformation Reserves	(185)	185	0
Insurance Reserve	(5,000)	0	(5,000)
Held in Partnership for External Organisations	(3,133)	1,394	(1,739)
Required by Statute or Legislation	(883)	(100)	(983)
Planning Related	(510)	510	0
Government Grants	(18,197)	9,242	(8,955)
Maintenance	(1,500)	438	(1,062)
ICT Development & Improvement	(1,570)	1,220	(350)
Corporate Priorities & Improvements	(5,800)	3,361	(2,439)
Total Earmarked Reserve Balance	(68,493)	47,965	(20,528)

Financial Resilience Reserves

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Designed to provide the Council with the ability to manage any emerging issues. Includes reserves to enable the management of the MTFP.			
Cost of Living Mitigation reserves from 2021/22	(14,190)	14,190	0
Redirected Earmarked Reserves	(5,298)	5,298	0
Assumed Surplus 2022/23	(10,582)	10,582	0
Other Reserves	(1,645)	1,645	0
Financial Resilience Reserves	(31,715)	31,715	0

Transition and Transformation Reserves

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Resources set aside to support the one-off change costs of associated with creating the new council and meeting the Councils costs associated with the transformation prog			
BCP Programme Resources Pay & Reward Strategy	(185)	185	0
Transition and Transformation Reserves	(185)	185	0

Insurance Reserve

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Reserve to enable the annual fluctuations in the amounts of excesses payable to be funded without creating an in-year pressures on the services. Subject to ongoing review by an independent third party.			
Insurance Reserve	(5,000)	0	(5,000)

Held in Partnership for External Organisations

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Amounts held in trust on behalf of partners or external third party organisations.			
Dorset Adult Learning Service	(984)	400	(584)
Dorset Adult Learning Service (Specific Bequeath)	(99)	0	(99)
ICS Emotional Wellbeing and Mental Health	(78)	78	0
Flippers Nursery	(247)	247	0
Adult Safeguarding Board	(143)	67	(76)
Dorset Combined Youth Offending Service Partnership	(621)	300	(321)
Music and Arts Education Partnership	(488)	0	(488)
Youth Programme	(50)	50	0
Local Safeguarding Partnership Board	(33)	33	0
Bournemouth 2026West Howe Bid	(45)	45	0
UP2U	(74)	74	0
Domestic Homicide Reviews	(10)	10	0
Better Care Fund	(261)	90	(171)
Held in Partnership for External Organisations	(3,133)	1,394	(1,739)

Required by Statute or Legislation

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Amounts which the council is required to hold as a reserve in line with current accounting practice or legislative requirements.			
Building Regulation Account	(139)	0	(139)
Bournemouth Library Private Finance Initiative (PFI)	(783)	(100)	(883)
Carbon Trust	39	0	39
Required by Statute or Legislation	(883)	(100)	(983)

Planning Related

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Reserves designed to support planning processes and associated planning activity where expenditure is not incurred on an even annual basis.			
Local Development Plan Reserve	(369)	369	0
Other Planning Related Reserves	(141)	141	0
Planning Related	(510)	510	0

Government Grants

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Amounts which the council is required to hold as a reserve in line with specific grant conditions.			
Government Grants	(17,279)	8,456	(8,823)
COVID 19 Government Grants	(918)	786	(132)
Total Unspent Grants	(18,197)	9,242	(8,955)

Maintenance

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Reserves and sinking funds designed to support maintenance investments in specific services or assets.			
Corporate Maintenance Fund	(251)	170	(81)
Other Maintenance Related Reserves	(1,249)	268	(981)
Maintenance	(1,500)	438	(1,062)

ICT Development & Improvement

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Resources set aside to meet various ICT improvement projects			
ICT Development & Improvement	(1,570)	1,220	(350)

Corporate Priorities & Improvements

	31/03/23 Actual £000's	Estimated Movement £000's	31/03/24 Estimated £000's
Purpose: Amounts set a side to deliver various priorities, some of which will be of a historical natured inherited from the predecessor authorities.			
Other Service Priority reserves	(2,435)	1,295	(1,140)
Local Elections Reserve	(697)	527	(170)
Revenue & Benefits Reserve	(1,958)	979	(979)
Covid recovery resources	(710)	560	(150)
Corporate Priorities & Improvements	(5,800)	3,361	(2,439)

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Quarter One 2023-24 HRA Forecast

1. The Housing Revenue Account (HRA) is a separate account within the council that ring-fences the income and expenditure associated with the council's housing stock. The HRA does not therefore directly impact on the council's wider general fund budget. Within the HRA the Council manages 9,570 tenanted properties.
2. The 2023/24 HRA budget was approved by Council in February 2023. It budgeted for total income of £51.5m for the year and a net surplus of £6.7m.

Revenue account

	2023/24 Budget £000	Full year forecast £000	Variance £000
Income			
Dwelling rents	(48,153)	(48,543)	(390)
Non-dwelling rents	(261)	(261)	-
Charges for services and facilities	(2,583)	(2,685)	(102)
Contributions to expenditure	(479)	(479)	-
Total income	(51,476)	(51,968)	(492)
Expenditure			
Repairs and Maintenance	11,543	11,543	-
Supervision and Management	15,453	15,703	250
Rent, rates, taxes, and other charges	287	287	-
Bad or doubtful debts	400	400	-
Total expenditure	27,683	27,933	250
Net operating (surplus) / deficit	(23,793)	(24,035)	(242)
Capital charges			
Debt management costs	191	191	-
Depreciation	11,787	11,787	-
Net interest payable	5,163	4,863	(300)
Total capital charges	17,141	16,841	(300)
Net (surplus) / deficit	(6,652)	(7,194)	(542)
Appropriations			
Transfer to HRA reserve	6,652	7,194	542
Total appropriations	6,652	7,194	542

Commentary on variances

3. Dwelling rents: Total forecast rental income of £48.5m is £0.4m favourable to budget. The favourable outturn is due to the additional rental income receivable from new-build properties that has been incorporated into the forecast, but which was not included in the budget.
4. Charges for services and facilities: Forecast £0.1m favourable to budget. Forecast has been updated in line with 2022/23 full year outturn.
5. Repairs & Maintenance: The current forecast is in line with budget. However, this budget will be monitored carefully as the year progresses, given the adverse outturn experienced in 2022/23.

6. Supervision and Management: Forecast costs are £0.25m higher than budget, reflecting the impact of the current 2023/24 local government pay offer, which is greater than the pay increase assumed in the budget.
7. Net interest payable: The £0.3m favourable forecast is due to the recent increases in interest rates. This will result in higher interest earned on cash balances. Interest paid on borrowings is unaffected as all borrowing is at fixed rates.
8. Net surplus: The net impact of the above variances is to increase the forecast net surplus by £0.5m vs budget to £7.2m.

Capital programme

9. The HRA February budget paper set out a capital programme of £46.5m for 2023/24. This includes £30.5m investment in major projects, including those delivered as part of the council newbuild housing & acquisitions strategy (CNHAS) and £16.0m in planned maintenance.

	2023/24 Budget £000	Full year forecast £000	Variance £000
New-build projects	25,540	17,409	(8,131)
Other major projects (Admiral, Sterte cladding)	1,991	1,991	-
Purchase of existing houses	3,000	2,000	(1,000)
Planned maintenance	15,989	15,989	-
Total capital expenditure	46,520	37,389	(9,131)

10. New-build projects: The forecast underspend vs budget of £8.1m is due to the rescheduling of projects since the budget was finalised.
11. During quarter one the Alice Gardens development was completed. This is a development of 10 houses and 12 flats, including six shared-ownership flats.
12. Purchase of existing houses: Only one property was acquired in quarter one and the number of right-of-first-refusals the HRA is receiving is lower than normal, due to the slowing housing market.
13. Planned maintenance programme: This covers capital maintenance such as kitchen and bathroom replacements. The current forecast is that the budget will be fully utilised during 2023/24.
14. On 31 March 2023, the Department for Levelling Up, Housing and Communities (DLUHC) announced a revised policy for the use of right to buy (RTB) receipts retained by local authorities. The revised policy allows local authorities to retain 100% of their RTB receipts both 2022/23 and 2023/24 financial years.
15. The revised arrangements have required the Council to enter into a new retention agreement with the Secretary of State to formally acknowledge the revised policy.

CABINET



Report subject	Responding to the Best Value Notice
Meeting date	6 September 2023
Status	Public Report
Executive summary	The Council has been issued with a Best Value Notice by the Department for Levelling Up, Housing & Communities (DLUHC), following an assurance review that was commissioned in response to the Council's request for a capitalisation direction made in July 2022 under the Exceptional Financial Support programme. The Chief Executive has also carried out an internal assurance review. An action plan is proposed which sets out how the Council has responded to each item in the two assurance reviews and the Best Value Notice.
Recommendations	It is RECOMMENDED that: a) Cabinet accept the findings of the two assurance reviews b) Cabinet note the receipt of and accept the Best Value Notice c) Cabinet agree the action plan, to ensure progress is made against each of the recommendations.
Reason for recommendations	To appropriately respond to the Best Value Notice and the issues raised in the assurance reviews, in order to ensure appropriate governance and assurance is in place.
Portfolio Holder(s):	Councillor Vikki Slade, Leader of BCP Council
Corporate Director	Graham Farrant – Chief Executive of BCP Council
Report Authors	Graham Farrant – Chief Executive Sophie Bradfield – Principal Policy Officer
Wards	Council-wide
Classification	For Update

Background

1. On 3 August 2023 the Council was issued with a non-statutory '[Best Value Notice](#)' from the Department for Levelling Up, Housing & Communities (DLUHC) in response to concerns highlighted in an [external assurance review](#), an independent review into the Council's governance arrangements, commissioned by DLUHC and completed in June 2023. This followed an [internal assurance review](#) carried out by the Chief Executive in a similar timescale.
2. A 'Best Value Notice' is issued to *"facilitate engagement with that authority and to obtain assurance of the steps it is taking to secure compliance with the Best Value Duty, as required by the Local Government Act 1999"* (see [gov.uk](https://www.gov.uk)).
3. BCP Council welcomed the external assurance review and Best Value Notice as an exercise in continuous improvement and recognised that there were issues with the governance of the Council, including financial stability and challenges, and the relationships between councillors and councillors and officers.
4. DLUHC has recognised its findings correspond to the Council's own understanding of the challenges faced, and steps already taken to act on its recommendations.
5. Following the 'Best Value Notice' the Council has produced an action plan (included in appendix 1) to provide a progress update on the recommendations from DLUHC's external assurance review, including recommendations from the Council's own internal assurance review, conducted in March 2023 and updated in June following the local elections in May.
6. The action plan will be updated on a monthly basis, with progress monitored through Corporate Management Board and an update provided to DLUHC on a regular basis.
7. Taking these steps, the Council is confident it is making the necessary improvements and is working hard to secure a sustainable financial footing.

External Assurance Review

8. In July 2022 the Chief Executive formally applied to DLUHC for a capitalisation direction under the Exceptional Financial Support regime at the request of the then Leader, which would enable the Council to borrow to fund the Transformation Programme. This was in response to the failure of the non-traditional proposal to sell the beach hut estate to a wholly owned subsidiary company and use the receipt to fund the Transformation Programme. The Government subsequently changed the Flexible Use of Capital Receipts rules, which required the Council to find an alternative route to fund the Transformation Programme in 2022/23, hence the application for a capitalisation direction.
9. The process of applying for a capitalisation direction automatically triggers a request from DLUHC for an assurance review to be carried out. This is to provide reassurance to the Minister, with a report on the Council's governance arrangements looking to specifically identify any deficit that could have led to the Council requiring a capitalisation direction in the first place. This is normally accompanied by a request for a financial resilience review. In BCP Council's case, DLUHC agreed to Commission an assurance review from an experienced local authority Chief Executive.
10. This was summarised in the letter from Paul Scully MP, former Minister of State at DLUHC, to the Leader on 2 September 2022, when it was thought that the review would be carried out in the Autumn of 2022.
11. There were delays in appointing the lead for the assurance review and Leslie Seary, former Chief Executive of the London Borough of Islington was eventually commissioned in early 2023 and carried out her review during February and March 2023. The review could not be published during the pre-election period and therefore publication was delayed into the summer. Ms Seary added a small number of interviews after the local elections in May to ensure that the report, when published, was as up to date as it could be.

12. Because of the extensive delay in appointing Ms Seary to carry out the formal DLUHC-sponsored assurance review, the BCP Council Chief Executive carried out his own assurance review and provided the output to the Leader of the Council and to DLUHC for their consideration. This report gave a solid foundation for the external assurance review commissioned by DLUHC and was referred to in their final report. Similarly to the DLUHC-commissioned review, the Chief Executive's report was updated in June to reflect the outcome of the local elections.
13. Lesley Seary engaged with the Council in March 2023 and submitted her completed assurance review to DLUHC in June 2023. Her external assurance report sets out her detailed findings, conclusions and recommendations in line with the Council's findings from its own internal assurance review completed in March 2023.
14. The Chief Executive's assurance review contained an action plan of recommended actions against each recommendation, and this has now been expanded to include actions arising from the DLUHC-commissioned review, plus some items which were embedded in the report, but not necessarily drawn out as separate recommendations. The Chief Executive's review has not been considered by any formal Council meeting hence being brought to this meeting for the action plan to be agreed.
15. The external review was based on five key areas as set out by DLUHC:
 - i. financial stability and governance,
 - ii. overall governance – including council companies and specifically FuturePlaces,
 - iii. culture and leadership,
 - iv. service delivery,
 - v. capacity and / or capability to improve.
16. There are a range of responses that the Minister or DLUHC civil servants could have used following the assurance review, ranging from taking no action to statutory intervention, with commissioners being appointed to run the Council in the worst-case scenario. The non-statutory Best Value Notice is at the lower end of responses and is issued from a senior civil servant (Deputy Director level) to the Chief Executive of the Council. Any higher levels of intervention would involve a statutory notice being issued by the Minister and addressed to the Leader.
17. The 'Best Value Notice' issued on the concerns raised in the external assurance review, drew out the following aspects in particular:
 - Very poor councillor relationships and councillor and officer relationships in recent years, in addition to acrimonious meetings with a high number of complaints to the Standards Committee.
 - An unrealistic Medium Term Financial Plan (MTFP) and budget, based on the delivery of an overly ambitious transformation programme, both in terms of levels of savings and timescales for delivery.
 - Concerns over the governance and remits of the regeneration company FuturePlaces, established by the Council in 2021.
 - More development and support for the leadership team, both individually and as a team, so they can act more effectively as a strategic and corporate leadership team.
18. The Chief Executive has worked with the Council's Corporate Management Board (CMB) and Cabinet to prepare an action plan of specific responses to the issues raised from each of the assurance reviews and the Best Value Notice. The action plan is attached as Appendix 1 to this report.
19. The intention is for the action plan to be updated every month at CMB and brought back to Cabinet to note at appropriate intervals, which could be alongside quarterly performance

reports. DLUHC will want to regularly monitor progress on the delivery of each action and appropriate arrangements for this will be negotiated by the Chief Executive with DLUHC. This is likely to involve formal quarterly update meetings and a monthly written update being given on the progress on outstanding issues.

20. The CIPFA financial resilience review recommended by Ms Seary has been commissioned and will be carried out during September 2023, with the report expected in October 2023. Any actions arising from that will be incorporated into the action plan at that stage.

Conclusions and observations from the assurance reviews

21. As detailed in point 15, the external assurance review was based on five principal areas and recognised there is enormous potential across the Bournemouth, Christchurch and Poole area and a real commitment to improve the lives and opportunities for all its residents, businesses and visitors.
22. It also recognised that the Council is aware of the challenges but concluded that fundamental to the change required is the setting of a far more positive culture and a sound approach to the Council's finances.
23. The review suggested that *"the council needs to use the fresh start provided by the local elections to reset the culture of the council and to agree a clear corporate strategy and priorities to deliver high quality services for its residents, businesses and visitors."*

This work is under way and there has been a clear change in the culture and ways of working, led by the new Cabinet, which is more open and engaging with senior officers in developing policy and addressing the budget framework.

24. The review, however, did issue a strong challenge to the fundamental assumptions underpinning the Medium Term Financial Plan and referred to the financial targets as being *"highly ambitious"* and carrying high risk. These assumptions are now being challenged by the new Cabinet and CMB and are also subject to scrutiny from the Corporate and Community Overview and Scrutiny Committee and the new cross-party working group on transformation.
25. The review also concluded that the *"the council would benefit from commissioning an external financial resilience review to provide support and challenge in setting a new MTFP and budget."*

As noted at point 20, CIPFA have been commissioned to carry out this review.

26. DLUHC's assurance review recognised that the financial model for local government reorganisation *"does not provide upfront investment for the costs of bringing councils together which will deliver savings. It has been the need to find a mechanism for the upfront investment which has been at the core of many of BCPs challenges."*

This is an argument that officers and councillors have put to Government for the last four years, but which has not been heard. Current models for local government reorganisation suffer from the same challenges. The creation of BCP Council was the most complex piece of local government reorganisation in the country for almost 40 years, bringing together two unitary councils, one district council and part of a county council which makes the lack of government funding for the merger and transition costs more acute.

27. The review also included a specific recommendation under overall governance, regarding the role of BCP FuturePlaces and said the Council needs to: *"be clear and restate what its role is with regard to regeneration and major projects and what is the role of FuturePlaces"* as well as agreeing *"a very clear business plan for FuturePlaces and a small list of priority projects"*. Ensuring expectations are clear *"around delivery and timescales"* and then holding FuturePlaces to account through the Council's commissioning role as well as *"member oversight and scrutiny."*

A report is scheduled for the Cabinet meeting in late September to set out a new strategy for regeneration and the best way to improve the relationship with BCP FuturePlaces,

which has been the subject of significant work by councillors and officers since June, as a high priority for the new administration.

28. In terms of existing culture and leadership the review noted *“it is clear that the poor behaviour has stood in the way of effective governance and that this culture needs to be addressed to enable the council to function effectively, particularly in terms of the approach to Scrutiny and the conduct of council meetings”*.
29. On member behaviour, the report was specific: *“People have described a level of toxicity they have not seen elsewhere either as councillors or council officers. Meetings have been acrimonious, and this has got in the way of effective governance.”* It also acknowledged *“the new Leader post the May elections recognises that the culture has been poor and is committed to working to develop a healthier culture.”* This change in culture is apparent in the way that councillors are working more collaboratively with officers.
30. The report further recognised self-awareness in the Council:

“My discussions with leading councillors and the Chief Executive indicate that they are aware of the challenges and problems they face and that they need a clear improvement programme.

The Chief Executive has carried out his own internal governance review and has discussed this with the Leader prior to the local government elections in May 2023. The review has come up with 33 recommendations and the council has begun to make the changes necessary to implement the recommendations.

The Leader prior to the local elections (Cllr Broadhead) recognised the need to rebuild relationships with external partners and he had met with the council’s external auditors. He also recognised that relationships between councillors and between members and officers were unacceptable and stated that he was looking to establish a new and more positive culture.”
31. Ms Seary also recognised that she had *“met with the new leader post the local government elections (Cllr Slade) and she is strongly committed to resetting the culture of the council and has already reached out to other parties on the council. She has been working closely with the Chief Executive and is clear that she wants to reach out to partners and establish and maintain positive relationships with the wide range of partners in the area. She has also been clear, in her public comments, that the council needs to earn the trust and confidence of all the residents.”*
32. Overall, it is clear from the assurance reviews that the Council needed to significantly improve relationships between councillors and between councillors and officers from where they were prior to March, and governance standards needed to be strengthened, particularly in their implementation.
33. The assurance reviews demonstrate that the ingredients are in place for the Council to step up to the new agenda and to significantly improve the operations and culture, and both Corporate Management Board and the Cabinet are focussed on achieving this.
34. Cross-party relationships still need some work, particularly around attendance at group leaders’ meetings and similar, but the change is recognisable.
35. However, the budget challenges will be significant and will increase tensions between political groups as the Council makes some very difficult decisions to balance the revenue budget for 2024-25.
36. Working together, the Council can achieve the targets and demonstrate how a new, modern and large unitary council can benefit residents and visitors alike, serving both the local communities and businesses across the BCP area. A new corporate vision will set this out more clearly.

Options Appraisal

37. This report sets out a proposal for accepting and responding to the Best Value Notice that has been issued to the Council by DLUHC. Options could include challenging the content of the findings, however the review is in line with the findings of the Chief Executive's own assurance review and have generally been welcomed by councillors as dealing with historical issues and setting a new tone for the Council.

Summary of financial implications

38. There are no direct financial implications arising from this report, but issues may arise from the CIPFA financial resilience review which is to be carried out. The recommendations will be implemented from existing budgets.

Summary of legal implications

39. There are no direct legal implications arising from this report or the action plan, although the actions will improve governance and the controls on the Council.

Summary of human resources implications

40. There are no direct human resource implications arising from this report, although implementing the recommendations will improve the Council as an employer of choice by tackling some inherent issues in the culture of the Council.

Summary of sustainability impact

41. A key part of the Council's improvement journey is the creation and adoption of a Corporate Strategy setting out a clear vision for the BCP area with a clear set of priorities. Sustainability is at the heart of this.

Summary of public health implications

42. There are no direct public health implications. The Council is on a locally led improvement journey. Appendix 1 sets out the actions it will take to improve the governance arrangements in the Council, addressing concerns highlighted in the external assurance review. Doing this will put the Council in a better position to deliver services that consider overall value including social value for its residents.

Summary of equality implications

43. EIAs are completed for specific projects/decisions that the assurance review touches on.

Summary of risk assessment

44. This report provides an update on the outcome of the Government's Assurance review and steps that will be taken to secure compliance with the Best Value Duty, as required by the Local Government Act 1999. The Council is working closely with DLUHC to mitigate risks and improve areas of concern raised in the external assurance review.

Background papers

- BCP Council [Best Value Notice](#)
- BCP Council [external assurance review](#)
- BCP Council [internal assurance review](#)

Appendices

1. BCP Council Assurance Review Action Plan

Bournemouth, Christchurch and Poole Council (BCP) Assurance Review Action Plan

August 2023 – August 2024

Introduction

BCP Council welcomes the Department for Levelling Up, Housing & Communities’ (DLUHC) [external assurance review](#) and [Best Value Notice](#), issued on the 3 August 2023. The Council is committed to continuous improvement.

DLUHC has recognised its findings correspond to the Council’s own understanding of the challenges faced, and steps already taken to act on its recommendations. This action plan provides a progress update on the recommendations from DLUHC’s external assurance review, including aspects of the report felt to be of similar standing to the formal recommendations, as well as recommendations from the Chief Executive’s own [internal assurance review](#), conducted in March 2023 and updated in June following the local elections.

Guidance note

This action plan is categorised into 4 main areas:

- [Council Meetings and Decision Making](#)
- [Cabinet and Leadership](#)
- [Councillor Behaviours](#)
- [Further issues to address](#)

There are **42** actions in total. The source of the action, whether from the internal or external assurance review, is indicated within the number column using the reference DLUHC (external) or BCP CEx (internal). Where actions are duplicated, the update is given against the DLUHC action.

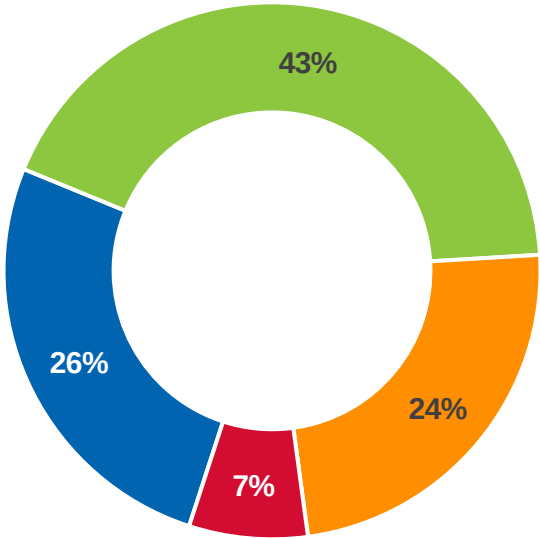
Please note the action numbers do not correspond directly to the recommendations in the internal assurance review, as they have been integrated with those from the external assurance review.

A RAG rating is used in the number column, as explained in the key below, to show progress against the actions. Where an action is completed, the next steps column highlights whether the work is ongoing, requires monitoring or no further action is to be taken.

Progress Summary - August 2023

As of August 2023, progress against the actions is good, with 69% either completed or progressing well. The chart below breaks this down further to show that: 43% of the actions are progressing well; 26% of the actions are completed; 24% of the actions have been started; and 7% have no movement.

Key: Progress with actions	
Completed	
Progressing well	
Started	
No movement	



More information on the progress and next steps of each of the 42 actions is detailed within the action plan, on the following pages.

Council Meetings and Decision Making						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
1 BCP CEx	Elect a Chair from outside the administration, to each Overview and Scrutiny (O&S) Committee	Appropriate scrutiny in a No Overall Control Council, holding the Executive to account.	June 2023	Prior to elections in May 2023, opposition councillors were given a majority of positions on the principal Overview and Scrutiny committees as a result of changes in the political balance calculations. Opposition councillors appeared content to keep Conservative councillors as Chairs for the Committees where they were already in place, for the remainder of that Council term. Since May 2023 all O&S Committees have appointed a Chair, and in most cases, a Vice-Chair, from outside of the Administration.	No further action required, but monitor longer-term	Chief Executive and Leader
2 BCP CEx	Encourage Overview and Scrutiny committees to take evidence and contributions from officers as well as portfolio holders	A more informed basis for O&S recommendations.	December 2023	There is still a reluctance amongst the broader overview and scrutiny committees to ask questions directly of officers and there have been comments that leading councillors do not give clear answers to questions, but other councillors do not seek that clarity from officers, which they could. Since June there has been a noticeable shift in emphasis within the Council, with officers being invited to contribute on specific issues in Cabinet and this need needs to be extended to O&S committees. A full Member induction programme was developed for the post-election period from May 2023 which included a session on Overview & Scrutiny as part of the essential training. The session covered a number of things including the purpose of scrutiny, the role of councillors and how to be a critical friend. The range of inquiry from councillors and the presentation of information by officers in Overview & Scrutiny Committee is much improved and could benefit from additional encouragement and awareness by councillors in asking questions and examining issues.	Continue to encourage full participation and clarity of answers in all meetings and incorporate into training for Overview and Scrutiny committee members.	Director of Law & Governance to keep under review
3 DLUHC	Develop the scrutiny role to have a broader focus than pre-Cabinet scrutiny, such as on policy development	More O&S focus on policy development and engagement rather than pre-Cabinet scrutiny.	July 2024	Prior to the election there was little movement in the focus of the two new Overview and Scrutiny committees (Place and Corporate & Community) that have replaced the Corporate O&S Board, with an ongoing focus on pre-Cabinet scrutiny. Since the elections in May, the administration has sought to restructure Overview and Scrutiny, which will establish a closer link to the Cabinet cycle for one O&S Committee but keeps the other 3 committees removed from the Cabinet cycle. This is due to come before Council in September 2023. Officers should encourage, raise awareness and provide training to ensure that the O&S function focuses on policy development.	Incorporate policy development into training for Overview and Scrutiny committee members, to foster a wider role for Overview and Scrutiny committees, underpinned by officer encouragement.	Director of Law & Governance to keep under review
3 BCP CEx	Continue to increase the focus of Overview and Scrutiny committees on policy development and engagement	See action 3 DLUHC above				

Council Meetings and Decision Making						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
4 BCP CEx	More focus of Overview and Scrutiny committees into corporate performance reporting and challenging the executive	Improvement plans have an impact and improve the services that are missing their targets.	July 2024	There is an opportunity to strengthen the focus of O&S committees on performance management, enhanced by the introduction of a new Corporate Strategy, due to be adopted following a comprehensive programme of public consultation. This will be coupled with an updated performance management framework, which sets out how the Council will effectively manage performance, using performance measures to compare outcomes and outputs with targets, goals and objectives to understand and manage service delivery and identify emerging business risks. The Corporate Strategy represents the strategic objectives that the Council has set out to achieve and is a vital framework for the Council's performance management.	Incorporate into training for Overview and Scrutiny committee members and monitor agendas, encouraging Overview and Scrutiny Committees to focus on performance management information.	Director of Law & Governance to keep under review
5 BCP CEx	Ensure the party whip is not applied to O&S functions	Reputable O&S functions.	September 2024	This message needs to be reinforced and the situation monitored.	There has been no recent evidence of the party whip being applied to O&S functions, but this needs to be monitored. A positive statement will be sought from Group Leaders.	Director of Law & Governance to keep under review
6 BCP CEx	Leader to formally delegate to a Deputy whenever they are not available on leave	No hold-ups/delays to decision-making/Council responses when the Leader is on leave.	July 2023	Clarity needs to be given as to when the Deputy Leader can exercise the functions of the Leader in their absence on leave. This has been established with the new Leader, who has given clear instructions about delegated authority whenever she takes leave.	No further action required.	Chief Executive
7 BCP CEx	All reports to be published on the statutory date, with portfolio holders available to meet those timescales - exceptions to be limited to emergency situations only	Timely and coordinated decision-making processes.	July 2023	Very few late reports have been published recently and timescales for publication have been adhered to more strongly. Historically this has been an issue, but Democratic Services now understand their role in refusing to issue late reports without the express permission of the Chief Executive or Director of Law & Governance in his absence.	No further action required. The specific approval of the Chief Executive (or Director of Law & Governance in his absence) is required to publish any late items.	Chief Executive
8 BCP CEx	Review how many recommendations need to go to Council for decision and how they are managed and debated	Efficient and effective Council meetings and decision-making processes.	July 2024	The next review of the Constitution should include a review of delegation limits and methods for simplifying the decision-making process for recommendations from Cabinet to the Council.	To be discussed with the new Constitution Working Group to make any appropriate changes.	Director of Law & Governance

Cabinet and Leadership						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
9 BCP CEx	Establish one or two separate portfolios for finance and transformation to be held by someone other than the Leader	Finance and transformation are priorities for the administration and the Leader is freed up to concentrate on overall strategy and direction.	July 2023	The new Leader has established separate portfolios for finance and transformation, separating those functions from the Leader's portfolio.	No further action required.	Leader

Cabinet and Leadership						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
10 BCP CEx	Reinstate regular informal Cabinet and Corporate Management Board (CMB) meetings to agree strategic priorities and key issues	Better coordinated leadership of the Council.	July 2023	Regular meetings were reinstated for budget planning purposes during late 2022. Regular meetings are now taking place to discuss ongoing policy issues and budget preparation. The recent strategy week was a good example of collective policy planning.	Continue to engage CMB and Cabinet in joint policy discussions.	Leader and Chief Executive
11 BCP CEx	The Leader, or in their absence the Deputy Leader, to attend all regular Group Leaders meetings	Representation of the administration at Group Leader meetings.	July 2023	The new Leader has committed to attending Group Leader's meetings and has already demonstrated a willingness to work across the party groups in discussing the amendments to the core budget and other key issues.	Monitor to ensure regular attendance at all Group Leader meetings by all political groups.	Chief Executive and group leaders
12 BCP CEx	Hold regular CMB and Shadow Cabinet briefings	Better coordinated leadership of the Council.	December 2023	Regular briefings were held monthly leading up to the local election in May, although the agenda was dominated by short-term immediate issues and the budget challenges. During March and April, the meetings focussed on pre-election preparations and potential new policies post-election, with both the shadow Cabinet and the Cabinet. Since the election no meetings have been held and this needs further discussion with the Opposition Leader.	Discuss options and requirements with the Leader of the Opposition to establish arrangements for the new Council term.	Chief Executive and Leader of the Opposition.
13 BCP CEx	Seek clarity regarding the ownership of Cabinet reports and who is responsible for the content, between portfolio holders and officers	Clarity of ownership and responsibility on the content of Cabinet reports.	July 2023	This recommendation has been recently resolved as the Monitoring Officer has confirmed that it is the responsibility of officers to prepare an adequate report to support decision-making, which contains all the required and relevant information. Portfolio holders can suggest amendments but the final decision regarding content lies with the officer drafting the report. Training has been provided to officers.	No further action required.	Director of Law & Governance
14 BCP CEx	Members ambitions to be clearly articulated and brought alongside the Medium Term Financial Plan (MTFP)	A re-established direct link between Member ambitions, the budget and key priorities.	February 2024	There was a disconnect between the stated ambitions of the administration and the budget discussions, mainly due to gaps in articulation of the political priorities and what is not a priority, within the context of the budget discussions. This was intended to be addressed post-election with the bringing together of the Big Plan and Corporate Strategy into a new single vision and objectives document. Work on the new corporate vision has begun, between the Cabinet and CMB, and this will ensure that the MTFP and vision are brought into line, with a clearer statement of priorities and non-priority areas. The corporate vision and priorities are currently out to consultation.	Continue to develop the corporate vision which is now out for public consultation (from 10 August). The Cabinet and CMB will then bring together the outcomes from the vision and the MTFP to ensure that the two are complementary.	Chief Executive and Leader

Cabinet and Leadership						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
15 DLUHC	Agree a Corporate Strategy and a clear set of priorities	A single vision and plan for the BCP area.	July 2023	Since May 2023 the new administration and CMB have been working together to develop a new corporate vision for the place and for the Council, that will clarify the key priorities for the Council and will guide the preparation of future budgets as set out in action 14 BCP CEx above.	Continue to develop the corporate vision and priorities which are now out for public consultation (from 10 August) and use this to guide budget conversations.	Chief Executive and Leader
15 BCP CEx	Bring the Big Plan and Corporate Strategy together into a single vision statement of the key priorities for the BCP area and how the Council will work to deliver to those priorities	See action 15 DLUHC above				
16 DLUHC	Set up effective mechanisms for Member oversight and monitoring of the delivery of the Transformation Programme	Stronger cross-party ownership of the Transformation Programme.	June 2023	A cross-party working group is now being established. There is insufficient knowledge of the Transformation Programme across the wider body of councillors and the outcomes that are being pursued. The new Leader has also established stronger arrangements to provide Cabinet leadership for the Transformation Programme, with a dedicated portfolio. Delivery of key elements of the programme, such as Dynamics F&O has enabled access to budgets, which is changing the internal dialogue and the relationship between finance and the services. Those high-profile examples will help to exemplify the benefits of the transformation programme.	Ensure that the cross-party working group is properly constituted and meets regularly and determine how best to keep a wider cross-section of councillors updated as the programme progresses.	Chief Executive and Leader
16 BCP CEx	Set up a regular cross-party working group to oversee the Transformation Programme	See action 16 DLUHC above				
17 BCP CEx	Re-establish the weekly email from the Leader to all councillors updating on progress and key issues	Better informed councillors.	July 2023	Prior to March there was little regular communication from the Leader to backbench councillors and a weekly email was proposed to fill some of the gaps in communications and increase trust. The new Leader has reintroduced the regular update and is considering other options to improve communications across the Council. Group Leader meetings can be convened to communicate key issues, and this was the case since the receipt of the BV notice from DLUHC in August.	Continue to circulate key information to all councillors and engage in group leader meetings for specific issues.	Leader
18 DLUHC	Put in place a comprehensive Member induction programme	Effective leadership and scrutiny.	June 2023	A full Member induction programme was developed for the post-election period from May 2023. This provides a comprehensive programme for both existing and new councillors covering all introductions to service areas, key information regarding decision-making, code of conduct and behavioural expectations, and specialist committee training. A Virtual Councillors Resource Room has also been established with useful resources.	Ongoing, and needs to be monitored as needs evolve.	Director of Law & Governance

Cabinet and Leadership						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
19 DLUHC	Put in place an ongoing programme of Member training to include their role in overview and scrutiny	Effective leadership and scrutiny.	July 2023	As 18 DLUHC above	Ongoing, and needs to be monitored as needs evolve.	Director of Law & Governance
20 DLUHC	Work with the LGA to provide mentoring and support to Members	Better development support for Cabinet members.	July 2023	All members of Cabinet have been enrolled on relevant Leadership Essentials courses with the LGA and have been offered a mentor via the Group Offices. Chairs of other committees have also been offered professional courses from the LGA and other relevant organisations. The majority of courses are due to take place in Q3 of 2023/24 due to LGA capacity issues and mentoring will continue through 2023/24. All Members have been through a comprehensive induction programme, as detailed in action 18 DLUHC above, as well as being given a programme of e-training, with the completion of this being followed-up with Members.	Continue the programme of mentoring and support for Members with the LGA. Continue supporting Members with their completion of the e-training.	Director of Law & Governance
20 BCP CEx	All Cabinet members, including the Leader and Deputy Leader to have formal coaches or mentors, who are experienced local government leaders	See action 20 DLUHC above				
21 BCP CEx	Review the Senior Leadership Team to increase corporate capacity to work alongside the new health structures and provide additional capacity for dealing with complex local politics	More strategic Senior Leadership team.	January 2024	The Chief Executive has completed a review of the corporate structure, and this was agreed by the Council on 21 February. Interim appointments have been made to the vacant posts, with permanent recruitment to the new structure underway for completion during September.	Recruitment to key posts to be completed during September, through to December, as appropriate.	Chief Executive and Leader
22 DLUHC	Recruit permanently to the vacant senior leadership posts	Effective and established corporate leadership team.	November 2023	As action 21 BCP CEx above	As action 21 BCP CEx above	Chief Executive and Director of People & Culture
23 DLUHC	Put in place an externally facilitated development programme for the senior leadership team with individual and team programmes	Effective and strategic corporate leadership team.	December 2023	Directors undertook a Leadership Development programme in 2019 but there have been a number of staffing changes since this date, together with new members joining CMB following the Chief Executive's Leadership restructure in February 2023. The Council has acknowledged the need to enhance the development offer for senior leaders, with progress on: – relevant assessment tools to identify strengths in the leadership team – development of a central shared leadership learning platform – identification of individual and team skills requiring development, following a new Leadership Competency framework – 360 feedback – individual on-going executive coaching – reverse mentoring – a review of options into further externally run team leadership development programmes.	Development programme to be designed and developed for the new team once they are recruited.	Director of People & Culture

Councillor Behaviours						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
24 BCP CEx	Where isolated cases exist, for councillors to accept and uphold the findings and remedies of the Standards Committee	Findings and remedies of the Standards Committee upheld, creating better working relations.	September 2023	All outstanding cases from Standards Committee were attempted to be resolved before the elections in May to ensure trust in the system is not eroded. Discussions have been held between the Monitoring Officer and Deputy Monitoring Officer and the Chair and Vice Chair of Standards Committee about ways to instil the Seven Principles of Public Life and the value of upholding these.	All longstanding cases have been resolved. There is at least one final outcome still to be achieved, but Standards Committee will monitor compliance. Further awareness-raising and training for councillor and officers, as well as possible amendments to the Constitution regarding the management of complaints under the Code of Conduct.	Director of Law & Governance
25 BCP CEx	Look at ways to reduce the number of councillor complaints about other councillors	Fewer councillor complaints about other councillors.	January 2024	Fewer complaints have been made recently and there is evidence of councillors seeking advice and guidance on the merits of submitting complaints about other councillors. Few complaints have been made about individual councillors since the election in May.	Continue to monitor the number of complaints received.	Director of Law & Governance
26 BCP CEx	Look at councillor use of social media and engagement in online debates	Considered use of social media by councillors.	July 2023	This is an ongoing national issue which needs further development and co-operation from Group Leaders. This issue was considered likely to intensify in the run up to the local elections in May and all councillors were asked to exercise great care in their use of social media. Since the elections in May there have been occasional complaints about the posts of councillors and ex councillors, but it appears to have subsided. Specific training on appropriate use of social media has been given as part of the councillor induction programme.	Continue to monitor. Additional bespoke training to be delivered.	Director of Policy, Marketing & Communications
27 BCP CEx	Leading councillors to only meet with external companies or private sector representatives with an officer present, with all discussions noted	Better transparency and accountability of councillor engagement with external companies or private sector representatives.	January 2024	This has not been adopted as explicit policy and it is understood that prior to the local elections some meetings may have been held with external parties, without a formal record being kept, which represents poor practice. All meetings with private sector parties should be attended by an officer who will keep a formal record of the meeting. The new leadership have adopted this principle and are clear that they will not meet with private sector representatives without having an officer present, and they have been complying with this advice.	Incorporate this requirement into the Constitution.	Director of Law & Governance

Councillor Behaviours						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
28 BCP CEx	Councillors to ensure all correspondence with external parties is in accordance with the Constitution and the Member: Officer protocol	All councillor correspondence with external parties is compliant with policy.	July 2023	The Constitution and Members: Officer protocol contain clear guidance that all external correspondence should be sent from the officers and not by councillors other than under specific circumstances. The new Leader is clear about this constitutional requirement.	No further action required.	Chief Executive and Leader
29 DLUHC	Work with group leaders to reset the Member/ Member and Member/ officer culture and relationships	Improved governance, scrutiny and behaviour based on the Nolan principles.	July 2023	As of March 2023, the Council has adopted the LGA 'Debate Not Hate' campaign promoting civility in public life. The 'Debate Not Hate' branding is being promoted in Council democracy publications (e.g. agenda for meetings) and as part of the induction and training relating to decision-making and code of conduct. Since May the new Council has been very clear about the need to respect and consider officer advice, and the need for professional relationships to be maintained between councillors and officers. Group leaders have undertaken to work more closely with officers and consider their advice, in line with the Council's values and behaviours. This includes treating everyone with respect, taking pride in what we do, and demonstrating integrity.	Continue working in line with the Council's values and behaviours.	Chief Executive and group leaders

Further issues to address						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
30 BCP CEx	Accelerate the governance review of BCP FuturePlaces Ltd and commence the alternative Shareholder briefings, including opposition councillors	Governance of BCP FuturePlaces reflects good practice and the relationship with the Council is redefined.	January 2024	Both the Leader and Deputy Leader resigned from the Board when four independent non-executive directors were appointed. The non-executives are now carrying out a review of the structure and governance of BCP FuturePlaces which will be reported to the Cabinet in due course, along with a review of the future operations of BCP FuturePlaces. Meetings with the cross-party councillors group commenced in early March.	Complete the governance reviews and take a report to Cabinet to enable Cabinet to consider the future role of BCP FuturePlaces – this report is scheduled for the 27 September Cabinet meeting. It is likely that this report will completely change the operation of BCP FuturePlaces and its relationship with the Council.	Chief Operations Officer
31 BCP CEx	Review the funding regime of BCP FuturePlaces Ltd, considering a mixed model of funding	Reduced risk in the funding regime of BCP FuturePlaces for them and the Council.	January 2024	The Council recognises that the current funding model is likely not to be sustainable and so other options are being considered. A full review of the future operations of BCP FuturePlaces will be taken to Cabinet in September 2023.	As action 30 BCP CEx above	Chief Executive and Leader

Further issues to address						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
32 DLUHC	Agree a business plan for BCP FuturePlaces Ltd setting out a clear portfolio of priority projects with timescales for delivery	Clear purpose for BCP FuturePlaces with a portfolio of priority projects, non-core schemes programmed and timescales for delivery, balancing the projected workload and pipeline.	September 2023	The former Chair of the non-execs, Lord Kerslake, was working on a governance and workload review prior to his passing. This work has now been concluded by the remaining non-exec directors and will be presented to Cabinet in September 2023.	As action 30 BCP CEx above	Chief Executive and Leader
32 BCP CEx	The Council and BCP FuturePlaces Ltd to jointly consider the scope of regeneration projects being pursued	See 32 DLUHC above				
33 BCP CEx	Carry out a Governance review of all subsidiary companies	Boards of all subsidiary companies to have either officer or councillor representation, not both.	March 2024	A governance review, including consideration of all available director's representation has not yet been presented to the new administration. We need to complete the review of whether each board should be attended by either officers or councillors on the Boards, but not both. This review will also consider the core functions of each company and whether the company structure is required for the longer term.	Complete the governance review and clarify the Council's representation on all company boards, as either officer or councillor representation on each board.	Director of Law & Governance
34 DLUHC	Put in place a regular cycle for business plans, mid-year reviews and year-end reviews of all Council companies as part of scrutiny/decision-making processes	Good scrutiny and decision-making practices in place for all Council companies.	June 2024	See next steps.	This recommendation needs to be brought forward as an integral part of the governance review detailed in action 33 BCP CEx above.	Director of Law & Governance
35 BCP CEx	Define more clearly and explicitly what is meant by a "Member-led council"	Clear expectations of officers and councillors.	October 2023	A draft paper setting out the key principles was presented to the former Leader in September 2022 but has not yet been formally taken forward. This issue was deferred for discussion with the Leader following the May 2023 elections. The new leader and her administration have requested a Governance Review to commence in 2024. This review would include work around the merits of different governance models.	The draft paper will be considered by the Leader and Chief Executive during September, to decide whether it is necessary to publish or not. The Council to carry out a Governance Review in 2024.	Chief Executive and Leader

Further issues to address						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
36 DLUHC	Draft proposals for a sustainable Medium Term Financial Plan (MTFP) and three-year budget	A sound budget-setting process, with the budget and MTFP working within existing rules and frameworks.	September 2023	The budget for 2023/24 is entirely based on traditional methods of local government financing, but carries significant risk, which has been articulated in the budget covering report. This approach received cross-party support and was the basis for all options considered by the Council on 21 February 2023. Any suggestions for alternative funding routes, based on regeneration proposals will be used to fund regeneration and those specific schemes, and not considered as possible means to support the mainstream revenue budget.	No further action on this specific point, but the MTFP is challenging, and councillors and officers are working together to balance the budget for 2024/25.	Director of Finance
36 BCP CEx	Create a budget and MTFP based on traditional methods of local government finance	See 36 DLUHC above				
37 DLUHC	Commission an external financial resilience review to inform the MTFP and budget setting	An informed budget setting process.	October 2023	CIPFA has been commissioned to carry out the required financial resilience review.	Consider the outcomes of the review which will be undertaken during September 2023.	Director of Finance
38 DLUHC	Draw up plans on how to fund the DSG deficit and manage this beyond 2026/27, as part of the DfE Delivering Better Value in SEND programme	Improved short-term and long-term impacts on the Council budget.	July 2024	Councillors and officers need to consider the options for DSG provision and determine the most appropriate strategy, with DfE. DfE have invited the Council to participate in the Safety Valve intervention programme this year. The Council is considering the merits and risks of taking this up. Participation will be subject to meeting the programme's requirements, Council approval and Ministerial approval. The aim of the programme is to agree a package of reform to improve the performance of the Council's high needs system and ensure it is delivered in a sustainable way, for the benefit of children and young people, whilst bringing the dedicated school grant (DSG) deficit under control.	Consider the outcomes of discussions under the Safety Valve programme.,	Director of Finance and Corporate Director of Children's Services
38 BCP CEx	Consider how best to manage the future risks and current costs associated with the issue of continued and growing DSG overspend	See 38 DLUHC above				
39 BCP CEx	Re-instate a set of standalone Budget & Policy Procedure Rules in Part 4 of the Constitution	Enhanced financial provisions, as set out in the Financial Regulations.	July 2024	See next steps.	The Director of Law & Governance should bring forward recommended changes to enable this to be implemented as soon as possible.	Director of Law & Governance

Further issues to address						
No.	Action	Outcome	Target date	Progress to date	Next steps	Action owner
40 BCP CEx	Improve budget management with a greater emphasis on the skills being held by service managers	Provision of accurate budget monitoring information to services.	March 2024	As part of the Council's Transformation Programme, the Council is investing in a new comprehensive Microsoft based Enterprise Resource Planning (ERP) system to give a more comprehensive and intuitive system which brings together finance and HR and allows a greater degree of self-service by budget holders. The system has now been implemented (August 2023) including managers being given on-line access to their budgets. This will change the internal relationships between budget managers and the Finance function.	Consider what training needs the shift of accountability generates and ensure that appropriate training is provided for budget managers.	Director of Finance
41 DLUHC	Review the Transformation Programme to agree a realistic and deliverable programme	Established foundations for a sustainable future for the Council.	October 2023	A review is underway, looking at the Transformation Programme vision and the validation of work taking place, to understand what a realistic savings plan looks like and when that can be achieved. A progress report will be taken to Cabinet on the 25 October 2023. A cross-party working group is being established and a progress update will be taken to the 9 October O&S.	Complete the review of all elements of the Transformation Programme and report to Cabinet on the findings.	Chief Executive, Leader and portfolio holder.
42 DLUHC	Continue providing corporate support to the Children's Services improvement journey, as a priority, with adequate resources	Children's Services improvement is a clear priority for Cabinet and the Executive leadership team, with the whole Council playing a role.	Ongoing	Changes are being made to the way that commissioning services are managed for Children's Services. Other central services have been asked to identify how they have amended their services specifically to support the improvement journey within Children's Services.	Continue to monitor how the central services have supported the improvement programme within Children's Services. Commissioning paper with proposed changes to be considered at CMB meeting on 19 September 2023	Chief Executive

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CABINET



Report subject	Poole Crematorium - Cremator(s) Reinvestment Business Case
Meeting date	6 September 2023
Status	Public
Executive summary	In March 2023, Cabinet requested a further report detailing a business case for <i>Option 3: Investing in two electric cremator(s) at Poole Crematorium</i> be brought back to Cabinet. This report provides the data and evidence for this business case. The crematoria market in Poole is highly competitive since the opening of a private facility at Lytchett Minster, Poole, now further compounded by competition to the wider BCP Bereavement Care Services offer at Bournemouth Crematorium following the opening of New Milton Crematorium and the wider Direct Cremation market offer. The market analysis set out in this business case and previous background reports indicates that BCP Council would not be able to reinvest and run a crematoria facility at Poole at no cost to the Council. Due to the current BCP Council financial context within which Cabinet are considering this business case this Officer report recommends Cabinet pause investment in new electric cremators at Poole and reviews the operating model for BCP Bereavement Care Services. In doing so it is suggested Cabinet asks Officers to present options for future investment and operational delivery at a future Cabinet meeting. Cabinet is asked to consider the Officer recommendation.
Recommendations	It is RECOMMENDED by Officers that: a) Cabinet agrees Option 1; to pause a reinvestment decision in new electric cremators at Poole Crematorium and review the future operating model for BCP Bereavement Care Services. b) Cabinet asks Officers to present options for investment and operational delivery models to a future Cabinet.
Reason for recommendations	The recommendations of this report, based on the data and evidence set out in this business case and background reports for electric cremators at Poole Crematoria seeks to provide a financially sustainable approach to the provision of cremators and ceremonial space to meet the needs of the whole BCP Community.

Portfolio Holder(s):	Councillor Millie Earl
Corporate Director	Jess Gibbons
Report Authors	Andy McDonald: Head of Parks & Bereavement Services Liz Hall: Bereavement, Coroners & Mortuary Manager Mike Morris: Senior Property Manager Kate Langdown: Director of Environment Lorraine Hayward – Management Accountant Paul Whittles – Finance Manager
Wards	Council-wide
Classification	For information & decision

Background

1. In March 2023 a report was taken to Cabinet setting out detailed options for the replacement of cremators at Poole Crematorium. At this meeting Cabinet agreed:
 - to invest in two electric cremators
 - to bring a detailed business case on the agreed option back to Cabinet
 - build this investment into the Capital programme once ordered.
2. This report brings back the detailed business case on the agreed option for Cabinet to further consider.

Summary of capacity and service demand at Poole Crematorium/Ceremonial Hall

3. The Poole facility has been undertaking an average of 1190 services per annum since it ceased undertaking cremations in April 2020. The deceased being conveyed to Bournemouth Crematorium for cremation.
4. This means capacity for growth at this venue is capped at 273 cremation services based on cremator capacity.
5. Re-opening cremations at Poole will directly reduce the number of cremations at Bournemouth Crematorium. All 1,190 service bookings at Poole requiring a cremation are currently conveyed to Bournemouth.
6. The opening of Lytchett Minster Crematorium has reduced the market share of cremations to Poole, whilst the opening of New Milton crematorium has reduced the market share of cremations to Bournemouth, with both facilities impacted by the growing Direct Cremation market offer by marketplace providers.

Options Appraisal

	Option 1 Pause investment	Option 2 Install 2 electric cremators
Capital cost	£0	£2,383,300
Revenue cost	Would require £50k to decommission existing cremators and pollution control systems this would be met within existing budget.	£365k if PWL (£597k if potential increased income is not achieved) £27k if CIL (£259k if potential increased income is not achieved)
Advantages	Poole residents are able to continue to commemorate the lives of their loved ones through services at Poole.	Poole residents can be cremated at Poole.
Disadvantages	Services at Poole would continue to be conveyed to Bournemouth for cremation.	The numbers cremated at Bournemouth reduce reducing the cost efficiency of the service. Revenue costs of running the bereavement and crematoria service increase.

Option 1:

7. Pause investment in new electric cremators at Poole and review the operating model for BCP Bereavement Care Services. In doing so it is suggested Cabinet asks Officers to present options for future investment and operational delivery at a future Cabinet meeting
8. The facility would continue as a ceremonial venue. This is the current position following the completion of the current investment programme the site provides an enhanced ceremonial facility for bereaved families with conveyancing of the deceased to Bournemouth Crematorium for a cremation offered by BCP Bereavement Care
9. The Poole facility has been undertaking an average of 1190 services per annum requiring onward conveyancing since it ceased undertaking cremations in April 2020.
10. Bereavement Care will continue to offer the same range of services within existing revenue budgets.

Impacts

11. The delay in reinstating the cremation facility at the location will result in a level of local community and Funeral Director disappointment and dissatisfaction in the loss of a valued asset as evidenced through the public petition and local press articles.

12. The old cremators and supporting pollution control systems will require decommissioning and would require an additional revenue spend of £50k this would be met within existing budgets.
13. A decision to formally adopt this option would require BCP Council to:
 - a. Cease using the name 'Poole Crematorium' and rename the facility to comply with the 2008 Regulations.
 - b. Decommission the old cremator equipment to comply with health and safety, remove hazardous materials and comply with environmental legislation and the 2008 Regulations and enable the space to be alternatively utilised.
 - c. Formally serve notice of closure of the site as a Crematorium pursuant to the 2008 Regulations

Option 2

14. Investment in two electric cremators with an operational delivery timeline of January 2025.

Site Feasibility

15. To determine the site feasibility to accommodate electric cremators. Officers have:
 - Procured specialist industry services from CDS Group Ltd in undertaking a full feasibility report into the potential replacement of cremators at Poole crematorium.
 - Facilitated a site visit by DFW Europe (cremator manufacturer) to assess the impact and installation restrictions of using the cremators on the building infrastructure at Poole crematorium.
 - Commissioned an ecological bat survey by KP Ecology Ltd to identify the restrictions imposed by the colony of bats and how this will affect potential project timelines and working methodology. Determined restrictions imposed by the presence of the bat colony do not materially affect the works but there would be a series of mitigation measures required throughout the building process, to include but not limited to: - bat relocation, temporary habitats, supervised access in restricted locations and limitations on the when the works can be undertaken.
 - In addition to these physical restrictions there would need to be some diversity improvements in the grounds most notably the installation of a wildlife pond in the lower woodland grove.
 - Sourced planning guidance from BCP Council Planning Services on required building alterations to inform a planning application for external building alterations.
 - Met with Scottish & Southern Electricity Networks (SSEN) to determine electrical capacity and new cabling requirements/costings. Determined a substation upgrade would not be required however new cabling to the facility would and is factored into the financial modelling.

Project Delivery Summary Timeline

16. Based on the findings from the above investigations the below timeline for implementation of Option 2 has been produced.

Activity	Timeline
Cabinet decision	6/09/2023
Full Council decision	12/09/2023
Planning application decision	October 2023
Procurement process	October 2023
Phase 1 building alternations & ground works	October – December 2023
Phase 2 building alterations	March – April 2024
Delivery & installation of cremators (Facility can continue to operate as a ceremonial hall throughout installation process)	November 2024 – January 2025
Phased opening of cremation services to the public	January 2025
Fully operational	June 2025

Investment Impact

17. Any investment decision at this time would result in an increase in unsupported revenue spend and impact of the Council's Medium-Term Financial Plan.
18. The potential to increase income through achieving an ongoing increased marketplace share of customer base is not guaranteed and will be subject to open competition and impacts of changing bereavement industry trends including unknowns of scale of growth of direct cremation market offering.
19. Planning permission to carry out external building alterations to allow access for cremator units may not be granted.
20. Unknown delays by SSEN to install the cable even with 250 days' notice may delay the proposed operational opening date.
21. Changing exchange rate Euro to pounds could impact on purchase price of cremators.

Anticipated Outcomes

22. That new cremators would be installed and be operational by January 2025, assuming a recommendation to reinvest now are accepted by Full Council in September 2023.
23. That Poole Crematorium would be fully operational by June 2025, once all equipment has been run in and brought up to its potential operational capacity of 1463 cremations per annum.
24. That the level of conveyancing to Bournemouth Crematorium would reduce monthly as the run in/bedding in process of new cremators progressed ceasing by end of June 2025.
25. A marketing programme for the new unique local market offering by BCP Bereavement Care of electric cremators would be developed to support increasing future market share.

Summary of financial implications

26. Bereavement Care Services, Crematorium & Cemeteries in previous years generated a surplus of £1.6m to BCP Council excluding any contribution towards Directorate and Corporate costs/overheads.
27. Since the opening of New Milton Crematorium and the growing marketplace offering of Direct Cremations by national providers BCP Bereavement Care has seen a corresponding loss of 638 cremations per annum reducing the net surplus in 2022/23 to £1.178m.

Option 1 Financial Implications

28. Maintains the existing income level at £1.178m subject to marketplace competition.

Option 2 Financial Implications

29. The CDS Group Ltd report advised that there was scope to increase overall cremations by BCP Bereavement Care by 273 through new cremators in Poole, (totalling 1463 cremations per annum). This has the potential to increase income by £232k per annum.
30. An additional revenue pressure, due to necessary increased staffing, long term maintenance liabilities and increased utility costs of £259k per annum would be incurred.
31. Borrowing repayment costs on £2.383m capital investment create an annual additional revenue cost associated with the annual repayment of principal and interest of £338k per annum.
32. Therefore, assuming the full market share income growth of £232k can be achieved and sustained the net position would be an additional revenue pressure of £365k per annum.
33. The use of strategic Community Infrastructure Levy Funding (CIL) was discussed at the Capital Investment Board on the 14 August 2023. Any funds allocated via CIL could reduce the level of prudential borrowing required to support reinvestment, reducing the revenue pressures on the service and thus the Councils Medium Term Financial Plan. If fully funded through CIL an uplift in annual revenue would be reduced to £27k per annum, assuming full market income growth of £232k is achieved.
34. The Capital Board of 14 August 2023, noted that it was possible to use strategic CIL for the purpose of cremator replacement, however noted there are competing demands for this fund from all forms of infrastructure need across the BCP Council area including flood defences, schools, transport schemes, open space, leisure and cultural projects. CIL is provided from new development but since the pandemic build rates have slowed reducing CIL income. The amount of CIL available and competing infrastructure projects already approved mean that at this time there are insufficient funds available to support an investment of this scale.
35. Cremation services are exempt from VAT which means that a replacement of a cremator will directly impact the Council's partial exemption position. Based on the current projection it is certain that the 5% limit would be breached if the project is delivered within one financial year. This would result in an additional cost of nearly £2.2m representing irrecoverable VAT that the Council would need to repay back to HMRC because of going over the statutory threshold. To mitigate this risk construction will be phased over two accounting periods.
36. It is likely that a reduction in public spending and organisational changes would, in the long term, push the Council closer to the 5% threshold. As a result, the replacement of the cremators would either need to be spread over 3 financial years or the Council would need to adopt a 7-year average approach to avoid the resultant cost of irrecoverable VAT.

Table of Estimated Costings Option 2 Installation of Two Electric Cremators			
Description	Install Two Electric Cremators: Capital Investment Via Prudential Borrowing	Install Two Electric Cremators: Capital Investment Via Community Infrastructure Levy	Install Two Electric Cremators: Capital Investment Via 50% Prudential Borrowing & 50% Community Infrastructure Levy
	£'000	£'000	£'000
Capital Investment (CDS report)			
Demolishment of existing cremators	50.0	50.0	50.0
Site Preparations & Foundations	25.0	25.0	25.0
Rear Entrance Works	40.0	40.0	40.0
Alterations to Cremator Room	85.0	85.0	85.0
New Electrical Cable	45.0	45.0	45.0
Ecology Works	25.0	25.0	25.0
Cremators X 2	1,507.0	1,507.0	1,507.0
Professional Fees	50.0	50.0	50.0
Sub-Total	1,827.0	1,827.0	1,827.0
Capital Investment (refurbishment & crematorium equipment)			
UPS Generator	45.0	45.0	45.0
Additional upgrades to subsidory crematorium equipment	140.0	140.0	140.0
Redecoration & refurbishments	60.0	60.0	60.0
Sub-total	245.0	245.0	245.0
Total Capital Investment	2,072.0	2,072.0	2,072.0
15% Contingency	310.8	310.8	310.8
Total capital costs	2,382.8	2,382.8	2,382.8
Cil Contribution	0.0	2,382.8	1,191.4
Total Capitalisation required via Prudential Borrowing	2,382.8	0.0	1,191.4
Revenue Implications			
Employee costs	120.0	120.0	120.0
Utility costs	85.0	85.0	85.0
Maintenance/servicing	54.0	54.0	54.0
Prudential Borrowing Repayments*	337.6	0.0	168.8
Uplift in Revenue spend	596.6	259.0	427.8
Potential Income lift (CDS report maximum uplift)	-232.0	-232.0	-232.0
Total annual revenue costs (year 2 onwards)	364.6	27.0	195.8
Total year 1 revenue costs (excl Prudential capital borrowing repayments, only interest charged)	205.7	27.0	116.4
*cost of borrowing at 'medium' invest to save risk rate (7.5%) over a 15 year term on a maturity basis.			

Summary of Legal Implications

37. There is no statutory duty on a local authority to provide burial or cremation facilities, but if they do so, the management is governed by the Local Authorities' Cemeteries Order 1977 and the 2008 Regulations. Local authorities are defined as burial authorities and/or cremation authorities and given the power to provide services by virtue of the Local Government Act 1972.
38. The Cremation (England and Wales) Regulations 2008, state that the cremation authority must ensure that a crematorium is:
 - a. maintained in good working order.
 - b. provided with a sufficient number of attendants.
 - c. kept in a clean and orderly condition.
39. If the site does not remain a crematorium in order to comply with the 2008 Regulations, the Council must serve notice that it no longer remains a crematorium. It can continue to market the location for services and committals only, with the crematorium being Bournemouth.
40. The Council if a decision to pause any investment is taken needs to undertake the necessary steps to formally change the operating status of the site pursuant to the Regulations (Cremation (England and Wales) Regulations 2008 to include the publication of required notices and notification to the secretary of state.
41. The Council can at a future date apply to reintroduce the cremation facility through the same Regulations.

Summary of Human Resources Implications

42. An individual crematorium must be certified and licenced as a stand-alone facility for the cremation and disposal of human remains in compliance with the Cremation (England and Wales) Regulations 2008.
43. As such the site must be provided with sufficient, trained, and competent staff who must be present when active cremations are being undertaken. The two crematorium sites managed by BCP Council can therefore not be operated under a single licence, but can share human resources, IT systems and ancillary services where possible, with an uplift in staffing resources to facilitate the management of two separate facilities.
44. It is anticipated this would require an additional:
 - a. 1 x Site Responsible Officer
 - b. 2 x Crematorium Technicians
 - c. 2 x Ceremonial Attendant
45. It is anticipated that if all conveyancing from Poole Crematorium would cease, with members of staff currently undertaking this role, being redeployed to 2 of the roles highlighted above. This has been reflected in the financial modelling.

Summary of Sustainability Impact

46. A full Decision Impact Assessment has been undertaken in March 2023, ID 412 resulting in the identification of two major negative impacts.
47. Every cremation produces NOx due to the coffin materials used by manufacturers – both nitrogen monoxide and nitrogen dioxide – the same air polluting chemicals

released by every cremation produces NO_x due to the coffin materials used by manufacturers – both nitrogen monoxide and nitrogen dioxide – the same air polluting chemicals released by diesel cars. The latest figures published in Pharos, the cremation industry's house magazine, show that just one cremation emits approximately 500g of NO_x gas.

48. An electric cremator produces 50-80% less CO₂ emissions than the gas cremator, the range is dependent on the number of cremations processed per day and energy tariff used and produces 33% less NO_x emissions. Alternative fuels, such as hydrogen blend and biogas may be feasible in reducing emissions in certain cases, however, they are not viable solutions for the UK industry at this time.
49. An investment decision to install electric cremators would enable a reduction in carbon emissions, this is particularly important given BCP Council's declaration to be carbon neutral by 2030.
50. The Poole site has recently had a new Salix grant funded heating system installed which replaced all gas powered heating and hot water plant with electrical heating and hot water plant, therefore if BCP Council was to return to purchase REGO'S even just for this site. BCP Bereavement Care could legitimately claim to have a carbon neutral crematorium, one of only a few in the UK.

Summary of public health implications

51. This report continues to support the work that Bereavement Care Services undertakes within the community in delivering a range of services, which provides the appropriate closure at a time of heightened emotional distress and supports a healthier grief recovery process.

Summary of equality implications

52. An Equality Impact Conversational Tool has been completed and reviewed by the Equality Panel. The options presented in this report either seek to maintain service levels as they are or increase provision. There are no significant negative equality impacts on protected characteristics that have been identified with service users retaining access to both local authority and private sector marketplace providers delivering local and national facilities.

Summary of Risk Assessment

53. Any investment decision at this time would result in an increase in unsupported revenue spend and impact of the Council's Medium-Term Financial Plan.
54. It is likely that a reduction in public spending and organisational changes would, in the long term, push the Council closer to the 5% VAT threshold. As a result, the replacement of the cremators would either need to be spread over 3 financial years or the Council would need to adopt a 7-year average approach to avoid the resultant cost of irrecoverable VAT.
55. The potential to increase income through achieving an ongoing increased marketplace share of customer base is not guaranteed and will be subject to open competition and impacts of changing bereavement industry trends including unknowns of scale of growth of direct cremation market offering.
56. Planning permission to carry out external building alterations to allow access for cremator units may not be granted.

57. Unknown delays by SSEN to install the cable even with 250 days' notice may delay the proposed operational opening date.
58. Changing exchange rate Euro to pounds could impact on purchase price of cremators.
59. The public petition shows that a proportion (3,3536 as at 12/07/2023) of BCP residents and the wider population have expressed a keen interest in reinvestment in the facility, a decision to pause and review BCP Care Bereavement Services delivery model may result in a level of public and Funeral Directors disappointment and dissatisfaction.

Background Papers

[Poole Crematorium Cabinet Report March 2023](#)

Appendices:

Appendix 1 Decision Impact Assessment Final Report DIA412

Appendix 2 EIA Conversation Screening Tool

Equality Impact Assessment: Conversation Screening Tool

What is being reviewed?	The current operating status of Poole site commonly known as Poole Crematorium.
What changes are being made?	A decision on the current operating status of the site. There is no statutory duty on a local authority to provide burial or cremation facilities. The bereavement industry and in particular cremation services are offered to the public marketplace through a mixed provision model of both Local Authority and Private Sector providers. Poole Crematorium stopped cremating in April 2020 due to the age of the equipment and associated safety concerns. A pre-planned contingency arrangement was implemented involving the conveyancing of deceased following services at Poole to Bournemouth Crematorium for cremation. This enabled the Council to continue offering Poole as a choice venue for families to arrange their final goodbye moment. The arrangement in Poole has continued to operate to date with local funeral directors continuing to make bookings for services at the site with in-house conveyancing undertaken. Options tabled: • Option 1 continue to operate as a ceremonial venue only. Undertaking the necessary steps to change the operating status of the site as a ceremonial only venue pursuant to the Cremation (England and Wales) Regulations 2008 • Options 2, 3 & 4 invest now in reinstating cremator(s) at the Poole site thereby enabling the site to once again provide cremations to service users on site and in accordance with the Regulations to continue to legally use the name 'Poole Crematorium'
Service Unit:	Environment / Bereavement Services
Participants in the conversation:	Kate Langdown – Director of Environment; Andy McDonald – Head of Parks & Bereavement Services; Liz Hall – Bereavement, Coroners & Mortuary Manager
Conversation date/s:	02 July 2022, 25 August 2022 & 02 September 2022. 06 February 2023
Do you know your current or potential client base? Who are the key stakeholders?	Citizens of Bournemouth, Christchurch, and in particular Poole including neighbouring areas. Funeral Directors Religious Groups Religious Funeral Celebrants

Do different groups have different needs or experiences?	Through BCP Bereavement Care individuals and families can: • decide the form of any ceremony they choose to have • choose a religious, humanist or civil ceremony • choose a ceremony that reflects any religious beliefs or multicultural traditions BCP Council have a responsibility under Section 46 of the Public Health (Control of Disease) Act 1984 to plan and pay for Public Health Funerals when there are no known relatives or friends willing or able to make the funeral arrangements. This could lead to an increase in ‘demand’ for Council Public Health funerals. Residents on low incomes can find funding funerals difficult and will borrow or loan funds to pay for funeral services that they can ill afford. This in turn can lead to increased levels of ‘Funeral Poverty’. Families that are claiming certain benefits or tax credits can apply for a Funeral Expenses Payment which will help towards some, not all, of the cost of a funeral. BCP Bereavement Care offers a range of advice and packages including Direct Cremations to support families during their time of loss. Historically the purpose of most religious funerals was to aid the deceased in their passage to the next life, and this remains an important factor for many religious groups with certain protocols or rites being carried out prior to the actual funeral taking place, during and after. In more recent times, and in more secular funerals, the emphasis has shifted towards providing comfort and support for the bereaved. However, there are primary faith groups within our communities that remain committed to the rites of their particular faith group and as a bereavement service we work in tandem with faith group leaders to ensure their faith groups feel supported within the community when experiencing bereavement. Some faith groups prefer burial over cremation and vice-versa with members of the certain faith groups preferring expedient burial following a death of a faith member. The faith groups that we currently support include: • Christian and Protestant Church • Roman Catholic & Orthodox Church • Islam • Judaism (Chabbad, Orthodox, Liberals & Reform) • Hinduism • Sikhism

	• Buddhism These arrangements and ongoing support would not change as a result of any of the options being considered.
Will this change affect any service users?	The decision to install or not to install new cremators at Poole now or in the future will have no negative impact on any protected characteristics. Including: • age • gender reassignment • being married or in a civil partnership • being pregnant or on maternity leave • disability • race including colour, nationality, ethnic or national origin • religion or belief • sex • sexual orientation • armed forces community • human rights As stated earlier, Funeral Poverty could impact on those with low income/socio economic status, however this can be mitigated through Funeral Expenses Payment, less costly options for services such as a direct or unattended cremation or through a referral made for a Public Health Funeral. A decision to take forward Option 1 could negatively impact Funeral Directors and Celebrants whose potential customers may choose to use alternative providers such as Harbour View if cremators are not reinstated at Poole in the medium term. Individual mental health can be impacted during a period of bereavement and grief including the responsibilities of overseeing funeral arrangements. Clear guidance and support is made available to all experiencing a bereavement with signposting to support agencies where appropriate. Death needs to be discussed more openly and we are encouraging communities to talk more openly about death, grief and the various support mechanisms in place to alleviate the isolating impact grief can have on mental and emotional wellbeing.
What are the benefits or positive impacts of the change on current or potential users?	The decision to install cremators if made will deliver benefits that are not linked to the protected characteristics but may support individual or family choice and local funeral director

	businesses who may have potentially been losing a % of customers to other providers.
What are the negative impacts of the change on current or potential users?	None of options presented have negative impacts on a protected characteristic group. If the decision is made not to install or to continue evaluating installation decisions the current operational arrangement with in-house conveyancing will continue to be offered which is a service that has been in place for 2 years. The marketplace is subject to a changing environment and increased competition for which long term impacts are yet to be fully understood. For example increase in direct cremation market and associated pricing. A number of written complaints and comments from certain community groups regarding the non-cremating status of the Poole site have been received. The local National Association of Funeral Directors have made a number of representations on the installation of new cremators at Poole together with the local Churches Together Association with a limited number of personal written comments received by local residents. The essence of the complaints focuses on the committal and cremation together at the same site ie. rite of committal followed by cremation onsite without the need to transport the deceased to Bournemouth Crematorium for cremation. There is no legislation prohibiting this and the deceased is treated with respect and dignity at all times when conveyancing arrangements are undertaken. A public 'Save Poole Crematorium' online petition has been set up which has been led by a local retired businessman which is supported by the local funeral director, F C Douch & Sons. This arrangement in no way impacts negatively on the protected characteristics but is one of personal opinion and belief. Funeral Directors are the first point of contact for most families experiencing a bereavement, and our service relies on the information imparted to grieving families at this point. This includes information regarding the operating status of the site. Residents are still given the choice to select the Poole site to hold their 'final goodbye moment' or 'celebration of life' services. We rely on funeral directors to advise families choosing Poole for their service to notify them that their loved one will not be cremated onsite at Poole. All supporting documentation required to be completed by the family clearly advises the coffin conveyancing arrangement in place which should be further emphasised by the funeral director.

Will the change affect employees?	Additional staff would need to be recruited in order to operate two sites as a crematorium compliantly under current legislation and according to the ICCM's Code of Cremation Practice.
Will the change affect the wider community?	Option 1 may result in fewer families choosing Poole as a venue of choice, impacting local funeral directors however numbers over the last two years indicate demand as a ceremonial facility remains evident. Option 2, 3 & 4 may result in more families choosing Poole as a venue of choice if the cremation takes place onsite without the need for conveyancing , but will be subject to wider marketplace competition.
What mitigating actions are planned or already in place for those negatively affected by this change?	No negative impacts have been identified on the protected characteristics therefore there are no mitigating actions required. BCP Bereavement Care Services is one of a number of marketplace providers. BCP currently operating a crematorium facility (with 4 cremators) located at Bournemouth and the current ceremonial facility at Poole with conveyancing arrangement to Bournemouth. Together comfortably serving the level of market demand experienced. The wider market provides individuals and families with further choice of facilities including nearby privately operated Harbour View, New Milton and Local Authority run facilities at Weymouth, Southampton and Salisbury.
Summary of Equality Implications:	In summary there is no statutory requirement for BCP Council to provide Crematorium facilities within the conurbation. At present BCP Council provides an operating crematorium facility (with 4 cremators) located at Bournemouth and the current ceremonial facility at Poole with conveyancing arrangement to Bournemouth. Option 1 would see a continuation of current operating practice and would not see any impact to any protected characteristic group. It may negatively impact some local marketplace funeral directors customer base. Option 2, 3 & 4 would not see any impact to any protected characteristic group and may increase the number of individuals and families opting to use the facility and in turn local funeral director businesses, however this not guaranteed and would be subject to wider marketplace competition.

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Decision Impact Assessment Report

Bereavement Service Development Business Plan

DIA Proposal ID: 150

Assessment date: 27th August 2020

Assessor(s): Liz Hall, Andy McDonald

Support: Roxanne King



The Decision Impact Assessment (DIA) is a requirement of BCP Council's Financial and Procurement Regulations. It has been developed to help project managers maximise the co-benefits of proposals, reduce risk and ensuring that sustainable outputs and value for money are delivered through every project, plan, strategy, policy, service and procurement.

The following report highlights the opportunities and potential issues associated with the above titled proposal. It has been assessed against a number of themes and shared with BCP Council Theme Advisors for internal consultation. The RAG ratings and additional information have been provided by the project manager and may or may not have incorporated feedback from theme advisors. Results should be scrutinised by decision-makers when considering the outcome of a proposal.

The results of this DIA will be combined with all other assessments to enable cumulative impact data across a wide range of data sets. Individual DIA reports should be included in proposal documentation and made available to decision makers for consideration. Cumulative impact reports will be produced annually or as required by the Climate Action Steering Group and Members Working Group.

For questions and further information, please contact Sustainability Team at DIA@bcpcouncil.gov.uk

Please note: This report is in a draft format and may appear different to future DIA reports.

Decision Impact Assessment

DIA Proposal ID: 150

Welcome Roxanne King

Proposal Title: Bereavement Service Development
Business Plan



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[Sustainable Procurement](#)

Complete



[Transport & Accessibility](#)

Complete



Key



Not yet assessed



Serious challenges - remedial action required



Some challenges - further thought and mitigation action required



On target - positive or no negative impacts identified



No positive or negative sustainability impacts identified

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Proposal Title	Bereavement Service Development Business Plan
Type of Proposal	Plan
Brief Description	Headline strategic plan for the holistic development of BCP Council Bereavement Services.
Assessor	Liz Hall, Bereavement Services Manager
Directorate	Environment & Community
Service Unit	Environment
Estimated Cost	Above OJEU threshold
Ward(s) Affected	All Wards

Sustainable Development Goals (SDGs) Supported



RAG reasoning and proposed mitigation/monitoring actions

Theme	RAG	RAG reasoning <i>Details of impacts including evidence and knowledge gaps</i>	Mitigation and monitoring actions <i>details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc)</i>
Climate Change & Energy		New modern equipment such as cremators and heat recovery technology will deliver better energy efficiency. Air conditioning and cooling to be included (benefit of newer equipment). Environment and climate change regulations (Environment Bill 2020) will have an impact on the plan/service e.g. NOx abatement. Introducing new burial techniques reduces the environmental impacts e.g. materials that decompose and enable natural decomposition processes. Building and grounds lighting LED.	Compliance with new Environment Bill and other relevant legislation/regulations. Industry best practice. Consultation and engagement e.g. APSE. Training and use of equipment will have an impact on energy efficiency and emissions production.
Communities & Culture		Ongoing maintenance and aesthetic appearance of public realm/cemeteries spaces will enhance feeling of safety and a sense of wellbeing. Key aim of the plan is to engage and provide bereavement services for all communities and provide a space/opportunity for cultural activities e.g. funerals, bereavement. Supports cultural and religious activities and wellbeing.	Ongoing engagement will funeral professionals on the development and delivery of the plan. Further community engagement to be determined.
Waste & Resource Use		Residue to be collected and disposed of. Plaques refurbished when possible. Opportunities to reduce resource use e.g. coffins and associated materials. Shrouded cremations could be	Following regulations and industry best practice.

		considered. Water use only in grounds maintenance/buildings - grey water being collected and used on site where possible.	
Economy		The overarching plan supports the expansion of the service and will provide opportunities for increased jobs. Bereavement Services supports a wide variety of services and businesses e.g. florists, funeral directors etc.	Business plan options.
Health & Wellbeing		Giving residents the sense of physical and mental wellbeing. Access to tranquil open green spaces and encouragement of walking. Promotion of biodiversity and high quality natural environments.	Ongoing monitoring of benefits and impacts.
Learning & Skills		Service will support ongoing learning and development of staff and community volunteers. Apprenticeships, training, mentoring and coaching to enable succession planning.	Apprenticeships, training and staff development already being delivered - this will be further supported through this plan e.g. grounds maintenance, administration, Diploma in Crematorium and Cemetery Management. Crematorium Technicians and other staff require specific qualifications.
Natural Environment		Enhancing and protecting natural environments through ongoing maintenance, development and sustainable practice of cemeteries and buildings. Bird boxes and feeders, bug and hedgehog hotels supported. Opportunities to introduce other species such as goats. Tree planting. Natural burials and burial grounds.	Ongoing maintenance plan and schedule of enhancements.
Sustainable Procurement		Business efficiency and sustainability over a prolonged period of time are key drivers of this project.	To be decided post-approval of the business case.
Transport & Accessibility		Facilities and support for sustainable transport will be considered in the delivery of the plan. Introduction of EV charging points and bike stands. Location of key sites e.g. Poole Crematorium present challenges for sustainable travel options. Circumstances of visits present challenges to the promotion of sustainable travel (not priority discussion) Development of community ceremonial venues could potentially reduce distances needed to travel for Bereavement Services (staff, funeral directors and the bereaved) Staff may need to travel more between venues - to be determined.	Communications and engagement with stakeholders could be considered.

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CABINET



Report subject	Levelling Up Fund: Coastal Communities Seafront Infrastructure Project
Meeting date	6 September 2023
Status	Public Report
Executive summary	Following a competitive bidding process, BCP Council has been awarded £19,993,858 Levelling Up Fund by Government to invest in specific seafront infrastructure projects to safeguard and create jobs; enable delivery of community projects; stimulate commercial investment, increase physical activity and improve place identity. All delivery costs including staffing resource, have been capitalised within the budget. The programme is aligned to the draft Corporate Strategy: • Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active • Strive to be as self-sustaining as we can be in water, energy and economy • Restore, recover and regenerate our natural environment and enhance community access • Work with partners to ensure everyone feels safe • Promote quality of life for all, where people live active, independent lives • Celebrate our cultural identity and diverse heritage to inspire a sense of pride
Recommendations	It is RECOMMENDED that Cabinet: 1. Approve delivery of the Coastal Communities Seafront Infrastructure Project as set out in the DHULC Levelling Up Funding award to BCP Council 2. Delegate authority to the Service Director for Commercial Operations in consultation with the Cabinet Member for Finance and Operations to spend and deliver the £19.9m project. 3. Agree an update on delivery progress to Cabinet in September 2024
Reason for recommendations	BCP Council has formally accepted the grant offer from DHULC. 100% externally funded, the programme delivers monetised benefits of £105,866,082 and a projected benefit to cost ratio of 4.65. Investments will reduce seafront maintenance (revenue pressure) and unlock commercial growth (revenue growth). In order to maintain progress on the project interventions, which have a funding requirement to complete by March 2025, approval is required by 6th September. Risk to approval delay will result in the programme timeline being unachievable and risk funding having to be returned to Government.

Portfolio Holder(s):	Councillor Millie Earl, Deputy Leader and Portfolio Holder for Connected Communities
Corporate Director	Jess Gibbons, Chief Operating Officer
Report Author	Andrew Emery, Strategic Development Manager, Planning & Destination
Wards	Council-wide
Classification	For Decision

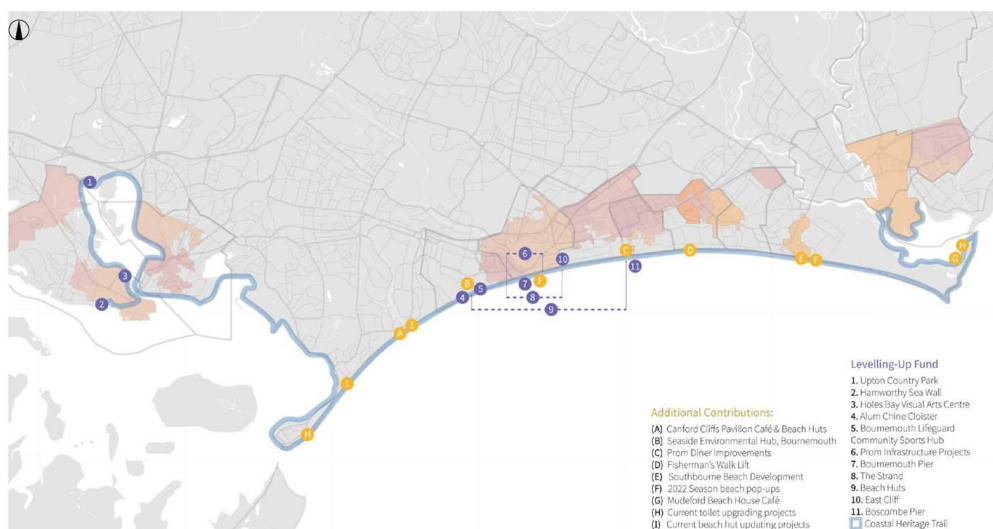
Background

1. BCP Council has secured £19,993,858 from the Levelling Up Fund (LUF) to invest in a programme of seafront infrastructure renewal, delivering key infrastructure projects identified in the [Seafront Strategy](#), developed following engagement with over 4,000 comments, surveys, roadshows and workshops with members of the community in 2021.
2. Funding was formally accepted by the Council in March 2023 and a first tranche draw down of £422k has been receipted and approved for spend on project enablement and feasibility work.
3. A further £50,000 has been awarded by DHULC to support resourcing the project such as project management and delivery support service costs. All delivery costs including staffing have been capitalised and included within the budget.
4. DLUHC have confirmed that there is no scope to change the projects as the award was based on the basis of a competitive bid. Under their Freedoms and Flexibilities rules they have confirmed the Council has up to 30% flexibility to adjust in-programme spend profile, project output such as quantum of development delivered and outcomes to adjust for significant inflationary impacts and delays to funding award.
5. This Cabinet Report seeks approval to deliver the capital works associated with the project.
6. The investment case set out a range of key outcomes including:
 - a. Safeguarding 149 existing FTE jobs
 - b. Create 72 new FTE jobs.
 - c. Support an increase in physical activity, health and wellbeing for residents.
 - d. Support a reduction in local crime.
 - e. Deliver an improved sense of place,
 - f. Increase visitation by residents in deprived communities.
 - g. Support the visitor economy in line with Tourism Strategy objectives to attract high spend stay visitors and improve productivity.
 - h. Land value uplift of £10,149,783 stimulating commercial investment within the wider town centre area in Bournemouth.
7. The infrastructure investment programme targets new and revived facilities and public amenities linking across Bournemouth and Poole's seafront. Investments are targeted toward decaying and derelict facilities across the West Cliff, Boscombe and Hamworthy areas which all feature in the top 20% LSOA areas for deprivation nationally.
8. LUF investment enables Seafront revenue maintenance budget to target priorities elsewhere across the 15 miles of coastline, including Christchurch. Priorities outside of

LUF will be reviewed as part of the Seafront Strategy refresh planned for Autumn 2023, leading to Cabinet Report in January 2024.

9. Funding will extend the life of Bournemouth's iconic pier by a further 15 years and rehabilitate the East Cliff lift site by stabilising the cliff and allowing the promenade to be re-opened up as a first stage toward longer term aspirations to reinstate a new cliff lift. Investment will also bring back into use derelict and temporary facilities into a new community lifeguard training and education centre at Joseph Steps, two new seafront public toilet blocks at Durley Chine and the East Cliff, replacement of 80 council owned short let hire beach huts and sea wall repairs to Hamworthy park securing the future of the promenade which is well used by residents for exercise, access to water sports and beach huts. Improvements to two miles of promenade public realm between Boscombe Pier and Bournemouth West Cliff will see upgrades to public seating, bins, cycle infrastructure and access. Power, water services and 5G digital infrastructure will be installed at 9 key sites between Boscombe and the West Cliff, enabling the tendering and development of sustainable seasonal beach-based restaurants and leisure facilities. A heritage trail featuring 10 pieces of public art and interpretation will link our key coastal heritage sites at Upton Country Park (Holes Bay), Poole Museum (Poole Quay), the Russell Cotes Art Gallery & Museum (East Cliff), Mudeford Quay and Highcliffe Castle (Christchurch). Improvements will also be made to restore a bridge and pathway providing the only cycle and walking access route from Poole town centre to Upton Country Park on the edge of the bay. Finally, investment will take concept studies to commercially deliverable stage for rehabilitating Alum Chine shelter into new community facilities, café and beach huts, café and creative maker/ outlet units on Boscombe Pier and studies to develop the cultural offer.
10. A user centred approach is taken with the project to ensure design principles that support inclusion and accessibility for all are placed at the heart of each scheme. Key principles also prioritise good design features to minimise encouragement of antisocial behaviour and crime.

Levelling Up Fund Interventions



Public Consultation

11. Extensive consultation with the general public and key stakeholders around seafront investment priorities which underpin the projects within this scheme took place in

2021 in the run up to adoption of the Seafront Strategy by Cabinet in April 2022. Over 4,000 consultation responses were received across face to face surveys, online ideas board, workshops and roadshow events. A link to the consultation results can be found [here](#).

12. Key priorities included:

- a. Conserve and protect biodiversity across the natural coastal environment.
- b. Achieve carbon neutrality for all Council seafront operations by 2030 and work with partners to ensure all seafront activities become carbon neutral before 2050, in line with the Council's Climate Emergency commitments.
- c. Maintain and enhance the distinctive look, feel and identity of each of the character areas along the seafront.
- d. Deliver sustainable investment in community-based facilities and infrastructure to support access for all and well-being.
- e. Unlock potential for new leisure attractions to manage growth and year-round footfall in sustainable areas of the seafront.
- f. Maximise income to support Council services benefiting the local community.
- g. Celebrate and encourage increasing diversity of our seafront audience through investment in culture, events, heritage and education.

Summary of financial implications

13. Capital Costs are 100% funded via Levelling Up Fund award.

14. Delay to approval (6th Sept 2023) to spend will result delay to critical path for programme delivery and result in high risk that the projects cannot be completed by the funding deadline of 31st March 2025 as per the funding agreement with DLUHC.

	LUF Funded Projects	
	Project Title	Total LUF Budget £
1	Upton Country Park (Bridge & Cycle Path)	171,975
2	Hamworthy Sea Wall (Repairs)	318,056
3	Coastal Heritage Trail	569,833
4	Alum Chine Cloisters (Leisure Offer)	52,848
5	Boscombe Pier (Leisure Offer)	52,848
6	Holes Bay Visual Arts Centre	52,848
7	The Strand (Access, Amenity & Wellbeing)	406,929
8	Promenade Infrastructure (Utility & Digital)	986,967
9	Bournemouth Lifeguard Corps (New Building)	1,420,535

10	Bournemouth Pier (Structural Engineering)	4,812,964
11	Bournemouth Pier (Leisure Offer)	4,812,964
12	East Cliff Lift (Stabilisation Works)	2,205,712
13	East Cliff Lift (Leisure Offer)	2,205,712
14	Seafront Toilets (Repairs & Upgrades)	443,923
15	Seafront Beach Huts (Repairs & Upgrades)	1,479,744
	Grand Total	19,993,858

Revenue implications:

15. Renewal of existing infrastructure will result in reduced maintenance costs, enabling existing maintenance budgets to spread further, supporting areas of the seafront not covered by the Levelling Up grant programme.

Safeguarding existing revenue:

16. Investment in Bournemouth Pier structure will extend the life of the pier by up to 30 years. This will safeguard approximately £1.3m annual income to the Council from commercial activities on the pier and within the pier leisure centre building.

Project Assurance:

17. The project is delivered by an experienced team of programme and project managers reporting regularly to the Seafront Development Delivery Board and is Chaired by the Head of Seafront with input from the Service Directors for Commercial Operations and Infrastructure. Further progress oversight will see regular updates to the Capital Briefing Board attended by Senior Officers, the Leader and Portfolio Holder for Connected Communities.

Summary of legal implications

18. Individual leases / licences will need to be formally agreed between BCP Council and external operators and any other relevant interested parties for the sites to be leased or licensed.
19. It will be necessary for separate Heads of Terms and site plans in respect of the individual leases / licences to be produced, agreed and approved pursuant to BCP Council's Financial Regulations that the relevant leases / licences can be granted.
20. BCP Council will need to obtain best consideration pursuant to section 123(2) Local Government Act 1972 for the grant of relevant leases or licences and achieve best value in accordance with section 3 of the Local Government Act 1999 regarding in-house operation of the relevant restaurant and facilities. Estates / valuation advice would need to be sought to confirm compliance with these requirements.

21. BCP Council will need to comply with any open space disposal requirements set out in section 123(2A) Local Government Act 1972 for the grant of any lease of land designated as open space. Legal advice would need to be sought to comply with these statutory requirements.
22. Legal advice will need to be sought to confirm there are no property title issues in respect of the relevant sites being leased / licenced.
23. Consent of any interested third parties may need to be obtained for the grant of the relevant leases / licences and relevant Heads of Terms. Legal and Estates advice would need to be sought.
24. The relevant legal power will need to be determined for the grant of the relevant leases / licences and in-house operation of the relevant facilities and legal advice would need to be sought.
25. It will be necessary to comply with all relevant procurement, subsidy control, planning and legal requirements for the grant of the relevant leases / licences and legal advice would need to be sought.
26. Any grant funding terms will need to be reviewed. Legal advice has been sought to confirm the proposed use of the funding is compliant with subsidy control rules.
27. It would be necessary to comply with all relevant procurement requirements, including BCP Council's Financial Regulations and the Public Contracts Regulations 2015, Concession Contracts Regulations 2016 (if applicable) for any works or development of the sites that are to be carried out by third parties under contract and legal advice would need to be sought.

Summary of human resources implications

28. The project is being delivered by the Seafront team with project ownership by the Director for Commercial Operations.
29. Day to day commissioning activity is managed by the Seafront Development Manager with strategic support from the Strategic Development Manager within Planning & Destination.
30. All project delivery costs including project management and support service costs have been included within the programme budget.
31. An ODR for initial feasibility a development spend (up to £422k) was signed off in May 2023 to enable recruitment of resourcing and initial development work. Support for delivery of the programme includes the emerging Corporate Landlord Centre of Excellence team with funded support for provision and recruitment of additional programme and project managers to supplement the existing team of project managers drawn from across Facilities Management, Seascope, Project Management Office, and FCERM teams. Further resource has been costed and provision is being identified with allied teams across Arts Development, Corporate Communications and consultation and procurement.

Summary of sustainability impact

32. An Environmental Impact Assessment (DIA) has been completed and submitted for review. The carbon impact is estimated to be **low** for the feasibility stage of the project

Decision Impact Assessment

[Review registration](#)
[Home Page](#)

Climate Change & Energy

Complete

●

Communities & Culture

Complete

●

Waste & Resource Use

Complete

●

Economy

Complete

●

Health & Wellbeing

Complete

●

Learning & Skills

Complete

●

Natural Environment

Complete

●

Sustainable Procurement

Complete

●

Transport & Accessibility

Complete

●

Key

○

 Not yet assessed

●

 Major negative impacts identified

●

 Minor negative impacts identified / unknown impacts

●

 Only positive impacts identified

●

 No positive or negative impacts identified

[Submit Proposal](#)

At any point the assessment you can request a report of what has been completed so far, for example to share with colleagues.

Note that it may take up to two working days for the report to be emailed to you.

[Request Report](#)
[Ask for help](#)

DIA Proposal ID: 550

Proposal title: Levelling up runo seafront

Infrastructure investment - feasibility development

enand ONP

Welcome Andrew Emery

BCP Council

Summary of public health implications

33. A key outcome seeks to deliver sustainable investment in community-based facilities and infrastructure to support access for all and well-being.
34. Support for development of community facilities and the encouragement of walking, cycling, community spaces and interpretation trails will have a positive impact on wellness and mental health for residents and visitors.
35. Community group access will also include ongoing support for and development of charity/ community run beach hut facilities which offer opportunities for further engagement and work with armed forces groups as well as adult and children's services to improve access to leisure at the seafront.

Summary of equality implications

36. The majority of impacts arising from the programme for protected characteristic groups centre around improvements to access, movement and safety whilst at the seafront. As such, the strategy will have a number of positive outcomes for those with physical disabilities.
37. A programme of investment in promenade walkways, public toilets and public seating is proposed, improving opportunities for accessibility. Where development takes place, investment in individual cubicle unisex facilities opening directly out on to the promenades will be encouraged to benefit the widest range of protected characteristic groups as well as ensuring safe spaces for all.
38. Further work will be undertaken to understand barriers to access to the seafront as part of the programme, particularly by residents who rarely visit or enjoy the facilities on their doorstep. Previous consultations have identified barriers to access to the seafront for some socio-economic groups due to affordability and frequency of public transport, limited leisure time or awareness of benefits rather than a lack of facilities or 'things to do'. As such, collaborative work remains ongoing particularly across transport strategy and education.

Summary of risk assessment

Risk Category	Description	Consequence	Pre-mitigated impact	Pre-mitigated likelihood	Mitigations	Post-mitigated impact	Post-mitigated likelihood	Proximity
Cost Overrun	Construction costs & fee increases through inflation, supply chain issues, unforeseen additional works.	Increase in costs to project lead to requirement for value engineering and changes in specification	4 - significant impact	3 - High	A 10% inflation rate and 20-40% contingency included	3 - Medium impact	2 - Medium	4 - close: next 3 months
100 Programme	Programme delays through administration issues including legal agreement process, and/or approval processes at project gateways	Delays in programme, exacerbated on construction projects due to works required to take place outside peak season	4 - significant impact	3 - High	Liaison with 3rd party landlords and consenting agencies early in programme	3 - Medium impact	2 - Medium	4 - close: next 3 months
Cliff stability issues	Construction work affecting cliffs include risks from cliff stability and failure of retaining wall	H&S risks and potential additional costs from new engineering, design and remediation works to make cliff stable.	5 - Major impact	3 - High	Procure structural engineers to undertake assessment of cliff stability where works could affect the retaining wall and identify engineering works required. Contingency has been increased where stability is known to be an issue	4 - Significant impact	1 - Low	3 - Approaching: next 6 months

Construction and Design Management	Health and Safety incidents during site investigations and any work on construction on or around the site, including the movement of vehicles and materials - particularly on an active seafront promenade.	Injury or death	6 - Critical impact	2 - Medium	CDM Regulations processes will be followed. Appropriate roles and responsibilities will be assigned such as Principal Designer and Principal Contractor and the client will take a role in ensuring CDM processes are followed and sites have safe working practice procedures in place, ensuring enough time and budget is assigned to the intervention to allow work to be carried out safely.	5 - Major impact	1 - Low	3 - Approaching: next 6 months
Withdrawal of funding	If unable to deliver to predetermined programme or cost, funding could be withdrawn	Projects left without budgets	5 - Major impact	2 - Medium	Report back on progress when required and ensure project continues to meet funding criteria to avoid loss of any grant. If funding is withdrawn for any reason out of the Council's control, keep stakeholders well informed, liaise closely with design team explore new opportunities to fund aspects of the project through other means.	3 - Medium impact	1 - Low	1 - Remote
Scope amendments	Client changes scope of works after contract sum agreed due to operational requirements.	Additional design development required leads to programme delays and additional costs.	3 - Medium impact	2 - Medium	Keep informed - Maintain good communications with Seafront Operations, Events Team, Coastal Engineering and Parks Teams in terms of requirements, programming	2 - Low impact	1 - Low	3 - Approaching: next 6 months

Programme	Programme cannot deliver and works overrun	Impact on revenue and reputation	4 - significant impact	2 - Medium	Build in sufficient time for process, including setting scope, contingencies, setting realistic expectations with decision makers. Use gateways to identify additional works at start of stages which may require additional time. Coordinate with other teams to streamline workstreams where possible, particularly coordinated design programme.	3 - Medium impact	1 - Low	1 - Remote
Change in direction 102	Change in / loss of political interest, key personnel	leads to a change in requirements / steer / project parameters / loss of direction	4 - significant impact	2 - Medium	Governance structures are clearly set out at the start of the project and a clear scope is set. Change control processes will be used to assess and make decisions on any requested changes. Stakeholder management using communications plan to keep key parties involved as per RACI matrix.	3 - Medium impact	1 - Low	4 - close: next 3 months
Negative perception	Works disruptive to local businesses, visitors, residents, hut leaseholders, lifeguards and seafront operations.	Complaints. Poor public perception. Objections to planning applications leading to reputational risks and programme delays	3 - Medium impact	2 - Medium	Due to seasonal nature of area, disruptive works will be planned to avoid peak seasons. A communications plan will be drawn up to ensure stakeholders are kept informed	2 - Low impact	1 - Low	2 - Distant: next 12 months
Supplier failure	Procured contractors and suppliers do not deliver on agreed works/services	leads to requirement to re-tender causing programme delays and possible financial losses.	4 - significant impact	2 - Medium	Follow Council's procurement processes and CDM requirements	3 - Medium impact	1 - Low	4 - close: next 3 months

Background papers

[Submitted Levelling Up Fund bid \(application form\)](#)

[Economic Impact Assessment](#)

[Programme Risk Management Strategy](#)

[Project costing and economic outputs](#)

[Project masterplan](#)

[Seafront Strategy](#)

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CABINET

Report subject	Management of Leisure Centres
Meeting date	6 September 2023
Status	Public Report
Executive summary	This paper makes recommendations for the future management of three leisure centres (the Dolphin Leisure Centre, Rossmore Leisure Centre, and Ashdown Leisure Centre) in Poole on the ending of the current operating contract with Sports and Leisure Management (SLM). The recommendations set out in this report are based on evidence from work commissioned from Max Associates leisure consultants. The paper outlines the options for future management of the in-scope leisure centres including the financial implications and timeframes of the options.
Recommendations	It is RECOMMENDED that Cabinet: (a) Agrees Option 2 an in-house model for the future management of the in-scope leisure centres. (b) Approve £151k of in-house set up costs funded by the draw down from the specific earmarked reserve to support the SLM Contract. (c) Approves £630k of capital investment via prudential borrowing to fund the in-house set up and investment costs. (d) Agrees the 12-month programme, detailed in appendix 4, to bring the facilities in house. (e) Agrees to further development and implementation of opportunities for residents' access to health and fitness services at Bournemouth Indoor Bowls Centre including rebranding the facility in line with BCP Council inhouse leisure offer. (f) Delegates authority to the Director of Commercial Operations in consultation with the Cabinet Member for Finance, to implement the recommendations from this report.

Reason for recommendations	To support the Council in improving the health and wellbeing of our residents and communities while ensuring the provision of quality financially and environmentally sustainable leisure facilities.

Portfolio Holder(s):	Cllr Millie Earl, Cabinet Member for Connected Communities & Deputy Leader Cllr Mike Cox, Cabinet Member for Finance
Corporate Director	Jess Gibbons – Chief Operating Officer
Report Authors	Amanda Barrie - Director of Commercial Operations Helen Wildman – Head of Leisure Dan Stone – Leisure Commissioning Manager
Wards	Council-wide
Classification	For decision

Background

1. Local Authorities have a statutory responsibility for improving the health of their local population, leisure centres play a key part in this. Leisure Centre's help bring our communities together, reduce loneliness and isolation and promote happy, active, and healthy lifestyles.
2. BCP Council own ten leisure centres, four in Bournemouth, three are contracted to BH Live to operate (Stokewood Road, Pelhams Park and Littledown Centre) and one is leased to The Club Company (The Club at Meyrick). The Junction in Broadstone is leased to YMCA and three sites in Poole are contracted to Sports and Leisure Management (SLM) (Rossmore, Dolphin and Ashdown). Two Riversmeet in Christchurch and Bournemouth Indoor Bowls Centre in Kings Park are operated in-house.
3. The contract with BH Live, which includes the BIC and Pavilion as well as the leisure centres has a further 12 years, expiring in 2035, therefore these sites are out of scope for this review of leisure centre management. BH Live are an independent company and not owned or controlled by the Council.
4. The Junction Leisure Centre and The Club at Meyrick are tied into long-term lease arrangements, these sites are out of scope for this review. Meyrick Park is on a 99-year lease (from 1993) and the Junction Leisure Centre has 45 years lease remaining, both with full maintenance insurance and service arrangement. The Club at Meyrick is a member only club.
5. SLM were awarded a 10-year contract in 2006 for three Poole leisure centres and the five-year extension clause was activated in 2016 resulting in a contract expiry date of 31st May 2021. With Covid continuing to destabilise the market the decision was taken to further extend the contract until September 2024.
6. The sites in scope for this review are:
 - Rossmore Leisure Centre – Joint use agreement in place with St Aldhelm's Academy
 - Ashdown leisure Centre – Joint use agreement in place with Magna
 - Dolphin Leisure Centre

- Two Riversmeet Leisure Centre (in-house)
 - Bournemouth Indoor Bowls Centre (in-house)
7. All these sites are well established and have high levels of usage except for Bournemouth Indoor Bowls Centre in Kings Park which was recently purchased through the Boscombe Towns Fund project and has potential to provide a cost-effective leisure facility benefiting the local community.
 8. BCP Council commissioned leisure consultancy specialists Max Associates to undertake a review of the future leisure management options for the five facilities listed in paragraph 6 above, considering all suitable management options (Appendix 2 Confidential). The review was carried out during the summer of 2022 and the report provided in September 2022.
 9. The initial report produced by Max Associates discounted the in-house option due to VAT thresholds.
 10. The External Contractor and Local Authority Trading Company (LATC) options were closely rated so the criteria were refined and refocused to 5 areas. The outcome gave a percentage of 83% towards an external contractor with 75% for a LATC model.
 11. Whilst discussing the next steps on moving forward with an external contractor based on the initial report, a change in VAT legislation meant that the options proposed in the Max Associates report needed to be revisited and the full extent of the VAT changes reflected in the options appraisal. Input was obtained from the Council's VAT officer and the HMRC to understand the implications of the changes in legislation and this has formed part of this review.
 12. In view of the changes in legislation an addendum to the initial report was produced. (Appendix 1 Confidential).
 13. The harmonisation of leisure centre provision will be in two stages, stage one will include the three SLM leisure sites, as well as Two Riversmeet and the Bournemouth Indoor Bowls Centre, both of which are already operated and managed in-house. Stage two will take place on conclusion of the BH Live contract in 2035. The Junction Leisure Centre and The Club at Meyrick remain out of scope due to the long lease arrangements.
 14. Five facilities have been in scope for this review, detailed above. Option 1 and 3 require change to all five while Option 2 only impacts the three SLM managed facilities including Rossmore, Ashdown, and Dolphin as the remaining two sites Two Riversmeet and Bournemouth Indoor Bowls Centre are already operated and managed in-house.
 15. Following this Cabinet decision if approved, a business case will be developed for the Bournemouth Indoor Bowls Centre to rebrand and transition this facility in to a thriving multi functioning leisure facility, providing a range of health and sports services to meet local demand. Cabinet are asked to delegate authority to the Director of Commercial Operations, in consultation with the Cabinet Member for Finance, to develop and implement this business case.

Options Appraisal

16. **Option 1 External Operator** - Under this option, as per the current arrangements with SLM, the Council would retain strategic control of the service and outcomes and income generation via its service specification. The responsibilities of each of the parties are defined within a contract. Specifications can be output, or outcome based, with the contractor providing method statements which form part of the contract, detailing their approach to achieving the specification requirements and performance outcomes.
17. **Option 2 In-House** - The services are delivered through direct management of facilities through Council staff. The Council has full responsibility for all income and expenditure risk and is responsible for future lifecycle investment and replacement of equipment. With this model, the Council has full control over all aspects of service delivery including pricing, programming, and marketing. **This option is recommended.**
18. **Option 3 Local Authority Trading Company (LATC)** - The Council would establish an 'arm's length' organisation to run the facilities and services on its behalf. LATCs are bodies that are free to operate as external companies but remain wholly owned and controlled by the parent Council. As trading bodies, LATCs can provide their services to a wider market than a council department. LATCs are contracted by the parent Council (or Councils) to provide services back to the Council(s) via a service contract.
19. The evaluation by Max Associates of the three management options listed above was undertaken utilising specific criteria and a scoring matrix (Table 1)

Table 1 – Max Associates evaluation table

Criteria	Measures	Overall weighting	In-House	External Contractor	LATC	In-House	External Contractor	LATC
1	Delivery of strategic outcomes	20%	5	4	5	20%	16%	20%
2	Quality of service and Customer satisfaction	20%	5	4	4	20%	16%	16%
3	Council Influence and Control	15%	5	3	4	15%	9%	12%
4	Risk/ sustainability	15%	4	4	3	12%	12%	9%
5	Revenue Implications and Value for Money	30%	5	5	2	30%	30%	12%
		100%	24	20	18	97%	83%	69%

20. Based on the results of the evaluation (Table 1), option 2, the in-house option scored the highest with 97% with option 1 external contractor sitting secondary at 83%.
21. An analysis of revenue impact for both option 1, external operator and option 2 in-house are summarised in Table 2.

Table 2 - Max Associates revenue impact analysis of In-house and External Operator

Revenue Impact	Ability to maximise revenue, through performance and / or governance structure. Ability to effectively manage expenditure and costs. Ability to reduce the net cost of the service. Ability to demonstrate and deliver value for money How well will social value priorities be delivered, including social, economic, and environmental
	Leisure Centres
In-House	Revenue Impact Reviewing the impact of the new VAT guidance on the 2022/23 actuals suggests that the in-house option will operate at marginally lower subsidy than the external contractor option. This is a result of having no irrecoverable VAT costs and also the removal of operator central cost and profit allocations. Overall the financial position is comparable with the external contractor model. The In-House operation is unable to gain NNDR relief and will have higher staff costs than both the external contractor and LATC options. The Council is able to apply for external funding available only to statutory bodies. Central support costs are typically higher than External Contractors, but lower than a LATC/NPDO, however the assumption confirmed by BCP council is that any corporate support and management costs will remain the same as current costs regardless of management type. Revenue risk of underachieving against budget sits with Council. There would be set up costs of c. £225k required to transfer the existing SLM sites in-house. As an in-house model the Council will have restricted access to funding and grants compared to external operators, who often have charitable/not for profit status. It's also worth noting that the in-house proposal will not affect the Council's partial exemption position. Value for Money Typically, there is not the monitoring and recording of performance as there are no contractual obligations however, the Council can introduce such requirements on the management team to ensure value for money is being demonstrated. There can be a number of different departments responsible for different areas, for example property for building based social value, HR in respect to employment opportunities etc. Therefore, overall responsibility is not within the leisure departments responsibility, so this is dependent on the Council's overall policy. A clear monitoring, recording and measuring process will need to be put in place. With regards to social value all management models can deliver against agreed measuring and reporting requirements, therefore no one management model should be more effective at managing social value. The key difference with the in-house model is that whilst it can be measured/monitored/reported on there is no contractual obligation like there will be with the LATC/NPDO/external contractor options.
External Contractor	Revenue Impact A competitive tender process often 'sharpens' projections. External Contractors tend to set more ambitious targets against fitness and swimming lessons.

Revenue Impact	Ability to maximise revenue, through performance and / or governance structure. Ability to effectively manage expenditure and costs. Ability to reduce the net cost of the service. Ability to demonstrate and deliver value for money How well will social value priorities be delivered, including social, economic, and environmental
	An External Contractor would operate with reduced central costs; however they would also include an element of profit in their business plans. Typically, they would bid with a total margin of c.10% of turnover. External Contractors are likely to receive VAT and NNDR relief. Any profits made in the contract may not be re-invested back into the facilities or wider Council area. A one-off cost of circa £160k should be included to cover the external advisors' (legal and leisure procurement) costs of procurement and other costs, for example condition surveys etc. Economies of scale achieved from larger operators. Reviewing the 2022/23 actuals the external contractor option is marginally more expensive than the in-house due to the central costs and profits required by such organisations. They also have irrecoverable VAT costs. However, revenue risk sits with the operator not the Council. Overall the financial position is comparable with the in-house model. Value for Money The Council can request that bidders demonstrate the value their proposal offers during the procurement process and ensure value for money forms part of the evaluation criteria. As large organisations external contractors can usually obtain economies of scale for certain areas such as supplies and equipment, which means they can deliver provide the same equipment as the in-house/LATC models but at a lower cost, therefore offering greater value for money. Additionally, they have the support of their central services team who will have specialist leisure marketing, finance, HR expertise, which will add value to their offer. The Council can request that as part of the annual performance requirements a social value report is produced for the contract, which could be in line with the current Moving Communities social value reporting requirements. Social value outcomes can be built into the specification linked to council targets for example: Local economic benefit: • Increase in local resident workforce across the facilities • A reduction in the number of residents on Employment Support Allowance (ESA), or similar • Increasing workforce development opportunities such as coach education courses, work experience and apprenticeship schemes • Increase in use of local suppliers across the facilities Sustainability/ Environmental improvements • Reduction in annual CO2 emissions • Reduction in annual energy use • Increase in recycling rate • Decrease in waste

22. The Max Associates report lays out that a common key challenge for health and wellbeing is to ensure that the benefits of good health are shared equally. Health inequalities must be addressed to improve wellbeing and reduce the gap in life-expectancy between the most and least disadvantaged communities. Community leisure services are a way of addressing some of these inequalities.
23. Following the external analysis of the options, the recommended future management model for the three SLM run leisure centres in Poole is to progress to bring them in-house, Option 2.
24. The future management model needs to ensure the leisure centres meet the needs of the local community. The in-house option will be able to focus on a local community level to individually meet the needs of the community as our current in house delivered centre Two Rivers meet currently does successfully.

25. The option 2 in-house model allows for full flexibility for delivery and operational decision-making including pricing, programming and marketing. Staff can work across the leisure services and with other council services such as communities with ease.
26. The Council will have full responsibility for all income and expenditure risk and for the future lifecycle investment and replacement of equipment.
27. The report notes the in-house model is traditionally slower to be able to introduce commercial income generating schemes and may be less able to react quickly to a highly competitive fitness market. This risk will be mitigated by forward planning on income generation ensuring the lead in time to react and implement schemes.
28. The report mentioned that local authorities can often be behind industry innovation. This will be mitigated by the ongoing national awareness of the leisure markets through partners and stakeholders to ensure a detailed awareness of new opportunities.
29. The existing contract is due to end in September 2024, it is recommended that necessary work towards bringing the identified services in-house is completed within a 12-month period. This will avoid having to extend the current contract with SLM any further. A high-level timeline of the work plan is attached to this report (Appendix 4).

Summary of financial implications

30. Whilst the leisure industry remains in a state of business recovery following the pandemic and the increased pressure from rising utility costs, landing an accurate financial forecast is a challenge.
31. Significant assurance in respect of the financial due diligence in support of the proposals in this report is vested in the work of Max Associates. Financial Services has undertaken a high-level review of the assumptions that have been made and liaised with Max Associates on specific issues such as the VAT position.
32. The financial assessment in the Max Associates report for each management option was completed using the 2022/23 forecasts for the SLM contract and Two Riversmeet to incorporate the change in VAT treatment. This has been further refined in August 2023 by Max Associates and BCP Council finance officers with the 2022/23 actuals to provide the most up to date analysis possible as shown in table 3. As a result, the figures presented in the Max Associates report differ from the figures presented in this report. However, the outcome and recommendation to proceed with the in-house option from the Max Associates report remains the same.

Table 3 – Financial assessment based on the 2022/23 actuals

Year 1	In-house £	External £
Forecasted annual revenue cost/management fee total for the three Poole sites	502,353	626,671

33. The Bournemouth Indoor Bowls Centre budget position is excluded from this financial review as a new short-term service model commenced in April 2023 and is expected to deliver a break-even financial position for 2023/24. The long-term business model for this facility in isolation is expected to generate a financial surplus and support the cost pressures across the leisure centres in Poole.
34. HMRC have recently released a policy outlining changes to the VAT treatment of sport and leisure services made by a local authority. In summary, the Tax Tribunal concluded that local authorities carry out sporting services under a special legal regime meaning that they are no longer subject to VAT at standard rate, but they can be treated as a non-business supply for VAT purposes.
35. These changes now allow local authorities to treat their supplies of leisure services as non-business activities. This change most noticeably affects supplies made in relation to leisure centres owned by the local authorities. Local authorities directly benefit from the VAT changes through in-house services. For any alternative model, the direct benefit to the Council will not be achieved.
36. The Council will be liable to the full National Non-Domestic Rates costs and increased staffing costs due to pensions, with an in-house model which is included in the financial modelling provided by Max Associates.
37. Both options have been modelled using the SLM contract and 2RM 2022/23 actuals, with option 2 the in-house model coming out around £124k per annum less than the external model. With the in-house option, the annual subsidy would be expected to reduce year on year following facility and service enhancements and closer in-house budget monitoring. This is the pattern which has been successfully demonstrated through the current in-house provision of Two Riversmeet Leisure Complex and Bournemouth Indoor Bowls Centre.
38. In contrast to the current in-house model, the SLM management fee has significantly increased as we approach the final year of the contract, from £429k in 2022/23 to £662k per annum in 2023/24. This current impact on BCP Council finances of the current SLM contract is evidenced in the base budget position with the 2023/24 budget for the SLM contract, the contract payments are set out in table 4.

Table 4 – 2023/24 SLM base budget pressure

SLM Contract Budget 2023/24	202,000	
SLM Contract Costs 2023/24	667,000	
In-Year Pressure	465,000	

SLM Contract Earmarked Reserves Balance	710,000	31 March 2023
In-year Pressure	465,000	

SLM Contract Earmarked Reserves Balance	245,000	31 March 2024

39. The SLM contract pressure has been mitigated by the earmarked reserves since 2020 and increased year on year. Based on the forecasted earmarked reserve balance from 2024 this is not a sustainable solution. Our plan via the in-house model to reverse this pattern and reduce the financial pressure is highlighted in Paragraph 37.
40. Negotiations between SLM and BCP Council are due to commence in relation to the management fee for the final 6 months of the contract, April-September 2024. Once agreed, we will have clarity regarding the MTFP position and October – March 2024 cost pressures across the three leisure centres in Poole.
41. A growth pressure will be reported to account for the service fee due to SLM for the April - September 2024 term of their contract, also identifying additional revenue pressures linked to this. The service will ensure these are covered through the operation of the centres through the established processes of regular budget monitoring and management.
42. Max Associates estimated the in-house set up costs which are detailed in table 5.

Table 5 – Max Associates report – in-house set up costs

Set Up Costs	£
Re-branding, marketing and signage	80,000
ICT systems and equipment	40,000
Website and social media set up	20,000
Legal/Audit costs	30,000
Launch costs	15,000
Risk and Contingency	40,000
Total cost	225,000

43. The set-up costs have been reviewed and modified by the relevant BCP Council teams to reflect up to date staff costs and to ensure the timeline and priorities are achievable. The updated and recommended set up costs have been identified in table 6.

Table 6 – BCP Council estimated in-house set-up costs

Set up costs	£
Re-branding, marketing, and signage	50,000
ICT systems and equipment	131,000
Website and social media set up	20,000
Legal/Audit costs	30,000

Launch costs	15,000
Risk and Contingency	40,000
HR resource	16,350
Procurement resource	12,535
Finance resource	8,502
Dedicated Project Support	56,680
Total cost	380,067

44. There has been a lack of investment in the SLM facilities in recent years as the contract agreement approaches its end date. Significant capital investment is required for the three facilities to compete in the local market, improve performance and reputation, and ultimately encourage an up-lift in revenue.
45. In the current market, operators are seeking funding through local authorities as they build reserves following Covid. Therefore, it is likely that regardless of management option the Council will need to provide investment. Consequently, the cost of borrowing will be the same across all management models of a £400k capital investment. Table 7 advises of the investment requirements.

Table 7 – Investment requirements and costs for both models

Facility	Equipment £	Facility refurbishment £
Rossmore Leisure Centre	80,000	25,000
Dolphin Leisure Centre	150,000	40,000
Ashdown Leisure Centre	80,000	25,000
Total	310,000	90,000

46. Table 8 shows the total estimated mobilisation and investment costs for both options.

Table 8 – Estimated total mobilisation and investment costs

Management Option	Set-up Costs £	Investment costs £	Year one total
In-house	380,067	400,000	780,067
External	213,354	400,000	613,354

47. Following a detailed evaluation with the Councils finance officers the funding plan in table 9 is being proposed for the mobilisation and investment costs.

Table 9 – Mobilisation Funding Plan

In-house Set-up Costs	Revenue	Capital
Legal/Audit costs	30,000	
Launch costs	15,000	
Risk and Contingency	40,000	
Additional HR resource	16,350	
Additional Procurement Resource	12,535	
Additional Finance Resource	8,502	
Dedicated Project Support (est.50/50 re/cap allocation)	28,340	28,340
Re-branding, Marketing and Signage		50,000
ICT Systems and Equipment		131,000
Website and Social Media Setup		20,000
Facility and service enhancements		400,000
Total	150,727	629,340

48. The revenue costs of £150,727 will be funded via the SLM earmarked reserves which is currently projected to have £245k remaining after drawing down £465k towards the in-year pressure.
49. Based on BCP Council's internal risk rate (medium – 7%) the estimated increase in annual revenue costs because of capital investment via prudential borrowing will be £131,922 per year for the first five years and £90,250 for the following three years (combination of 5-year and 8-year asset life expectancy).
50. Pension costs for staff covered within TUPE regulations (upwards of 250 staff) have been projected. Detailed analysis will be undertaken during the consultation phase where the full financial impact of this process will be identified.
51. The mechanism for repaying back the capital investment will be an implementation of a marketing strategy for an uplift in sales along with a review of expenditure including more efficient approaches across service delivery.
52. The work that Max Associates have provided gives a detailed analysis on the financial position. However, the full extent of the financial impact will not be fully understood until mobilisation.

Summary of legal implications

53. As part of the harmonisation of leisure services, this report seeks Cabinet approval to bring in-house the leisure services currently being provided by SLM at the Rossmore,

Ashdown and Dolphin Leisure Centres by the time the existing contract with SLM expires in September 2024.

54. Leisure service staff currently employed by SLM maybe protected and consideration will need to be given to TUPE provisions into the Council's employment on their existing pay and terms and conditions. These may then be harmonised with Council terms and conditions at the earliest opportunity. The necessary formal engagement and consultation with the affected staff and their union representatives should be built into the programme plan.
55. There are a number of further contract and procurement considerations in respect of the procurement of further leisure equipment and the potential novation of existing third-party contracts. Separate legal advice should be sought in relation to these matters.
56. In making a decision in respect of this matter Cabinet should have regard to the Council's obligations to carry out its duties in accordance with the principles of best value. The Cabinet's attention is also drawn to the Public Sector Equality duty which requires public bodies to have regard, when making decisions, to the need to eliminate discrimination, advance equality of opportunity and foster good relations between persons who share a relevant protected characteristic and those who do not share it. Cabinet is specifically referred to the Equalities Screening Tool at appendix 3.
57. As indicated in the comments above, there is a need for further legal support and this a dedicated legal resource is costed in the financial implications.

Summary of human resources implications

58. BCP Council's HR team have been consulted on this work.
59. Option 2, the in-house option would result in the TUPE process being implemented for impacted staff, and this is estimated to be approximately 250 SLM employees. Discussions on which staff are in scope to TUPE to BCP Council and which staff will remain as part of the national resource for SLM will need to be finalised. This will therefore impact personal data, payroll and pension schemes.
60. An equality impact assessment has been completed and can be found in appendix 3.
61. SLM have been notified of this cabinet report. A full consultation will be required subject to the decision from Cabinet. The BCP Council employees from the in-house sites have been informally notified and a regular communication plan will be implemented.
62. Dedicated HR resource will be required, and this is costed in the financial implications.

Summary of sustainability impact

63. The Sports and Leisure Built Facilities needs assessment will assist in supporting all relevant organisations with identifying actions to improve and enhance sustainability opportunities.
64. The sustainability impact is expected to improve for the three Poole based leisure centres. The Council lead on the sustainability plan across all BCP Council owned leisure assets and this will continue regardless of the chosen management model. However, funding is more accessible when the facilities are run in house, recently evidenced with 2RM and the successful Green Future Funding bid. With rising energy costs, a greater focus will be placed on energy efficiency measures.

65. The Council will be looking at the capital swimming pool grant fund from Government when phase 2 is released in September 2023.

Summary of public health implications

66. The core objective of Wellbeing and the wider corporate objectives, Physical Activity Strategy and Health & Wellbeing Strategy will be fundamental in shaping the in-house model in order to ensure community provision for all.
67. The future arrangements for leisure centre management will promote and support physical activity as a key part of a healthy way of life in Bournemouth Christchurch and Poole and aim to make it easier whatever age, ability or circumstance to access sport and leisure. This will support the wider work and aims of Public Health Dorset and the integrated care system.
68. The national organisations such as Sport England, UK Active and local partners in Public Health and Active Dorset will be engaged with through the in-house model with key partnerships already established with BCP Council.

Summary of equality implications

69. The proposal is looking to find a new way of managing the existing leisure services at Two Riversmeet Leisure Centre and Bournemouth Indoor Bowls Centre, managed in house and Rossmore Leisure Centre, Poole Dolphin and Ashdown Leisure Centre externally managed under a contract.
70. In-house management will enable more Council control and quality of service as evidenced through the independent consultant report as the measurement criteria.
71. In assessing the change in line with the 6 EHRC domains of education, work, living standards, health, justice and personal security, whilst the changes will affect some staff, they will be covered through TUPE processes. Following the consultation process consultation to reflect any equality implications that are identified as part of that will be updated.
72. Any closure time for the changeover would be minimum and would be worked alongside all 3 centres to still provide quality access.
73. The report for the future management of Leisure Centres has looked at customer satisfaction and quality alongside Council strategy in its assessment criteria and concluded this is the most positive route forward.

Summary of risk assessment

74. Within option 2 in-house model, all control and risks will sit under the Council without the third party sharing any of this. This will be mitigated through the Council having a greater control on the operation and an effective budget process for financial monitoring. The ability to use cross service teams and partnerships to engage the in-active will also assist in the mitigation of this risk.
75. There is a financial outlay with the set-up costs for option 2 in-house operation. Mitigations for this will be the financial process in place to ensure this is controlled and best value.
76. Pension costs for staff covered within TUPE regulations (upwards of 250 staff) have been projected. Detailed analysis will be undertaken during the consultation phase where the full financial impact of this process will be identified.

77. The work that Max Associates have provided gives a detailed analysis on the financial position. However, the full extent of the financial impact will not be fully understood until mobilisation.

Background papers

Appendix 1 – Future Management of Leisure Centres Max Associates report – Addendum June 2023 (*confidential*)

Appendix 2 – Future Management of Leisure Centres Max Associates report – Original report 2022 (*confidential*)

Appendix 3 – EIA

Appendix 4 – Timeline for 12-month implementation

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of the Local Government Act 1972.

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of the Local Government Act 1972.

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Equality Impact Assessment: Conversation Screening Tool

What is being reviewed?	BCP own ten leisure centres: • Littledown, Pelhams and Stokewood (contracted to BH Live) • The Junction Leisure Centre (contracted to YMCA) • The Club at Meyrick (contracted to The Club Company) • Ashdown, Rossmore and Dolphin Leisure Centres (contracted to SLM) • Two Riversmeet (2RM) and Bournemouth Indoor Bowls Centre (BIBC) (managed in-house) The contract with SLM expires in September 2024 and therefore we are required to look at future management options of the three Poole facilities Ashdown, Rossmore and Dolphin. When deciding on the scope of those to be considered, the two in-house facilities 2RM and BIBC were included within this. The BH Live, YMCA and Meyrick Park facilities remain out of scope as they are under long lease agreements. Specialist leisure consultants were commissioned to undertake the options appraisal and this work was completed in September 2022 which initially recommended an external contractor route. Whilst working on the next steps, a change in VAT legislation, meant the previously rejected In-House model due to thresholds no longer held this concern. As a result, the consultants updated the report with the new VAT legislation applied and a final report was produced in June 2023. The recommended option is to bring the leisure centres in scope in-house. We are reviewing the impact of this recommendation.
What changes are being made?	The currently contracted out leisure facilities in Poole consisting of Rossmore, Ashdown and Dolphin Leisure Centre are being recommended to be brought in-house from September 2024. We are currently at the end of our contract with SLM.
Service Unit:	Commercial Operations
Participants in the conversation:	Helen Wildman, Dan Stone, Jan Hill, Stephanie Sainsbury (EIA Champion)
Conversation date/s:	June / July 2023
Do you know your current or potential client base? Who are the key stakeholders?	The key stakeholders throughout the process will be the existing leisure management contractor, staff and customers. The customer base covers all demographics from babies to pensioners. The staff base ranges from age 16 to 60 years. There are voluntary sports clubs, groups and associations as users along with the joint school use agreement with the school academy.

Do different groups have different needs or experiences?	Some user groups do have additional needs and there are some hard-to-reach areas, however it is envisaged that services coming In-House will mean the Council has greater control to reach to these areas. With the Two Riversmeet Leisure Centre already In-House these leisure centres would operate in the same way. The planned process for the transition will ensure users are not disrupted and that this transition is as smooth as possible. The Built Facilities assessment which has been undertaken, looks at the leisure provision across the BCP conurbation and the needs and condition of these facilities. All the leisure facilities are required and this provision is not being reduced through this work and will continue to be maintained. Disability and additional needs - access to adapted changing provision at Rossmore, Dolphin and 2RM. Nearby parking, access across all. Gender reassignment - changing villages prevent the need for designating male or female change choice. Dolphin and Rossmore Leisure Centre provide this service. Financially disadvantaged – reduced prices via Access to Leisure & Learning Scheme being reviewed, currently paused at the Poole facilities whilst a new scheme is looked at in line with the wider resident's card work to ensure it is fair and equal across BCP. Carers – discounted or free access to assist another user across all sites.
Will this change affect any service users?	Services should continue for the user without disruption. BCP Council own the facilities and will be working with the current provider to ensure the end user has a smooth transition. Discussions are already underway with central teams such as HR and IT in terms of resource and project management planning to enable the lead intime to the relevant areas.
[If the answer to any of the questions above is 'don't know' then you need to gather more evidence. The best way to do this is to use forms 2 and 3. <i>*Please delete prompts before publishing</i>]	
What are the benefits or positive impacts of the change on current or potential users?	The consultant based their scoring around 5 key areas as detailed below. • Delivery of strategic outcomes • Quality of service and customer satisfaction • Revenue implications and value for money • Risk / sustainability • Council influence and control The In-House model came forward as the best way forward based on these which includes quality of service, customer satisfaction and delivery of strategic outcomes. One of the key Council strategy areas is wellbeing.

	This work begins the harmonisation of leisure centres across BCP Council. Positive opportunity to diversify the leisure offer engaging with a wider cross section of the community linking in with other Council teams and cross service working. There will be no change for the current In-House provision at Two Riversmeet and BIBC as this will remain unchanged.
What are the negative impacts of the change on current or potential users?	The service users shouldn't see a negative impact as the staff they are seeing currently at the centres will be moved across. All bookings and systems should be transferred also. There is likely to be a need for some closure time in order to rebrand or do any IT installations however, this would be managed across the 3 sites to ensure the access to leisure remains
Will the change affect employees?	Yes – TUPE will apply for all staff in scope from the current contracted out facilities. There will be no change for the current in-house staff. A more detailed plan in terms of TUPE will be prepared when we know the profile of those staff transferring over. This will include information around the profile of those staff and if any one group is impacted more than others.
Will the change affect the wider community?	Services for the wider community will continue within the leisure centres and will not be affected by the change. Diversifying the offer using cross service working whilst engaging with a wider community area will be a positive change.
What mitigating actions are planned or already in place for those negatively affected by this change?	Bringing the leisure facilities In-house will offer a great control from the council to be able to link into the Wellbeing strategy and associated plans. It will enable the ability to work across other services. There will be an update to the stakeholders prior to the cabinet papers being published to enable them to liaise with staff and then a consultation process will be established working alongside HR. Timelines are underway working with the central teams to ensure the resources are in place to be able to deliver a smooth transition. The harmonisation of these five assets will improve accessibility and services for the community. For example, members at 2RM will be able to access Rossmore, Dolphin and Ashdown at no extra cost and vice versa.
Summary of Equality Implications:	The proposal is looking to find a new way of managing the existing leisure services at Two Riversmeet Leisure Centre and Bournemouth Indoor Bowls Centre, managed in house and Rossmore Leisure Centre, Poole Dolphin and Ashdown Leisure Centre externally managed under a contract.

	In House management will enable more Council control and quality of service as evidenced through the independent consultant report as the measurement criteria. In assessing the change in line with the 6 EHRC domains of education, work, living standards, health, justice and personal security, whilst the changes will affect some staff, they will be covered through TUPE processes. Following the consultation process consultation to reflect any equality implications that are identified as part of that will be updated. Any closure time for the changeover would be minimum and would be worked alongside all 3 centres to still provide quality access. The report for the future management of Leisure Centres has looked at customer satisfaction and quality alongside Council strategy in its assessment criteria and concluded this is the most positive route forward.

Form Version 1.2



Timeline

Workstreams

Governance

Comms

Procurement

265 Finance

Building Management

HR

ICT

Legal

Operations

2023 2024

Aug Sept Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep



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CABINET



Report subject	Disabled Parking Bay Proposals – Sealing of Traffic Order Ref P37 2023
Meeting date	6 September 2023
Status	Public Report
Executive summary	A decision is required on making and sealing the proposed Traffic Order which will amend the Bournemouth, Christchurch and Poole (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021. This will allow us to implement new and amend existing on-street Residential Disabled Parking Bays (RDPBs). Applications are primarily received online, assessed and batched for sets of proposals periodically through the year. Statutory consultation has been carried out for this batch of proposals reference P37 2023 and recommendations for each individual site are included in Appendix 1.
Recommendations	It is RECOMMENDED that: The Traffic Order is made and sealed as per option (8)(a) of the options appraisal contained in this report.
Reason for recommendations	This will allow us to implement the restrictions outlined in Appendix 1 of this report, installing new and changing existing on-street RDPBs.
Portfolio Holder(s):	Cllr Vikki Slade, Cllr Andy Hadley, Cllr Mille Earl
Corporate Director	Jess Gibbons
Report Authors	Clare Griffiths – Senior Traffic Technician, Andy Brown – Traffic Team Leader
Wards	Alderney & Bourne Valley; Boscombe East & Pokesdown; Christchurch Town; Commons; East Cliff & Springbourne; Hamworthy; Kinson; Moordown; Muscliff & Strouden Park; Penn Hill; Redhill & Northbourne; Talbot & Branksome Woods; Wallisdown & Winton West; Winton East;
Classification	For Decision

Background

1. Residents who hold a Blue Badge for parking and meet the council's published eligibility criteria (as set out in [Officer Guidance Assessing Requests for Minor Transport Schemes V4.0 November 2021](#)) may apply for a RDPB outside their home. These can be either a general RDPB for use by all Blue Badge holders, or a permit RDPB for the exclusive use of the permit holder.
2. The proposed RDPBs recommended for implementation in Appendix 1 meet the required conditions and have successfully completed the application process.
3. All the proposed revocations of RDPBs have either been requested by the applicant or residents. Where residents have requested bays to be removed, officers have verified that such bays are no longer in use by the applicant.
4. The statutory consultation of the proposed Traffic Order has been undertaken and 29 representations have been received. These are summarised in Appendix 1. No material negative impacts have been identified in relation to the restrictions including to matters such as access to premises, amenities and use of the roads by public service vehicles.

Consultation Undertaken

5. The statutory consultation process set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 has been carried out as detailed below.
6. A 21-day public consultation opened on Friday 26 May 2023 when:
 - a) A notice was placed in the Bournemouth Daily Echo.
 - b) Notification emails were sent to all councillors and statutory consultees. The latter includes BCP Council departments; business groups; emergency services; disability organisations, public transport providers; taxi associations / operators, utility firms; and walking / cycling groups.
 - c) Street notices with consultation details were displayed in the relevant locations.
 - d) The Deposit Documents (consultation documents) were published on the council's consultation webpage.
7. The consultation outcome and recommendations are shown in Appendix 1.

Options Appraisal

8. The options are to:
 - a) Make the Order and implement the provisions as advertised (this is the preferred option and proposed decision, as set out in Appendix 1).
 - b) Amend and make the Order and implement only some of the advertised provisions/vary some of the advertised provisions to be less restrictive than advertised.
 - c) Not to make the Order.

Summary of financial implications

9. The costs associated with both the consultation of the Traffic Order and implementation of the restrictions will be covered by the income from the disabled parking bay application fees. The total cost is estimated to be approximately £10,000.

Summary of legal implications

10. In taking this decision regard has been given to the Council's duties, including those under section 122 of the Road Traffic Regulation Act 1984 as amended (RTRA), section 16 Traffic Management Act 2004 and section 149 Equality Act 2010.
11. It is considered that the Traffic Order will help secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on the highway.
12. The RTRA provides local authorities the power to make various Traffic Orders. In appropriate circumstances, sections 32 and 35 of the RTRA allow the control of parking by designating on-street parking places for vehicles displaying a Blue Badge for the purpose of relieving or preventing congestion.
13. Consultation and notice provisions as identified in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been carried out as detailed above. There is no need for a public inquiry to be held in relation to such an order except in certain prescribed circumstances.
14. The failure to have appropriate regard to the Council's relevant statutory duties, representations received (and not withdrawn) and to properly accord with relevant legislative provisions, could result in legal challenge.

Summary of human resources implications

15. None.

Summary of sustainability impact

16. Negligible.

Summary of public health implications

17. Positive. Improved access for people with disabilities could result in enhancements to their health and wellbeing.

Summary of equality implications

18. An equality impact assessment screening is attached as Appendix 2. In summary, the Traffic Order proposals will result in specific positive impacts for disabled people. Suitable parking facilities will be provided for residents with a disability who qualify for and hold a Blue Badge.

Summary of risk assessment

19. No material risks have been identified associated with the proposed traffic restriction changes.

Appendices

Appendix 1 – Consultation Outcome and Recommendations – Residential Disabled Parking Bays (P37 2023)

Appendix 2 - Equalities Impact Assessment Conversation Screening Tool (P37 2023)

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Appendix 1 – Consultation Outcome and Recommendations – Residential Disabled Parking Bays (P37 2023)

Consultation dates: 26 May 2023 – 16 June 2023

Schedule Legend: **DPP** – Disabled Parking Place; **General** – DPP available for any Blue Badge holder; **LWEPH** – Limited waiting except permit holders; **Permit** – DPP for sole use of permit holder; **Revoke** – removal of restriction; **SPPC&M** – Street Parking Place for Cars & Motorcycles.

Item No.	Road Name	Location	Proposed Restriction	Existing Restriction	BCP Ward	Summary of Responses & Points Raised	Decision
1.	Aspen Gdns, BH12	Outside Nos. 23 & 25	New Permit DPP	Unrestricted	Alderney & Bourne Valley	Two objections received: - Applicant does not need the space because the Blue Badge holder travels via bus and does not have issues getting out of the car. - Proposed DPP would reduce on-street parking spaces and remove the option to double park. - DPP should be located outside Nos. 7-9. - Off-road parking is available for the applicant. - Applicant should convert their front garden into a driveway. - On bin collection days the DPP would not be accessible. - DPP is not needed as Blue Badge holder is moving into a care home. One support received: - Applicant finds it difficult to park near their home. - Provision should be made for those with disabilities.	Implement as advertised. Reasons: - Applicant meets the eligibility criteria for a DPP and does require access to a car. - The applicant currently parks their vehicle within this area meaning the ratio between the number of vehicles and the level of on-street parking spaces will remain the same. Therefore, it is not anticipated that any significant change in parking behaviour will occur. - Double parking is generally not permitted on the public highway and therefore does not influence on-street parking capacity. - Proposed DPP is to be located as close as possible to the access used by the applicant with due regard to site constraints. Applicant has also requested a smaller width DPP to maximise the availability of on-street parking for others. - Existing off-street parking has been deemed unsuitable due to spatial constraints and the needs of the Blue Badge holder. - The council does not require applicants to convert their front garden into off-street parking. - Bins should be placed so they do not cause an obstruction to pedestrians and road users. Guidance can be found at bcpcouncil.gov.uk/Bins-waste-and-recycling/Bins/Household-rubbish-bin-collections.aspx#:~:text=BCP%20Council%20household%20waste%20collection%20guidance%20PDF. - The DPP is currently required; when no longer needed, it will be removed.

Item No.	Road Name	Location	Proposed Restriction	Existing Restriction	BCP Ward	Summary of Responses & Points Raised	Decision
2.	Bramshaw Gdns, BH8	Adjacent to rear of No. 55	New Permit DPP	Unrestricted	Muscliff & Strouden Park	One objection received: - Proposed DPP outside No. 32 is unnecessary as they have off-road parking. - There is no need for disabled parking. - House prices will decrease. - The decision to grant No. 32 a dropped kerb is dubious and should be formally investigated. - Vehicles obstructing the dropped kerb for No. 32 were reported to the council. Three observations received: - There is no need for disabled parking. - There is not enough on-street parking to accommodate the DPP. - Verge at the north-eastern end of the cul-de-sac should be converted into parking spaces.	Implement as advertised. Reasons: - Applicant meets the eligibility criteria for a DPP. - The applicant currently parks their vehicle within this area, meaning the ratio between the number of vehicles and the level of on-street parking spaces will remain the same. Therefore, it is not anticipated that any significant change in parking behaviour will occur. - Proposed DPP is not for the occupiers of No. 32 and is to be located adjacent to the rear of No. 55. - House prices are subject to market conditions and are outside the scope of this consultation. - Criteria for a dropped kerb can be found at: bcpcouncil.gov.uk/Roads-and-transport/Dropped-kerbs/Before-you-apply-for-a-dropped-kerb.aspx - The decision to grant No. 32 a dropped kerb is not relevant to this consultation. Information about to how make a formal complaint can be found at bcpcouncil.gov.uk/Contact-us/Feedback-and-Complaints/How-to-make-a-formal-complaint.aspx. - Dropped kerbs are enforceable and drivers can be issued a PCN for obstructing them without consent. - The verge referred to does not form part of the part of the public highway. A map illustrating the extent of this can be found at maps.christchurchandeastdorset.gov.uk/map/Aurora.svc/run?script=%5CAurora%5CHighways%20Maintainable%20Extent.AuroraScript%24&nocache=eced8870-10ba-e111-acf6-5fbbdc6c9ebb&resize=always. Also converting verge into parking is outside the scope of this consultation.
3.	Brassey Rd, BH9	Outside No. 64	New Permit DPP	Unrestricted	Moordown	No response received.	Implement as advertised. Reason: no objections.
4.	Bryanstone Rd, BH3	Outside No. 16	New Permit DPP (to replace SPCC&M)	Street Parking Place (no permits)	Talbot & Branksome Woods	No response received.	Implement as advertised. Reason: no objections.
5.	Carters Ave, BH15	Outside No. 28	New Permit DPP	Unrestricted	Hamworthy	Two objections received: There are already too many vehicles parking on the road.	Implement as advertised. Reasons: The applicant currently parks their vehicle within this area, meaning the ratio between the number of vehicles and the level of on-street parking spaces will remain the same. Therefore, it is not anticipated that any significant change in parking behaviour will occur.

Item No.	Road Name	Location	Proposed Restriction	Existing Restriction	BCP Ward	Summary of Responses & Points Raised	Decision
6.	Courthill Rd, BH14	Outside No. 56	New Permit DPP	Prescribed loading and waiting restrictions	Penn Hill	Four objections received: - Would create parking issues for the occupiers of No. 56 who have a child with a severe health condition. - Would exacerbate parking stress because existing restrictions mean there is already insufficient spaces. - Unnecessary as DPP bays are already provided and Blue Badge holders can park on single or double yellow lines. - Increased vehicle crime means residents need to park close to their home. - Would prevent No. 56 from building a driveway. - DPP should be located outside the applicant's property. - Would exacerbate irresponsible parking. One observation received: - Parking restrictions outside the school should be adjusted to free up space for the DPP. - DPP bays appear to take up considerable space.	Implement as advertised. Reasons: - Subject to eligibility, other Blue Badge holders can also apply for a DPP (visit bcpcouncil.gov.uk/Parking/Blue-badges-for-disabled-parking/On-street-residential-disabled-parking-bays.aspx). - The applicant currently parks their vehicle within this area, meaning the ratio between the number of vehicles and the level of on-street parking spaces will remain the same. Therefore, it is not anticipated that any significant change in parking behaviour will occur. Other parking restrictions are outside the scope of this consultation. - Presently there is only one DPP on Courthill Road which is a permit bay. Blue Badge holders are only permitted to park on single or double yellow lines for up to three hours and not where there are loading restrictions. - Vehicle crime is outside the scope of this consultation and a matter for Dorset Police. - There is currently no dropped kerb outside No.56. - Proposed DPP is to be located as close as possible to the access used by the applicant with due regard to site constraints. - Restrictions outside the school are in place for reasons of road safety and congestion. Therefore, removing them is not considered sensible. - The dimensions of a DPP are regulated and a length of 6.6 metres is prescribed. A typical car parking space is five metres long.
7.	Cromwell Rd, BH5	Outside No. 9	Revoke General DPP	General DPP	Boscombe East & Pokesdown	No response received.	Implement as advertised. Reason: no objections.
8.	Draycott Rd, BH10	Outside No. 42	New Permit DPP	Unrestricted	Redhill & Northbourne	One observation received: Proposed DPP should be located outside No. 40 because the space outside No. 42 can accommodate two cars unlike that outside No. 40.	Implement as advertised. Reason: The space outside No. 42 can only accommodate one vehicle. This is because the distance between the dropped kerbs for the Church and No. 42 is approximately seven metres. A typical car parking space is five metres long. Therefore, moving the proposed location will make no difference to the availability of on-street parking.
9.	Fitzmaurice Rd, BH23	Outside No. 25	Revoke Permit DPP	Permit DPP	Commons	No response received.	Implement as advertised. Reason: no objections.
10.	Gort Rd, BH11	Outside No. 5	New Permit DPP	Unrestricted	Kinson	No response received.	Implement as advertised. Reason: no objections.
11.	Hankinson Rd, BH9	Outside No. 90	New Permit DPP	Unrestricted	Winton East	Three support received: - Parking is nearly always problematic, deterring the applicant from leaving the house. - Applicant's medical condition means they are not able to walk from a space that is not outside their house.	Implement as advertised. Reason: no objections.

Item No.	Road Name	Location	Proposed Restriction	Existing Restriction	BCP Ward	Summary of Responses & Points Raised	Decision
12.	Hannington Rd, BH7	Outside No. 16	Revoke General DPP	General DPP	Boscombe East & Pokesdown	One support received: - DPP is no longer used and obstructs the dropped kerb of No. 16. - New property owners of No. 16 would like to apply for an Access Protection Marking (APM).	Implement as advertised. Reasons: - No objections. - Information about how to apply for an APM can be found at bcpcouncil.gov.uk/Roads-and-transport/Dropped-kerbs/Apply-for-a-dropped-kerb.aspx.
13.	Harrison Ave, BH1	Outside No. 18/16	New Permit DPP	Unrestricted	East Cliff & Springbourne	No response received.	Implement as advertised. Reason: no objections.
14.	Heather Rd, BH10	Outside No. 36	New Permit DPP	Unrestricted	Redhill & Northbourne	No response received.	Implement as advertised. Reason: no objections.
15.	Hendford Rd, BH10	Outside No. 56	New Permit DPP	Unrestricted	Redhill & Northbourne	No response received.	Implement as advertised. Reason: no objections.
16.	Holloway Ave, BH11	Outside pedestrian entrance to No. 2	New Permit DPP	Unrestricted	Kinson	No response received.	Implement as advertised. Reason: no objections.
17.	Jubilee Gdns, BH10	Outside No. 16	New Permit DPP	Unrestricted	Wallisdown & Winton West	No response received.	Implement as advertised. Reason: no objections.
18.	Kings Park Rd, BH7	Outside No. 14	Conversion to Permit DPP	General DPP	East Cliff & Springbourne	No response received.	Implement as advertised. Reason: no objections.
19.	Livingstone Rd, BH23	Opposite rear of No. 90 Purewell	New General DPP	Unrestricted	Christchurch Town	One objection received: - Residents of Livingstone Road are already struggling to find places to park, have experienced vehicle damage and are resorting to parking illegally or paying to park in the Purewell Dairy Car Park. - Applicant has off-street parking which they can use. - Map tile AG40 is incorrect - the existing general DPP on Livingstone Road outside No. 4 Avon Court has been moved to opposite the rear of No. 84 Purewell. One observation received: - The existing general DPP on Livingstone Road is not used so why is another one needed? - There's plenty of safe double yellow lines that Blue Badge users could use.	Implement as advertised. Reasons: - The applicant currently parks their vehicle within this area, meaning the ratio between the number of vehicles and the level of on-street parking spaces will remain the same. Therefore, it is not anticipated that any significant change in parking behaviour will occur. Information on how to report illegal parking is available at bcpcouncil.gov.uk/Parking/Report-an-illegally-parked-vehicle.aspx. - The applicant's off-street parking is not considered suitable for the needs of the Blue Badge holder. - The need for correction is noted. The Traffic Regulation Order will be amended in due course to reflect present on street restrictions. - The existing general DPP opposite the rear of No. 84 Purewell will be investigated and the formal process for its removal initiated if it is found to be no longer required. - Blue Badge holders are only permitted to park on single or double yellow lines for up to three hours and not where there are loading restrictions.

Item No.	Road Name	Location	Proposed Restriction	Existing Restriction	BCP Ward	Summary of Responses & Points Raised	Decision
20.	Long Rd, BH10	Outside No. 58	New Permit DPP	Unrestricted	Kinson	One objection received: - Would create parking issues for Blue Badge holder at No. 56. - Applicant does not currently experience parking issues. - Applicant rarely uses their vehicle. One observation received: - Vandalism to the street notice advertising the consultation. One support received: - By improving accessibility, the DPP will help reduce loneliness and anxiety for the applicant.	Implement as advertised. Reasons: - The proposed DPP is to be located outside No. 58. Unrestricted parking would remain outside No. 56. Subject to eligibility, other Blue Badge holders can also apply for a DPP (visit bcpcouncil.gov.uk/Parking/Blue-badges-for-disabled-parking/On-street-residential-disabled-parking-bays.aspx). Also, the applicant currently parks their vehicle within this area, meaning the ratio between the number of vehicles and the level of on-street parking spaces will remain the same. Therefore, it is not anticipated that any significant change in parking behaviour will occur. - Applicant meets the eligibility criteria for a DPP. - Site notices are installed in pairs. Details of the consultation were also made available in the Bournemouth Daily Echo new paper on Friday 26th May 2023 and online at haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations under the entry 'Disabled Parking Proposals (P37 2023)'.
21.	Noyce Gdns, BH8	Outside No. 3	New Permit DPP	Unrestricted	Muscliff & Strouden Park	No response received.	Implement as advertised. Reason: no objections.
22.	Quay Rd, BH23	Outside Redhouse Museum & Gardens	Revoke Permit DPP (replace with LWEPH)	Permit DPP	Christchurch Town	One support received: - DPP was impractical as it limited parking turnover. - DPP was unnecessary as Blue Badge holders can park on single or double yellow lines. - On-street parking in the locale should only be available to residential permit holders only.	Implement as advertised. Reasons: - No objections. - DPP was for the exclusive use of the permit holder. - Blue Badge holders are only permitted to park on single or double yellow lines for up to three hours and not where there are loading restrictions. - Changes to other parking restrictions are outside the scope of this consultation.
23.	Rebbeck Rd, BH7	Outside No. 93	Revoke General DPP	General DPP	Boscombe East & Pokesdown	No response received.	Implement as advertised. Reason: no objections.
24.	Rutland Rd, BH9	Outside No. 15	New Permit DPP	Unrestricted	Winton East	No response received.	Implement as advertised. Reason: no objections.
25.	Southcote Rd, BH1	Outside No. 17	Revoke Permit DPP	Permit DPP	East Cliff & Springbourne	No response received.	Implement as advertised. Reason: no objections.
26.	Strathmore Rd, BH9	Outside No. 41	New Permit DPP	Unrestricted	Muscliff & Strouden Park	No response received.	Implement as advertised. Reason: no objections.
27.	Wilson Rd, BH1	Outside No. 37	Revoke General DPP	General DPP	East Cliff & Springbourne	No response received.	Implement as advertised. Reason: no objections.

Item No.	Road Name	Location	Proposed Restriction	Existing Restriction	BCP Ward	Summary of Responses & Points Raised	Decision
28.	Wolverton Rd, BH7	Outside No. 78	New General DPP	Unrestricted	Boscombe East & Pokesdown	One observation received: - Owner of No. 78 would find it harder to park and could be considered disabled so should also have a DPP. - Applicant does not own their property and is not a long-term resident. - Owner of No. 78 applied for a dropped kerb but this was rejected due to a lighting column.	Implement as advertised. Reasons: - The applicant currently parks their vehicle within this area, meaning the ratio between the number of vehicles and the level of on-street parking spaces will remain the same. Therefore, it is not anticipated that any significant change in parking behaviour will occur. Subject to eligibility, other Blue Badge holders can also apply for a DPP (visit bcpcouncil.gov.uk/Parking/Blue-badges-for-disabled-parking/On-street-residential-disabled-parking-bays.aspx). - Applicant meets the eligibility criteria for a DPP. Home ownership and / or tenure have no bearing on eligibility. - Applications for dropped kerbs are outside the scope of this consultation. Further information about dropped kerbs is available at bcpcouncil.gov.uk/Roads-and-transport/Dropped-kerbs/Dropped-kerbs.aspx.
N/A	N/A	N/A	N/A	N/A	N/A	Three general observations: - Vast majority of these are in Bournemouth. - I am worried that the public are oblivious to what is available when they are struggling with disabilities. - Respondent chose to withdraw their objection.	- Applications can be made by residents of Bournemouth, Christchurch and Poole. The specific location within the BCP administrative area has no bearing on eligibility. - Blue Badge information can be found at bcpcouncil.gov.uk/Parking/Blue-badges-for-disabled-parking/Blue-badges-for-disabled-parking.aspx.

Equality Impact Assessment: conversation screening tool

Policy/Service under development/review:	New Traffic Order (ref P37 2023)
What changes are being made to the policy/service?	Consideration as to whether a Traffic Order to introduce new on-street RDPBs and change existing on-street RDPBs can be implemented. Details of the proposals are included in Appendix 1. Locations can be viewed in the Traffic Order consultation documents which are available at Residential Disabled Parking Bay Proposals (P37 2023) Have Your Say Bournemouth, Christchurch and Poole (bcpcouncil.gov.uk)
Service Unit:	Transport and Engineering
Persons present in the conversation and their role/experience in the service:	Clare Griffiths – Senior Traffic Technician, Traffic Management Daniel Parsons – Assistant Traffic Engineer, Traffic Management
Conversation dates:	20 June 2023
Do you know your current or potential client base? Who are the key stakeholders?	Local residents. Organisations on the statutory consultation list for Traffic Orders. These include: BCP Council departments; business groups; emergency services; disability organisations, public transport providers; taxi associations / operators, utility firms; and walking / cycling groups.
Do different groups have different needs or experiences in relation to the policy/service?	Yes – the needs or experiences will be different depending on the form of transport, where people live, how travelling locally affects them, and how safe they feel. This Traffic Order makes provision for RDPBs. These are intended for residents who: • Qualify and hold a Blue Badge. • Meet the council's published eligibility criteria. Blue Badge criteria: bcpcouncil.gov.uk/Parking/Blue-badges-for-disabled-parking/Who-can-get-a-Blue-Badge.aspx On-street RDPB criteria: bcpcouncil.gov.uk/Parking/Blue-badges-for-disabled-parking/On-street-residential-disabled-parking-bays.aspx
Will the policy or service change affect any of these service users?	Yes Residents who qualify and hold a Blue Badge. Residents without a disability.
What are the benefits or positive impacts of the policy/service change on current or potential service users?	RDPBs help a resident maintain their independence and mobility. This could result in additional positive outcomes including: • Reduced social exclusion through increased accessibility. • Improvements to physical / mental health and wellbeing.

What are the negative impacts of the policy/service change on current or potential service users?	The proposals should not have a negative impact on any group with protected characteristics. The proposed RDPBs will slightly reduce the availability of on-street parking space for other residents, possibly resulting in a negative effect on the individuals currently parking in those locations.
Will the policy or service change affect employees?	Possibly, as some BCP Council colleagues could live in the streets where changes to restrictions are proposed.
Will the policy or service change affect the wider community?	No
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	Through the statutory consultation process all road users have been given a fair opportunity to express their views and needs. The feedback from the consultation has not identified any material negative impacts. Motorists without a disability can use an alternative parking space when a space adjacent to their home is unavailable. RDPBs that are no longer required by the applicants will be removed to free up on-street spaces.
Summary of Equality Implications:	The Traffic Order proposals will result in specific positive impacts for disabled people. Suitable parking facilities will be provided for residents who qualify for and hold a Blue Badge.



Cabinet

Report subject	Harmonisation of car parking across Bournemouth Christchurch and Poole
Meeting date	6 September 2023
Status	Public
Executive summary	This report sets out the proposals consulted on to harmonise car parking and on street chargeable location high season dates, daytime tariff structures and flat rate evening and Sunday charging times. This harmonisation is in relation to tariff structures, including dates and times tariffs are applicable but is not a review of tariff amounts. A public consultation was conducted from Thursday 11 May until Thursday 8 June 2023 received 1,491 responses. All feedback has been reviewed and used to inform the recommendation detailed in this report.
Recommendations	It is RECOMMENDED that Cabinet: (a) Agree to respond to the consultation feedback by implementing Option 2 as outlined in paragraph 36. (b) Agree to the Traffic Regulation Order (TRO) advertisement and consultation process required to implement the car parking harmonisation proposals, in line with legislation. (c) Delegates authority to the Director of Commercial Operations, in consultation with the Cabinet Member for Finance to implement the recommendations outlined in this report.
Reasons for recommendations	To support the delivery of the harmonisation of the car parking service for residents and visitors across Bournemouth, Christchurch and Poole ensuring consistency and certainty for all areas of the borough. To support the corporate strategy objective of sustainable environment including encouraging visitors to our town centres to walk, cycle, use the train or bus.
Portfolio Holder(s):	Councillor Mike Cox, Portfolio Holder for Finance

Corporate Director	Jess Gibbons, Chief Operations Officer
Report Author	Amanda Barrie, Director of Commercial Operations Susan Dias, Parking Manager
Wards	All
Classification	For Decision

Background

1. The Bournemouth, Christchurch and Poole areas all have legacy car parking charging regimes. These include different times of years that charges apply, different times of the day that charges apply and different tariff structures.
2. A detailed review of the differences in charging regimes across off street and on street parking locations was undertaken and proposals were identified which would deliver a harmonised approach across the Bournemouth, Christchurch and Poole area.
3. The proposed changes which were consulted on were, (further details can be seen in Appendix A):
 - Harmonise the high season charges to 1 March to 31 October.
 - Remove the goods vehicle tariff from Christchurch parking locations.
 - Harmonise the tariff lengths for car parking.
 - Implement tariff charges, 24 hours a day 7 days a week, removing overnight flat charges, Sunday flat rate charges and non-chargeable periods.
4. The proposed harmonisation changes are in relation to tariff structure including the dates and times tariffs are applicable. None of the proposals in the consultation include any change to tariff amounts.
5. The proposed changes would not affect blue badge holders and those holding disabled tax-exempt vehicle permits. Blue badge holders would still be able to park for free at all on-street parking places as per the conditions of their badge and persons with disabled tax-exempt vehicle permit holders would also be able to park free of charge across all BCP Council Pay & Display car parks.
6. The proposed harmonisation will help:
 - 6.1. Reduce operating costs associated with undertaking multiple tariff changes during the year (sign changes, reprogramming of pay and display machines and adjustments of pay by phone software).
 - 6.2. Eliminate inconsistencies for customers across Bournemouth, Christchurch and Poole.
 - 6.3. Encourage increased uptake of sustainable transport by supporting the work done by the Sustainable Travel and Transport teams by avoiding promoting short car trips, which in turn would have the benefit of reducing congestion at peak times and improving air quality.

The public consultation process and responses

7. A public consultation was carried out and ran from Thursday 11 May until Thursday 8 June 2023. A copy of the consultation document can found in Appendix B.
8. The consultation was designed and hosted on the BCP Council Engagement HQ platform along with a brief description of the project on a dedicated page: <https://haveyoursay.bcpccouncil.gov.uk/parking-harmonisation>. Details of the proposals, including changes for specific car parks, were available in an information document. The information document and paper questionnaires were available upon request at all BCP Council libraries and an email address was provided for queries.
9. The consultation was promoted through various channels including:
 - 9.1. Press release issued by BCP Council PR Team
 - 9.2. Social media posts (Facebook, Twitter)
 - 9.3. Posters displayed in all BCP Council car parks across the conurbation
 - 9.4. An email to local community groups
10. Throughout the consultation period there were over 6,800 visits to the engagement page, with 5,700 aware visitors (i.e. a visitor who has made at least one single visit to the webpage) and over 2,600 informed visitors (i.e. a visitor who has taken the 'next step' from being aware and clicked on something).
11. 1,491 responses were received to the consultation, less than 1% of the BCP Council area population, a response rate inline with that of other similar scale public consultations.
12. Just under a third (32%) of respondents were individuals who live in Poole and the same proportion were individuals who live in Bournemouth. Just over a quarter (26%) were individuals who live in Christchurch. Just over one-in-ten (11%) were people who work in Bournemouth, Christchurch and Poole and 7% were visitors to the Bournemouth, Christchurch and Poole areas.
13. Communication on the harmonisation proposals was sent to a number of local businesses, the responses from businesses made up only a small proportion (3%) of responses with approximately 43 respondents to the survey, doing so on behalf of a business or organisation.
14. Over two-thirds of all respondents (71%) reported that they felt the proposed changes to parking across the BCP Council area would decrease how often they visit town centres, whilst over a quarter (28%) suggested it would stay the same and 2% suggested their visits to town centres would increase. Looking at respondent type, the frequency of visits to town centres which would decrease

is highest among those who work in the BCP Council area (78%) and those who visit the area (77%). Those who live in Poole (69%) and those who live in Christchurch (70%) were less likely to feel their visits would decrease.

15. Over half (57%) of all respondents suggested that the length of time that they stay per visit to town centres would decrease under the proposed changes. Just under two-fifths (39%) suggested it would stay the same and 4% suggest their length of stay would increase.
16. Over a third (37%) of all respondents suggested their frequency of visits to out-of-town areas would stay the same under the proposed changes. Just over a third of all respondents (34%) suggested it would decrease how often they visit out-of-town areas, whilst over a quarter (29%) suggested it would increase.
17. Nearly two-thirds of all respondents (64%) suggest that their evening/night-time and Sunday parking would decrease as a result of the proposed changes to parking. Just over a third (34%) of respondents suggested their parking habits in evenings/night-time and Sundays would stay the same and a very small percentage (3%) suggested it would increase.
18. 1,251 respondents answered the question to explain how the proposed changes to high season may impact them. The following is a summary of these responses:
 - 18.1. 180 comments said that the proposed changes to high season parking would not impact them, would have no effect or no change.
 - 18.2. 46 comments were in support of the proposals around harmonising high season across Bournemouth, Christchurch and Poole.
 - 18.3. 11 comments opposed harmonisation indicating the view that different areas in the conurbation have different needs and therefore high season dates should differ.
 - 18.4. 15 comments oppose seasonal charges altogether and suggest parking should cost the same at all points of the year.
 - 18.5. 255 comments relate to the impact on residents specifically, in particular that the proposals are unfair for residents and that residents should benefit from discounts or more favourable parking rates as they live in the area year-round.
 - 18.6. 72 comments (5% of those who responded to this proposal) suggested or were in favour of harmonising seasons so that high season in all areas begins in April, the same as it is currently in Bournemouth.

19. There were 1,178 responses to the question relating to length of stay tariff structures. 151 respondents said that they would experience no impact from the proposals. Almost a third of responses (358) said that the changes would lead to fewer visits to areas where they park with many saying that they would go to supermarkets or out-of-town centres such as Castlepoint where parking is free, or to other towns such as Southampton, Salisbury, Wimborne where parking is better value, or shop online more often.
20. 1,113 respondents answered the question to explain how the proposed changes to overnight and Sunday parking charges may impact them. 347 of these stated no impact and 30 were in support.

Review of the public consultation

21. Careful consideration has been given to the results of the consultation including the impact on residents, the financial impact, the equality and environmental impact of the harmonisation proposals and opportunities to adjust the proposals in order to respond to and mitigate concerns raised in the consultation feedback.

High Season Harmonisation

22. To address the consultation feedback that 1 March start to high season is too early, officers have reviewed:
- The feasibility of harmonising the high season period to match that of Bournemouth (1 April to 31 October)
 - The feasibility of harmonising the high season period to commence on 15 March rather than the proposed 1 March date.
23. The high season is currently from March in Poole and some Christchurch locations. Harmonising in line with the Bournemouth high season would reduce current parking income by approximately £58,000.
24. Harmonising the high season period to commence on 15 March rather than the proposed 1 March date is estimated to reduce the previously calculated additional income but provide a positive increase in the budget of £178,000 for a full financial year. **On this basis high season commencement on 15 March is recommended.**

Goods vehicle tariffs

25. The review of the consultation findings does not show any objections to the removal of Goods vehicle tariffs which are currently only available in some

Christchurch car parks. It is therefore **recommended to remove the goods vehicle tariff from Christchurch parking locations harmonising with Bournemouth and Poole.**

Tariff lengths for parking

26. We have reviewed suggestions to keep a number of short stay spaces in town centres and particularly in districts / local shopping areas. Statistical records show that more than 50% of the transactions at the locations that currently offer 20 minute and 40-minute tariffs are for tariffs more than 1 hour, this indicates that at least half of users are already parking for the longer durations.
27. By removing the short stay tariffs of 20, 30 and 40-minutes, this supports sustainable transport aims by reducing short car journeys, it may also increase footfall by encouraging those that would have parked for a shorter duration to park for longer to utilise a larger number of local businesses, supporting local economic development.
28. In relation to Bournemouth town centre on street locations, if the proposed 20, 40 minute etc tariffs were not removed and replaced with hourly, 1 or 2 hour tariffs, parity across the BCP Council area would not be achieved and the proposed increase in income linked to this item would not be met.
29. In response to the feedback related to those who need to park for a working day, we have accessed that the tariff options support these requirements. In addition to the daily tariffs there are longer stay permits available in all Bournemouth, Christchurch and Poole town centre long stay car parks which offer competitive rates for parking. In most instances the season ticket permits offer a 50-60% discount on the daily parking rates. These permit offers will currently remain alongside any changes to daily tariff structures.
30. On this evidence **the implementation of harmonised tariff lengths for car parking is recommended.**

Overnight and Sunday flat rates and free periods

31. We have looked at the overall comments in relation to overnight and Sunday flat rates and free periods. These comments include:
 - 31.1 Providing an overnight flat rate and free parking on Sunday to entice people into town centres during these times when the car parks are mostly used less.

- 31.2 The effects on those who wish to park at the beach early in the morning or in the evening to go for a walk or swim.
- 31.3 There are concerns that the price will be much higher for visitors and residents parking for shows under the changes which may stop them from going to these venues.
32. If overnight and Sunday flat rates and the free periods are not harmonised, introducing 24-hour pricing, the forecasted income in relation to this item for would not be achieved and parity across Bournemouth, Christchurch and Poole would not be delivered.
33. It is **recommended that the harmonisation of overnight and Sunday flat rates and free periods are not part of the recommendation in this report** further work will be completed to bring forward alternative proposals.

Residents Card

34. The consultation report shows a number of references to discounts for residents. A working group which has been established which is reviewing proposals for a resident card, car parking is an element of the potential offer being considered as part of this working group activity.
35. Council teams will continue to work closely together to strive to support suitable alternatives to driving and parking especially during evenings and weekend. In particular through proposals for resident card offers.

Options for car parking harmonisation changes

36. Following the review of the consultation feedback on the car parking harmonisation proposals, three options have been identified. **Option 2 is recommended for implementation.**

Option 1: implement the proposals as of 1 January 2024, as outlined in the public consultation.

Option 2: respond to the consultation feedback by implementing the following proposals from 1 January 2024:

- Harmonise the high season changes to 15 March to 31 October.
- Remove the goods vehicle tariff from Christchurch.
- Harmonise the tariff length for car parking, the minimum tariff for car parking in the vicinity of town centres to be 1 hour on street.
- Remove short tariff options such as 20, 30 and 40-minute parking tariffs. The minimum tariff for car parking in the town centres including multistorey car parks will be 2 hours.
- Implement a minimum tariff for car parking in district and out of town areas to be a minimum of 1 hour.

Option 3: maintain existing tariff structures and do not implement any changes

Implementation of recommendations

37. Following the approval of the recommendations, a statutory notification process for the Traffic Regulation Orders (TRO's) linked to these proposals, including advertisement of the notices in the press and across all car parking sites will need to be undertaken.
38. An implementation plan is already being drafted to plan the advertising process and changes that would need to be made to signage, machine configuration and configuration of cashless payment options to ensure we can meet the timeframe of implementations as of 1 January 2024.

Summary of Financial Implications

39. It is estimated that if the proposed recommendation is approved, for a full financial year approximately £678,000 of additional parking revenue would be generated based on average car parking data.
40. Table 1 below provides a summary of estimated increased income if proposals as outlined in the recommended option were implemented for a full financial year:

Table 1:

Proposal from consultation	Detail	£ Approximate income for full financial year
(i)	Harmonise the high season charges to 15 March to 31 October.	£178,000
(ii)	Remove goods vehicle tariff.	£0 (this tariff has very low usage)
(iii)	Harmonise the tariff lengths for car parking - the minimum tariff for car parking in the vicinity of town centres to be 1 hour on-street. This includes removal of short tariff options such as 20, 30 and 40-minutes. - the minimum tariff for car parking in the district and out-of-town areas a minimum of 1 hour.	£500,000

41. Please note that the calculations are based on previous recorded usage at parking locations and using estimated projections based on likely customer behaviour but there is an element of elasticity in the calculations due to the values being dependent on car park usage in the future.
42. The costs to implement the proposed car parking harmonisation changes would be in the region of £40,000. This includes the advertising costs linked to the TRO's, software changes and staff time associated with this activity.
43. The changes proposed will provide reduced operating costs associated with undertaking multiple tariff changes during the year, including signage changes, reprogramming of pay and display machines and adjustments of pay by phone software.

Summary of Legal Implications

44. Section 122 of the Road Traffic Regulation Act 1984 (the "Act") specifies that the functions conferred on local authorities under the Act should be exercised: "to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway". This includes:
 - i, the desirability of securing and maintaining reasonable access to premises
 - ii, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - iii, the strategy prepared under Section 80 of the Environment Act 1995 [National Air Quality Strategy];
 - iv, the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - v, any other matters appearing to the local authority to be relevant.
45. Under section 45 of the Act, local authorities may designate parking places and may make charges for vehicles left in a parking place so designated. In exercising its functions under the Act, including the setting of charges for parking places, the Council must do so in accordance with the provisions of Section 122 above.
46. Under Section 35C and 46A of the Act, a local authority has powers to vary off and on-street parking charges.

47. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 contain the order making procedures as well as those to be followed when varying charges by way of a 'notice of variation'.
48. In addition to requiring publication in a local newspaper, Regulation 25 requires a local authority to display in the parking place a copy of the 'notice of variation' and take all reasonable steps to ensure it continues to be displayed in a legible condition (from the date of giving notice until it comes into force); and, if appropriate additional copies are to be displayed within the parking place and in roads giving access to the parking place; and for on-street parking, the local authority may, if it thinks fit, display copies of the notice of variation in prominent positions in the road affected.
49. There is a duty to have full regard to the result of statutory consultation.

Summary of Human Resources Implications

50. Staff resources will be required to implement the agreed changes following any decision. This will be delivered by the inhouse Parking Services Team.
51. In addition, resources will be required from the Transport Department in order to carry out the legal process of advertising the changes.

Summary of Sustainability Impact

52. The harmonisation and changes to tariff structures will encourage more uptake of sustainable transport. In particular encouraging less short car trips, which in turn would have the benefit of improving personal health and wellbeing, reducing congestion at peak times and improving air quality.

Summary of Public Health Implications

53. No Public Health implications to report.

Summary of Equality Implications

54. The changes will likely have minor negative impacts on some persons with low income, women and the elderly (if they are less mobile), and potentially some local businesses, however, there are also positive benefits owing to the fact that the changes make using the service consistent across BCP and also simpler to use, specifically positively helping the race group due to language barriers impacting access to parking information.
55. Blue badge holders will not be impacted on-street due to the free parking their blue badge entitles them to; off-street all disabled tax-exempt vehicle (DTEV) permit holders (£25 annual fee) are able to park unrestricted in all BCP surface car parks and this is not changing with this proposal.

56. If the income is not generated then accessibility of the parking service would be impacted negatively as the level of service would decline leading to failing equipment and increased congestion through lack of enforcement. Further to the impact on the service, wider Transportation linked Council Services would be underfunded and that would result in negative impacts on persons in the protected characteristic groups.

57. The impacts are lessened through the availability of discounted parking permits that are generally available for both residents and non-residents for vehicle users and good quality alternative travel choices for the majority of residents e.g., bus, bikeshare, rail.

Summary of Risk Assessment

58. In order to implement any changes by 1 January 2024, we require a decision at 6 September 2023 Cabinet, this will provide the time to proceed with the advertising process and implement the changes.

59. A recommendation in this report is approval is given to delegate authority to implement the TRO changes after consultation to Director Commercial Operations negating the need to return to cabinet. This will shorten the implementation process to ensure approved changes are made in Q4.

60. If the tariff structures are not aligned future stages of parking harmonisation across all BCP Council areas will be difficult to deliver.

61. If the recommendation is not approved, there will be a financial implication for the 2023/2024 financial year as these proposals go towards supporting a £200,000 income target, there would also be further financial implications for future years.

Background Papers

62. There are no background papers linked to this report.

Appendices

Appendix A – Proposed Harmonisation Tariff Changes in Consultation

Appendix B – Parking Harmonisation Consultation Report

Appendix A - Proposed Tariff Harmonisations

Location	Existing to be adjusted, or removed	Proposed
Bournemouth		
Bath Road North, Bath Road South, Beacon Road (Off Street areas) (Bournemouth)	Adjust: High season 1st April - 31 Oct	High season 1st March - 31st Oct
Durley Chine (Off Street) (Bournemouth)	Adjust: High season 1st April - 31 Oct	High season 1st March - 31st Oct
Pavilion (Off Street) (Bournemouth)	Adjust: High season 1st April - 31 Oct	High season 1st March - 31st Oct
Westover Gardens (Off Street) (Bournemouth)	Adjust: High season 1st April - 31 Oct	High season 1st March - 31st Oct
Overstrand, Solent Beach, Hengistbury Head, Alum Chine, Southbourne Crossroads, Warren Edge (Off Street areas) (Bournemouth)	Adjust: High season 1st April - 31 Oct	1 March - 31 Oct 1 Nov - 29 Feb
East Overcliff Drive (On Street), East Overcliff Drive East Spur (On Street), Exeter Park Road (On street), (Bournemouth)	Remove 3hrs	Reduce tariff options to: 1hr, 2hrs, 4hrs, 6hrs, 11hrs
East Overcliff Drive North Spur (On Street), Gervis Road (On Street), Manor Road – West of Derby Road (On Street), Manor Road SE & SW spurs (On Street), Meyrick Road (On Street) Cambridge Road (On	Remove 3hrs	Reduce tariff options to: 1hr, 2hrs, 4hrs, 6hrs, 8hrs

Street), St Pauls Lane (On Street) (Bournemouth)		
The Marina (On street) (Bournemouth)	Adjust: High season 1st April - 31 Oct	High season 1st March - 31 Oct
Glen Fern Road, Lorne Park Road, Richmond Hill, Old Christchurch Road, Upper Hinton Road, Madeira Road, Lansdowne Road and Wootton Gardens (On Street areas) (Bournemouth)	Remove: Up to 20 mins Up to 40 mins Up to 1 Hr 20 mins Up to 1 Hr 40 mins	Proposed tariff options to comprise: Up to 1hr, Up to 2hrs
Bourne Avenue (adj to The Square), Braidley Road (On Street), Hinton Road (On Street), Westover Road (On Street), Bourne Avenue (adj to Tennis Courts) (On Street) (Bournemouth)	Remove: Up to 20 mins Up to 40 mins Up to 1 Hr 20 mins Up to 1 Hr 40 mins	Proposed tariff options to comprise: Up to 1hr, Up to 2hrs Up to 3 hrs (Bourne Avenue adj to Tennis Courts only)
Lansdowne Crecent (On Street) (Bournemouth)	Remove: Up to 20 mins Up to 40 mins	Proposed tariff options to comprise: Up to 1hr
Christchurch		
Mudford Quay (Christchurch)	Adjust: High season 1st April - 31 Oct	High season 1st March - 31st Oct
Avon Beach (Christchurch)	Adjust: High season 1st April - 31 Oct	High season 1st March - 31st Oct
Saxon Square, Bank Close, By Pass (short stay), Wick Lane (Christchurch)	Remove: Goods vehicle tariff (not used)	No Goods vehicle tariff

Avon Run Road (Christchurch)	Adjust – 1 April - 31 May 1 June - 30 sept 1 Oct - 31 March	1 March - 31 Oct 1 Nov - 29 Feb
Highcliffe Castle (Christchurch)	Adjust: 1 April - 30 Sept 1 Oct - 31 March	1 March - 31 Oct 1 Nov - 29 Feb
Southcliffe Road, High Cliff Top (Christchurch)	Adjust: High season 1st April - 31 Oct	High season 1st March - 31st Oct
Steamer Point (Christchurch)	Adjust: 1 April - 31 May 1 June - 30 sept 1 Oct - 31 March	1 March - 31 Oct 1 Nov - 29 Feb
Bridge Street (Christchurch)	Remove: Goods vehicle tariff (not used)	No Goods vehicle tariff
Willow Way, Purewell Dairy, Leisure Centre, Wortley Road (Christchurch)	Remove: Goods vehicle tariff (not used)	No Goods vehicle tariff
Poole		
Banks Road (On street), Branksome Chine (Off street), Branksome Dene (Off Street), Sandbanks (off Street), Shore Road (Off Street), Shore Road (On Street), Western Road (Off Street), Brudenell Avenue (On Street), Haven Road (Lower) (On Street) (Poole)	Remove: 14hrs and overnight flat rate	Replace with 24hr

High Street Shops, Dolphin Centre, Quay Visitors (Multi Storey Car Parks) (Poole)	Remove: 1hr, 5hrs, 7hrs, 8hrs, 9hrs, 10hrs and overnight flat rate	Proposed tariff options to comprise: 2hr, 3hrs, 4hrs, 6hrs, 24hrs and no flat overnight rate
Shoppers 1&2 (Multi Storey Car Park) (Poole)	Remove: 1hr, 5hrs, 7hrs, 8hrs, 9hrs, 14hrs and overnight flat rate	Proposed tariff options to comprise: 2hr, 3hrs, 4hrs, 6hrs, 24hrs and no flat overnight rate
Swimming Pool (Off Street), Seldown (Off Street) (Poole)	Remove: 1hr, 5hrs, 7hrs, 8hrs, 9hrs, 14hrs and overnight flat rate	Proposed tariff options to comprise: 2hr, 3hrs, 4hrs, 6hrs, 24hrs and no flat overnight rate
Harbourside 1 (Off Street) (Poole)	Remove 1hr, 5hrs, 7hrs, 8hrs, 9hrs, 10hrs, 11hrs	Proposed tariff options to comprise: 2hr, 3hrs, 4hrs, 6hrs, 16hrs and Boat Launch Fees
Harbourside 2 (Off Street) (Poole)	Remove 1hr, 5hrs, 7hrs, 8hrs, 9hrs, 10hrs, 11hrs	Proposed tariff options to comprise: 2hr, 3hrs, 4hrs, 6hrs, 16hrs
Beach Road surface (Off Street) (Poole)	Remove 3hrs, 5hrs, 7hrs, 8hrs, 9hrs, 10hrs, 11hrs	Proposed tariff options to comprise: 1hr, 2hrs, 4hrs, 6hrs, 16hrs
Civic Centre (surface) (Off Street), Park Road (surface) (Off Street) (Poole)	Remove: 30min, 3hrs, 5hrs, 6hrs, 7hrs, 8hrs, 9hrs, 10hrs, 11hrs, 12hrs, 13hrs, 14hrs	Proposed tariff options to comprise: 1hr, 2hrs, 4hrs, 24hrs
Albert Road, Jubilee Road, Penn Hill, Norrish Road, Station Approach, Ravine Road (Off Street) (Poole)	Adjust: Mon - Sat 1hr, 2hrs, 4hrs, 14hrs Sunday flat rate	Proposed tariff options to comprise: Mon - Sun 1hr, 2hrs, 4hrs, 14hrs
Commercial Road, Story Lane (Off Street) (Poole)	Adjust: Mon - Sat 1hr, 2hrs, 4hrs, Sunday flat rate	Proposed tariff options to comprise: Mon - Sun 1hr, 2hrs, 4hrs

Municipal Road (On Street) (Poole)	Adjust: Mon - Sat 8am - 10pm 30min, 1hr, 2 hrs. Sun 8am -10pm 4hrs	Mon - Sun 1hr, 2hrs, 4hrs

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Harmonising parking arrangements across Bournemouth, Christchurch and Poole

July 2023

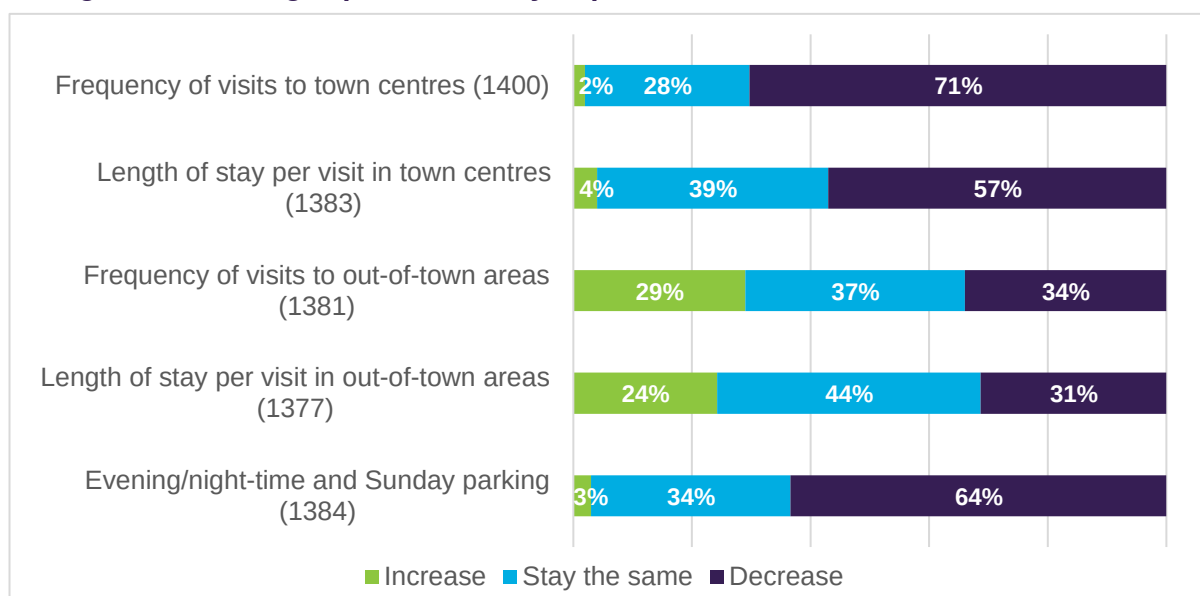
Research and Consultation Team

Executive Summary

Impact to frequency of visits and length of stay

- Over two-thirds of respondents (71%) feel the proposed changes to parking across the BCP Council area would **decrease how often they visit town centres**. Over a quarter (28%) feel frequency of visits would stay the same and 2% feel their visits to town centres would increase.
- 57% said the **length of stay per visit in town centres would decrease**. 39% feel it would stay the same and 4% said it would increase.
- **Frequency of visits to out-of-town areas would stay the same** for 37% of respondents, decrease for 34% and increase for 29%.
- **Length of stays per visit in out-of-town areas would stay the same** for 44% of respondents, decrease for 31% and increase for 24%.
- Just under two thirds (64%) feel their **evening/night-time and Sunday parking would decrease**, around one third (34%) would stay the same and 3% would increase.

Figure 1: Taking into consideration the proposed changes to parking across Bournemouth, Christchurch and Poole, do you feel it will increase, decrease or not change the following aspects of how you park?



Base: as labelled

Changes to high/low season

Respondents feel that the proposed change to harmonise high and low season to match the dates of Poole would **disproportionately impact residents**, many of whom use low season as a quieter time to enjoy the area and mostly avoid going out in peak high season. Linking to this, respondents strongly feel that **residents should receive beneficial rates when parking in the BCP area** as they pay council tax and are not seasonal visitors.

A large number of respondents said that high season beginning in March would **discourage and put them off from visiting the BCP area**, particularly **going to town centres / high streets** and **going to beaches/coastal areas**. Another key theme that came out of comments was a **negative financial impact** as individuals in Bournemouth and Christchurch would face high season charges for a longer period than currently, which some feel are **too expensive**.

The proposals would negatively impact **workers** who have to pay to park, **community groups** (both attendance numbers and the relative cost of attending) and the **health, mental health and wellbeing** of individuals who may not access facilities as much under the proposed change to high season.

It does not come as a surprise to note that a large number of those who feel the proposal **would not impact them** or who are **in support** of the proposal are from **Poole**.

Length-of-stay tariff structures

Respondents are **not happy** about changes to the length of stay tariffs and are particularly unhappy about the **removal of short stay options**. A large number of respondents said that **these changes would drive them away from town centres and local shops** where the proposed tariffs are to be implemented. Respondents felt this could have a **negative impact not just on local businesses but also on parking revenues as people would shop in places with free parking**, some of which are out-of-town.

Evening and Sunday parking

The proposed changes to evening parking would have an **impact on those going out to town, for meals or a drink and the theatre or cinema**. Some of those people have **parked their car in a car park overnight**, so that they can drink and collect their car the next day.

The changes to Sunday parking would impact those **going to town, out for a meal and church**.

Beaches are another area that would be affected, **with some people choosing to go to the beach early in the morning or evenings when they are less busy and parking is cheaper, or free.**

It would also impact those who **work in the evenings or Sundays** and pay to park and **local residents without allocated parking spaces.**

Many respondents said that they **would go to other places where there is free parking**, or they would **look for alternative free parking**, which could have a knock-on effect on the **number of on street parking spaces** that could be available. Some would **no longer go to the places that they had been going to**, or do the activities as they could not afford to and there is no suitable sustainable travel alternatives. This would have a knock-on effect on businesses and the night-time economy. Others predicted that **less people would visit town centres** and that businesses would suffer.

Alternative suggestions for harmonisation

Comments in response to this question covered a range of topics, both relevant to harmonising parking arrangements and more generally about improving parking across Bournemouth, Christchurch and Poole. Alternatives to the proposed means of harmonisation include **alternative timings for high/low season, length-of-stay suggestions, overnight and Sunday suggestions, specific pricing suggestions and suggestions for free parking.** Respondents would also like to see **harmonisation of parking permits and harmonisation of payment methods.** Some comments were in opposition to the idea of harmonisation in any form as **different towns and locations within the BCP area have different needs** and so different arrangements for seasons, length-of-stay and overnight/Sunday are appropriate. A key theme from this question that is common across many other questions is around introducing **benefits such as discounted or free parking for residents.**

Other improvements to car parking and harmonisation

Responses to this question covered a wide variety of topics and generally were suggesting alternatives to those proposed in the consultation or commenting or making suggestions on issues not specifically covered by the consultation. Issues relating to **affordability**, the introduction of **permits or reduced prices for locals, the payment system and car park facilities** were the most popular topics covered in the comments. A significant number also mentioned a **specific location** such as Christchurch, Poole or Bournemouth, the town centres, beach car parks or particular car parks that they had complaints or suggestions about. In addition, other topics included **disability and blue badge parking, traffic and parking enforcement,**

sustainable travel including **park and ride** and **EV chargers** and those who were concerned about the **loss of car parks** and a related response about **not selling off council car parks**. There were also a number of responses specifically mentioning whether **they were in favour or not in favour harmonising permits** across BCP.

Other comments

While there was some support overall for the proposed changes, the majority of other comments regarding the harmonisation of parking charges across BCP were opposed to the proposals. Respondents felt that the proposals were a **bad idea** and requested that **they not be implemented**. The proposals are perceived to be a **money-making exercise at the expense of motorists and local residents** and it was felt there is a **lack of evidence to support the claims** about sustainable travel within the consultation document. Respondents commented that the proposed changes were **not in the best interests of local residents** across the BCP Council area and that **higher parking charges would deter them from visiting and shopping in town centres, resulting in a loss of trade for local businesses**. **Short tariff options should also remain in place to encourage people to shop locally and in town centres**.

Higher parking costs would also impact on people's decisions to visit and pay for parking to use outdoor spaces as well as impact on their decision to visit places in the evening.

Respondents commented that people will still need to use their cars for different reasons and that the **changes would not encourage them to use alternative and sustainable travel options**. It was also felt that **public transport provision in the local area is not adequate to encourage them to change their mode of transport**. The proposed changes are **not fair on those who rely on their car for transport, including the elderly, disabled and other vulnerable groups**.

Respondents commented that **different towns and locations within BCP Council area have different needs and demands** and suggested that they be able to decide on their car parking arrangements separately. **Parking charges should be reduced and local residents should be offered reduced rates and/or permits for car parking compared with visitors and tourists**.

Car parks should continue to provide **multiple payment options, including cash, card and via mobile apps**, while there also needs to be **greater enforcement** and more **severe punishments for illegal parking**.

Equalities

Most respondents felt the proposals would have a negative impact on **people with disabilities**, including people who qualify and don't qualify for a blue badge and also those with a range of accessibility needs, not just physical/mobility based. They felt the changes will disproportionately impact those who don't have the same options as others to use alternative modes of transport. It was felt that this would impact their ability to access leisure activities, amenities and medical appointments.

Following this, respondents felt the proposals would have a negative impact on **local residents** by restricting their ability to go out and adding further financial burden on top of high council tax, rents and those linked to the cost of living crisis.

Lastly, respondents raised concerns about the impact the proposals would have on **older people** including restricting their ability to visit the beach and other outdoor areas due to the financial impact this would have.

Other negative impacts were highlighted by fewer respondents based on:

- **pregnancy or maternity or people with young children or single parent families** due to the impracticality of alternative transport modes
- **gender**, creating safety issues for **females** and further disadvantages as they were more likely to have caring responsibilities
- **carers** especially those who care for people who don't have blue badges
- **religion**, especially people following church-based religions due to the impact parking fees on Sundays
- **race** due to language barriers affecting access to parking information and the travelling community.

Contents

Executive Summary	ii
Impact to frequency of visits and length of stay	ii
Changes to high/low season.....	iii
Length-of-stay tariff structures	iii
Evening and Sunday parking	iii
Alternative suggestions for harmonisation	iv
Other improvements to car parking and harmonisation	iv
Other comments	v
Equalities	vi
Contents.....	vii
1 Introduction and background.....	1
2 Methodology	1
3 Engagement HQ Analytics	3
4 Communications report	4
Social media	5
5 Analysis and results	7
5.1 Respondent type	8
5.2 Impact to frequency of visits and length of stay.....	9
Frequency of visits to town centres	9
Length of stay per visit to town centres	10
Frequency of visits to out-of-town areas	12
Length of stay per visit to out-of-town areas	13
Evening/night-time and Sunday parking.....	14
5.3 Impact of changes to high/low season	16
No impact / very little impact	18
Support the proposals	18
Oppose harmonisation of seasons - different areas different needs	19
Remove seasonal differences	19
Negative impact on residents and suggestions for beneficial rates / discounts	20
Negative impact on visits to / within the BCP area	22
Negative impact on town centres / high streets / businesses and visits to them	23
Negative impact on beaches / coast and visits to these	24

Financial impact / affordability	25
March is not high season / high season is too long.....	27
Start high season in April / harmonise to match Bournemouth seasons	28
Suggestion on alternative high season period	29
Will not use council car parks / will park elsewhere in the area for lower cost ..	30
Already avoid visiting / parking across the area	31
Negative impact on workers.....	32
Negative impact on health / mental health / wellbeing	32
Negative impact on community groups	33
Impact on permit / season ticket holders.....	34
Issues and barriers to sustainable travel / public transport	35
Other impacts.....	36
Other comment / concern.....	37
5.4 Impact of changes to length-of-stay tariff structures.....	39
No impact.....	40
Deters visits	40
General opposition	44
Increased cost and affordability.....	45
Alternative suggestions	47
No impact on length of stay.....	48
Sustainable travel alternatives	49
Reducing length of visit	50
Street parking / illegal parking	51
General support	51
Impact on disabled / carers	52
Other comments.....	52
5.5 Impact of changes to overnight and Sunday parking charges.....	54
No impact / not affected	56
Support the proposals	57
Changes to evening and Sunday parking charges.....	58
Impact of the changes on visits to town centres, shops, restaurants, theatres/cinema and beaches	59
Impact on the Town Centres	60
Theatres, concerts, and cinemas	62

Hospitality	64
Impact on businesses	66
Beaches	66
Church	69
Park where it's free / go somewhere where parking is free	69
Impact on residential parking and visiting family/friends	71
Impact on workers.....	72
Sustainable travel.....	73
Health and safety concerns.....	74
Alternative suggestions	76
Other comments.....	80
5.6 Alternative suggestions for harmonisation	82
Support for harmonisation	83
Beneficial parking rates / discounts for residents	83
Opposed to harmonisation / different areas different needs.....	84
High / low season timing	86
Affordability / lower charges	86
Free parking	88
Sunday and evening/overnight.....	89
Length-of-stay tariffs	90
Town Centres / High Streets	90
Pricing suggestion.....	91
Permit suggestion / harmonise permits	91
Payment methods	92
Sustainable travel.....	93
Technology	94
Blue badge / disabled individuals	95
Traffic wardens / fines	95
Park and Ride	96
Other suggestions	97
5.7 Other improvements to car parking and harmonisation.....	98
Affordability and cost.....	99
Disabled parking/Blue badge	100
Older People	101

Children/Family parking	102
Payment system (improved, consistency, reliability)	103
Permits/reductions for locals	104
Traffic wardens/parking enforcement	105
Car park facilities including lighting, maintenance and toilets	106
Car park space size	106
Car Park safety and security	107
More car parks	108
Don't sell the car parks.....	108
On-street availability.....	109
Resident only parking areas (on-street)	109
Changes to proposals	110
Facilities for motor homes/camper vans.....	110
Specific locations/car parks.....	111
Beach hut user / seasonal permit suggestion	111
Harmonise permits across BCP	112
Do not harmonise parking across BCP	112
Impact on businesses and workers	113
Sustainable travel and alternatives	113
Other Suggestions	114
Other Comments.....	115
Positive/happy with the proposal.....	115
No improvements/no change	116
5.8 Other comments.....	117
General negative / opposed to proposals.....	117
General support for proposals.....	119
Impact on shops / town centres.....	119
Impact on residents.....	121
Impact on visitors	122
Impact on leisure facilities / users	123
Impact on vulnerable groups.....	124
Sustainable travel modes	125
Alternative suggestions	127
Other parking comments.....	131

Other topic	133
5.9 Equalities comments	134
Impact on Disability	136
Impact on Socio-Economic Status	137
Impact on Age	138
Impact on Local business or community organisations	138
Impact on Pregnancy and Maternity.....	139
Impact on Sex	140
Impact on Human Rights.....	140
Impact on Carers.....	141
Impact on Religion or Belief	141
Impact on Race	142
Impact on Sexual Orientation	142
Other equality impacts	142
6 Respondent profile	144
7 Map of respondents	146
8 Email responses.....	147

1 Introduction and background

BCP Council asked for views on proposed harmonisation of parking arrangements across council car parks and on-street parking areas in Bournemouth, Christchurch and Poole. The aim is to achieve consistency across the council's car park and on-street parking assets and improve the efficiency of the parking service. Currently there are varying arrangements for parking charges across the conurbation including different times of year that charges apply, different length-of-stay tariff options and different times of day that charges apply. Harmonisation of these aspects would provide consistency and clarity to customers and parking operations alike.

There are three proposals we consulted on, relating to:

- Aligning high and low season tariffs
- Restructuring the length of stay tariff options
- Overnight and Sunday car parking charges



The consultation ran from Thursday 11 May until Thursday 8 June 2023.

2 Methodology

The consultation was designed and hosted on the BCP [Engagement HQ](#) platform along with a brief description of the project on a dedicated page: <https://haveyoursay.bcpCouncil.gov.uk/parking-harmonisation>. Details of the proposals, including changes for specific car parks, were available in an information document.

The information document and paper questionnaires were available upon request at all BCP libraries and an email address provided for queries.

The consultation was promoted through various channels including:

- [Press release](#)
- Social media posts (Facebook, LinkedIn, Twitter)
- Posters displayed in car parks across the conurbation
- An email to local community groups

Details of engagement rates can be found in the [Engagement HQ Analytics](#) section and details of the social media communications activity can be found in the [Communications Report](#).

Figure 2: EHQ page for the consultation (web view)

BCP Council

Back to our Homepage Q Search Log in Register

Have your say

Harmonising parking arrangements across Bournemouth, Christchurch and Poole

Home / We asked, you said, we did / Parking Harmonisation

Parking Harmonisation

This consultation has now closed.

BCP Council is asking for your views on proposed harmonisation of parking arrangements across council car parks and on-street parking areas in Bournemouth, Christchurch and Poole, with the aim of achieving consistency across the council's car park and on-street parking assets and improving the efficiency of the parking service. Currently there are varying arrangements for parking charges across the conurbation including different times of year that charges apply, different length-of-stay tariff options and different times of day that charges apply. Harmonisation of these aspects would provide consistency and clarity to customers and parking operations alike.

There are currently three proposals we are considering, relating to:

- Aligning our high and low season tariffs
- Restructuring the length of stay tariff options
- Overnight and Sunday car parking charges

Details of the proposals including changes for specific car parks are found in our [information document](#).

Have your Say

Key Dates

Consultation begins	11 May 2023
Consultation ends	08 June 2023

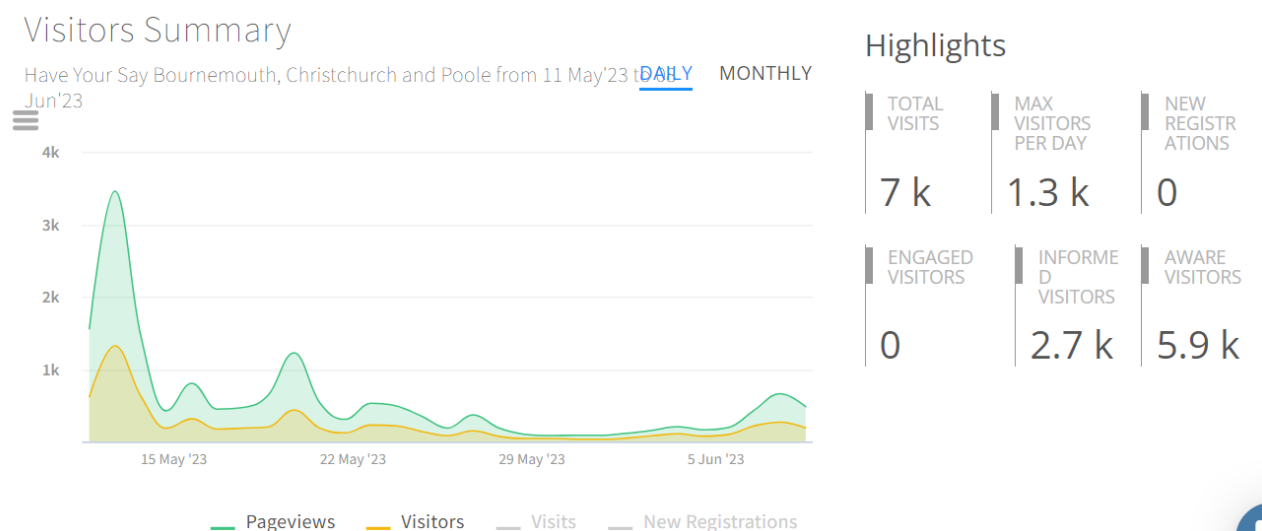
Key Documents

Parking harmonisation information document .pdf (189 KB)

3 Engagement HQ Analytics

The engagement exercise was hosted on BCP Council's engagement platform 'Engagement HQ'. Across the engagement period there were over 6,800 visits to the engagement page, with 5,800 aware visitors (i.e. a visitor who has made at least one single visit to the webpage) and over 2,700 informed visitors (i.e. a visitor who has taken the 'next step' from being aware and clicked on something). Engaged visitors are visitors who have contributed to an activity on the platform, but as there were no activities on the page there were 0 engaged visitors. (This was because the survey was hosted on a different site)

Figure 3: Visitor figures to the EHQ page over the consultation period



Looking at downloads, there were 2.9k downloads of the information document.

The majority of visitors to the engagement page on Engagement HQ came via Facebook (3k visits), followed by the BCP Council website (265 visits) and Twitter (220 visits). A full breakdown of the site referrals can be seen below:

Figure 4: EHQ page traffic sources

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
m.facebook.com	1606
lm.facebook.com	1072
l.facebook.com	352
www.bcpccouncil.gov.uk	265
t.co	220
www.google.com	121
online1.snapsurveys.com	97
l.instagram.com	80
www.google.co.uk	52
nextdoor.co.uk	37
www.instagram.com	18
android-app	17
www.bing.com	13
email.bt.com	12
mailchi.mp	11

4 Communications report

Below is a breakdown of the communications activity carried out by BCP Council to promote the engagement as widely as possible. The council used a variety of methods to promote the engagement including a [press release](#) and social media posts (Facebook, LinkedIn and Twitter).

Alongside online promotion, posters were displayed in car parks in Bournemouth, Christchurch and Poole and displayed on Have your Say Boards in all BCP Council libraries to promote the survey.

Social media

11 social media posts were made across the consultation period: 4 on Facebook, 4 on LinkedIn and 3 on Twitter.

Social media posts had a total reach¹ of 63,197, a total engagement² of 5,929 people and total impressions³ of 69,531. Below are details of how people interacted with our social media profiles during the engagement period:

Facebook		Instagram		LinkedIn		Twitter	
Reactions	126	Likes	0	Likes	4	Likes	17
Clicks	1.4K	Saved	0	Clicks	66	Retweets	19
Other clicks	3.8K	Comments	0	Comments	0		
Comments	366			Shares	5		
Shares	99						

Below are the best performing social media posts based on **reach**:

across Bournemouth, Christchurch and Poole Consultation closes Thursday Image 31 May. 11 2023 HAVE YOUR SAY Reach 22K Impressions 24K Engagement 1.6K	across Bournemouth, Christchurch and Poole Consultation closes Thursday Image 31 May. 19 2023 We've launched a consultation on proposals to harm... Reach 17K Impressions 18K Engagement 1.5K	across Bournemouth, Christchurch and Poole Consultation closes Thursday Image 31 Jun. 7 2023 Last chance to have your say Reach 13K Impressions 14K Engagement 898

¹ The total number of people who see the post

² The number of unique people who engaged with the post, i.e., commented or liked.

³ The number of times people saw the post

Below are the best performing social media posts based on **impressions**:

across Bournemouth, Christchurch and Poole Consultation closes Thursday Image May. 11 2023 HAVE YOUR SAY Impressions 751 Engagement 33	across Bournemouth, Christchurch and Poole Consultation closes Thursday Image May. 26 2023 HAVE YOUR SAY Impressions 621 Engagement 19	across Bournemouth, Christchurch and Poole Consultation closes Thursday Image May. 19 2023 We've launched a consultation on proposals to harm... Impressions 561 Engagement 17

Below are the best performing social media posts based on **likes**:

Have your say Harmonising parking arrangements across Bournemouth, Christchurch and Poole Image 2023 May. 11 2023 HAVE YOUR SAY Likes 12 Retweets 13 Engagement 25	Have your say Harmonising parking arrangements across Bournemouth, Christchurch and Poole Image 2023 May. 19 2023 We've launched a consultation on proposals to harm... Likes 3 Retweets 6 Engagement 9	Have your say Harmonising parking arrangements across Bournemouth, Christchurch and Poole Image 2023 May. 26 2023 HAVE YOUR SAY Take part in our consultation on Likes 2 Retweets 0 Engagement 2

5 Analysis and results



1,491 responses were received

4 of these responses came from paper copies of the survey that were completed and returned by the deadline.

The equalities profile of respondents is shown in [Section 6](#).

Analysis

The online 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 BCP Council Research and Consultation Team's secure data area. Quantitative analysis was carried out using Snap to identify the frequencies for each question.

Figures in this report are presented as a percentage of people who answered the question, excluding 'don't know', 'not applicable' and 'no reply', unless otherwise stated. Percentages in this report may not add up to 100% due to rounding or where respondents were able to select more than one response option.

Where there are significant differences between groups of respondents, this has been stated within the report. Where bases are small (under 20) they have been denoted with an asterisk (*).

Qualitative comments

Qualitative responses (write in text) to questions were exported into Excel and were thematically analysed by members of the Council's Research and Consultation Team and Darmax Research Ltd.

The most common themes are reported on in this report. Anonymised quotes from participants have been used to illustrate the themes identified.

Please note that while the purpose of qualitative data is to provide deeper insights into reasoning and impact rather than to quantify data, the numbers of respondents who mentioned the most prevalent themes are provided in this report to give an indication of the magnitude of response. However, given the nature of qualitative data, it should be noted that this does not provide an indication of significance in relation to the question asked.

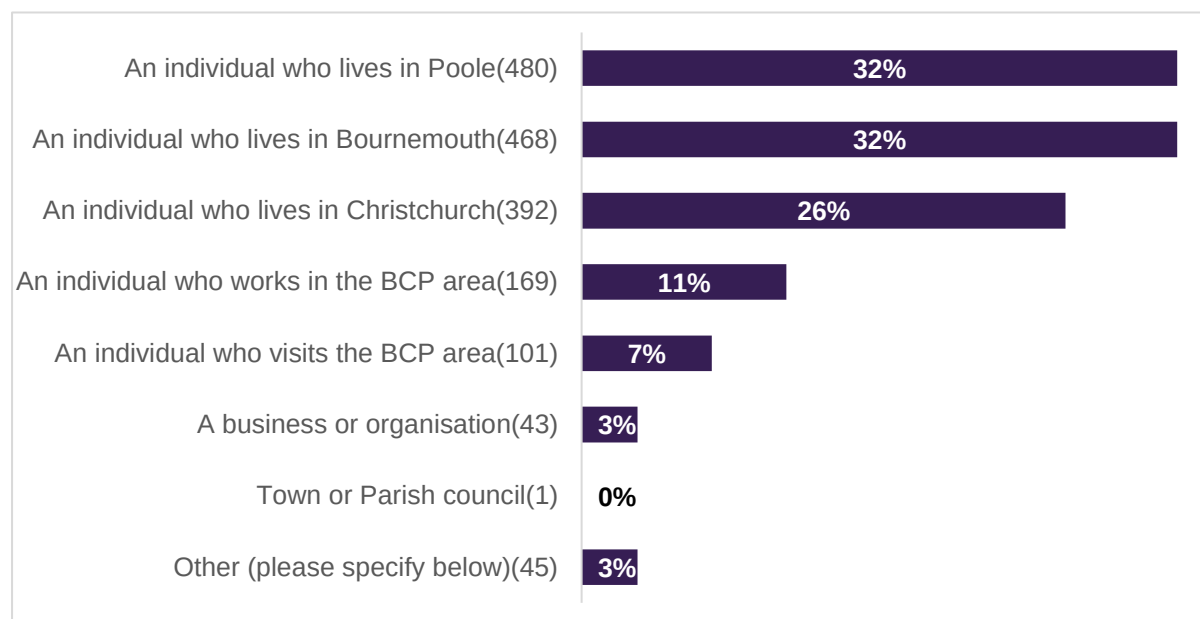
In addition, where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories. There is also quite a lot of overlap between themes.

Where a response makes several different points, only the relevant part to the discussed theme is shown in the report. In some cases, respondents have not made

clear which change or which location they are referring to so caution should be used in interpreting the responses.

5.1 Respondent type

Figure 5: Respondent type



Base: 1482

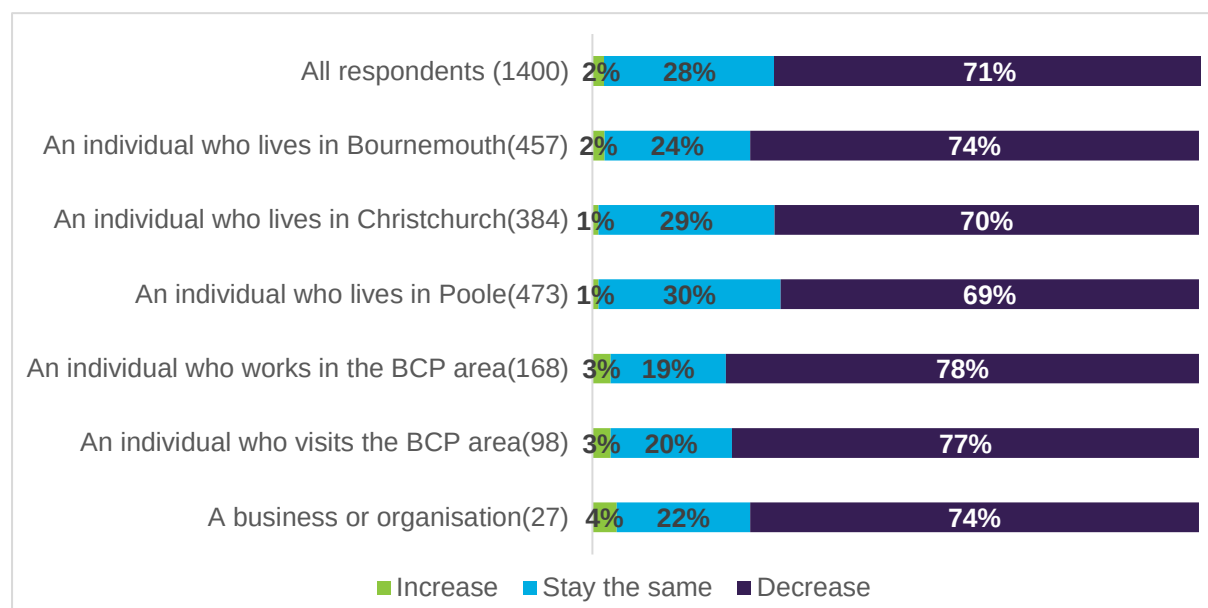
Just under a third (32%) of respondents are individuals who live in Poole and the same proportion are individuals who live in Bournemouth. Just over a quarter (26%) are individuals who live in Christchurch. Just over one-in-ten (11%) work in Bournemouth, Christchurch and Poole and 7% are visitors to the BCP area. A small proportion (3%) responded to the survey on behalf of a business/organisation.

5.2 Impact to frequency of visits and length of stay

The first question in the survey asked respondents to consider whether the proposals in the consultation would increase, decrease or not change their parking habits (specifically frequency of visits and length of stay) in town centres and out-of-town areas and whether it would affect evening/night-time and Sunday parking.

Frequency of visits to town centres

Figure 6: Impact of proposals on frequency of visits to town centres by respondent type



Base: as labelled

Over two-thirds of all respondents (71%) feel the proposed changes to parking across the BCP Council area would decrease how often they visit town centres, whilst over a quarter (28%) feel it would stay the same and just 2% feel their visits to town centres would increase.

Looking at respondent type, the feeling that frequency of visits to town centres would decrease is highest among those who work in the BCP area (78%) and those who visit the BCP area (77%). Those who live in Poole (69%) and those who live in Christchurch (70%) are less likely to feel their visits would decrease.

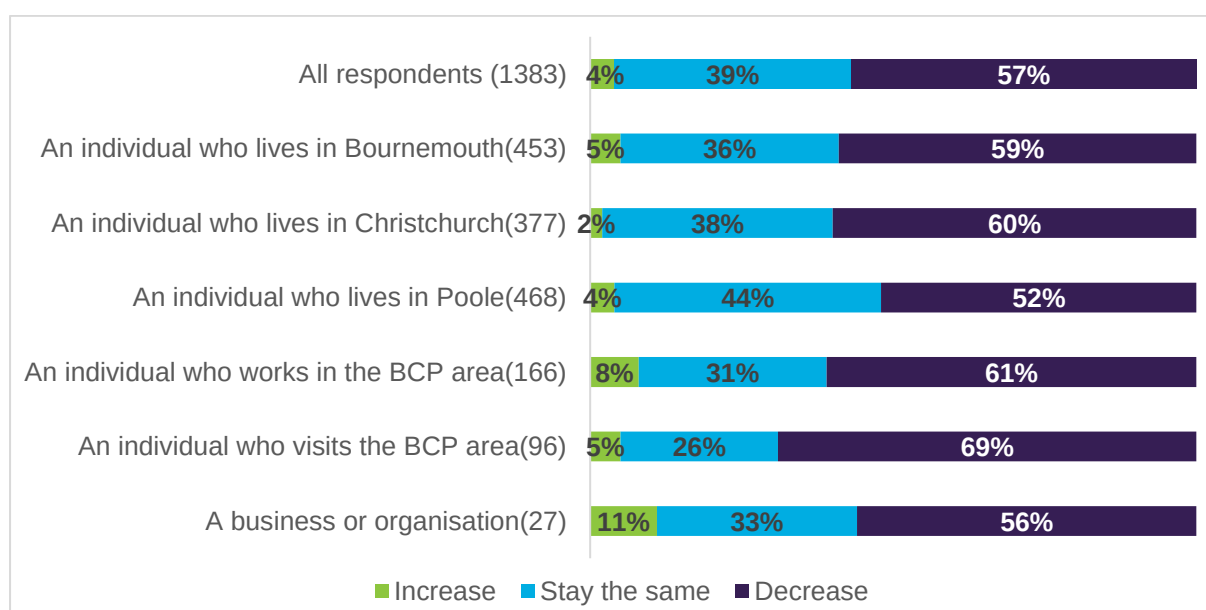
The feeling that frequency of visits to town centres would stay the same (i.e. unaffected by proposals) is highest among those who live in Poole (30%) and significantly higher than those who live in Bournemouth (24%) and those who work in the area (19%).

By personal characteristics:

- Respondents aged between **25 and 54 years old** are significantly more likely to feel their frequency of visits to town centres would decrease compared to those aged 65+
- Respondents aged **65 and over** are significantly more likely to feel their frequency of visits to town centres would stay the same compared to those aged 25 to 54
- Respondents who are **female** are significantly more likely to feel their frequency of visits to town centres would decrease (72%) than males (65%). **Males** are significantly more likely than females to feel their frequency of visits would stay the same (33% compared to 27%)
- Respondents who are **pregnant or returned from maternity/paternity leave in the last 12 months** are significantly more likely to feel their frequency of visits to town centres would decrease (91%) compared to those who are not.

Length of stay per visit to town centres

Figure 7: Impact of proposals on length of stay per visit to town centres by respondent type



Base: as labelled

Over half (57%) of all respondents feel that the length of time that they stay per visit to town centres would decrease under the proposed changes. Just under two-fifths (39%) feel it would stay the same and 4% feel their length of stay would increase.

The feeling that length-of-stay in town centres would decrease is highest among visitors to the BCP area (69%) and lowest among those who live in Poole (52%). Respondents who live in Poole are significantly less likely to feel their length-of-stay would decrease in town centres (52%) compared to those who live in Bournemouth (59%), those who live in Christchurch (60%), those who work in the BCP area (61%) and those who visit (69%).

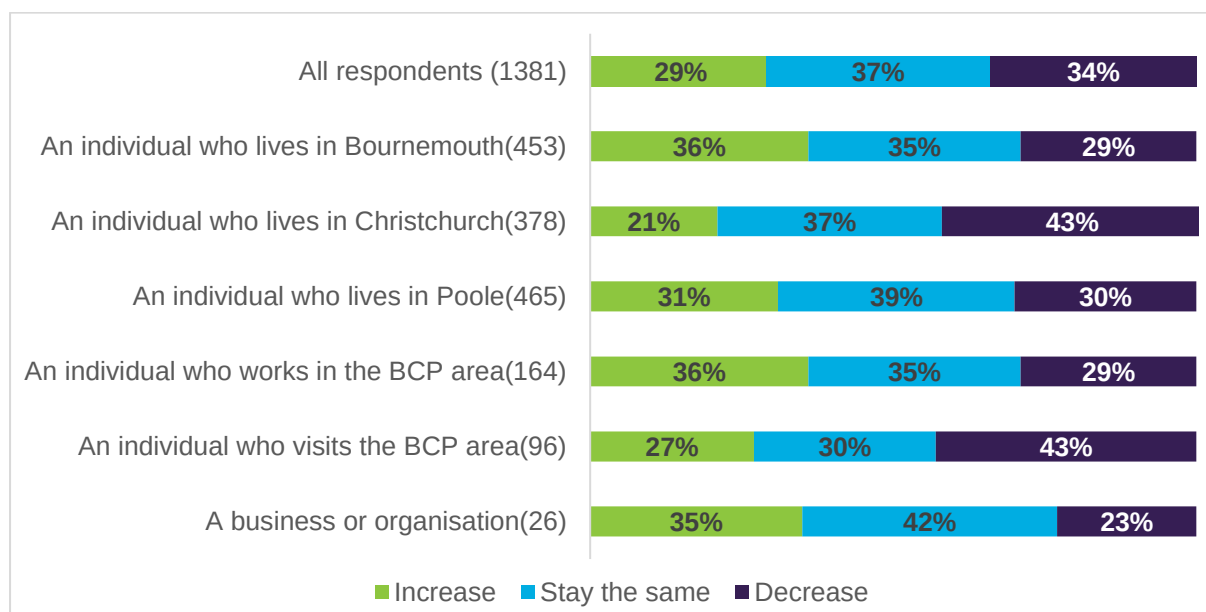
Respondents who live in Poole are the most likely to feel their length of stay would stay the same when visiting town centres (44%) and are significantly more likely to feel this than those who live in Bournemouth (36%), those who work in the BCP area (31%) and those who visit (26%).

By personal characteristics:

- Respondents aged **35-44** and **45-54** are significantly more likely to feel their length of stay in town centres would decrease (62% and 61% respectively) compared to those aged 65-74 (50%) and 75-84 years old (47%)
- Those aged **65-74** and **75-84 years old** are significantly more likely to feel their length of stay in town centres would stay the same (48% each) compared to those aged 35-44 (34%) and 45-54 (36%)
- Respondents who are **female** are significantly more likely to feel their length of stay in town centres would decrease (59%) than males (51%). Males are significantly more likely than females to feel their length of stay would stay the same (45% compared to 37%)
- Those who have a disability are significantly more likely to feel their length of stay in town centres would decrease (61%) compared to those who have no disability (53%)
- Those who are lesbian, gay, bisexual or other sexual orientation are significantly more likely to feel their length of stay in town centres would increase (12%) compared to respondents who are heterosexual (3%)

Frequency of visits to out-of-town areas

Figure 8: Impact of proposals on frequency of visits to out-of-town areas by respondent type



Base: as labelled

Over a third (37%) of all respondents feel their frequency of visits to out-of-town areas would stay the same under the proposed changes. Just over a third of all respondents (34%) feel it would decrease how often they visit out-of-town areas, whilst over a quarter (29%) feel it would increase.

Looking at respondent type, the feeling that frequency of out-of-town visits would decrease is highest among those who live in Christchurch (43%) and those who visit the BCP area (43%) and is significantly higher among both these groups than those who live in Bournemouth (29%), those who live in Poole (29%) and those who work in the area (29%).

The feeling that frequency of visits to out-of-town areas would stay the same (i.e. unaffected by proposals) is highest among businesses/organisations (42%) and lowest among those who visit the BCP area (30%).

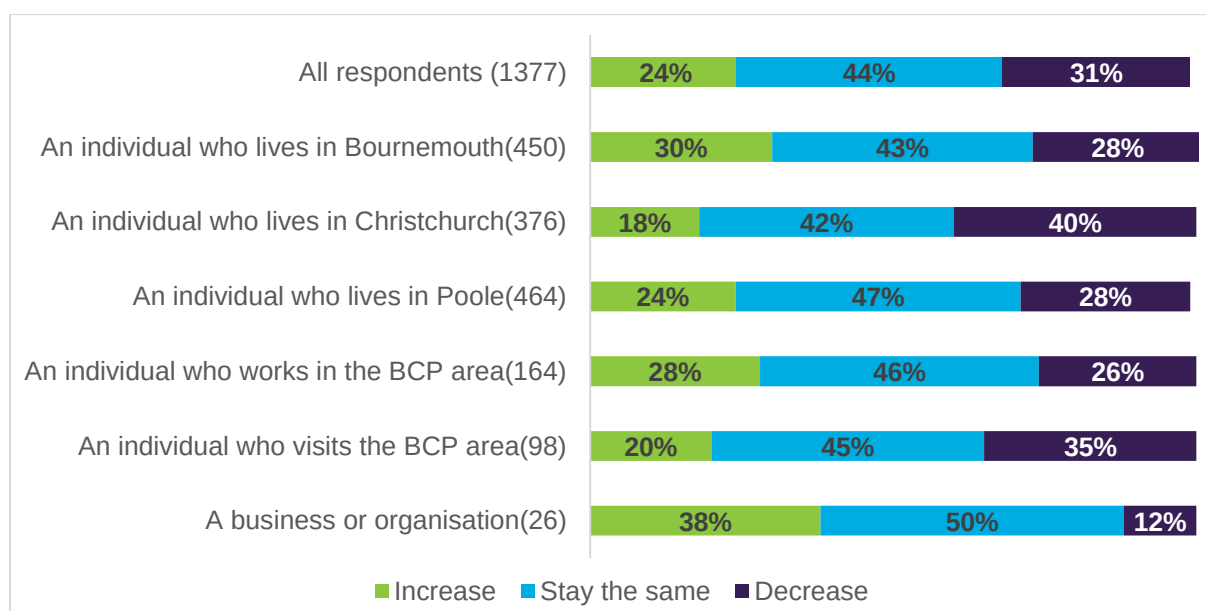
Those who live in Bournemouth and those who work in the BCP area are the most likely to feel their visits to out-of-town areas would increase in frequency (36% each) and are significantly more likely to feel this than those who live in Christchurch (21%).

By personal characteristics:

- Those aged between 55 and 84 are significantly more likely to feel their frequency of visits to out-of-town areas will stay the same compared to those aged 35 to 54
- The feeling that trips to out-of-town areas will increase is significantly higher for 25 - 34 year olds (38%) and 45 - 54 year olds (34%) than those aged 55 - 64 (25%), 65 - 74 (25%) and 75 - 84 (22%)
- Females are significantly more likely to feel their visits to out-of-town areas will decrease (36%) than males (29%)

Length of stay per visit to out-of-town areas

Figure 9: Impact of proposals on length of stay per visit to out-of-town areas by respondent type



Base: as labelled

Over two-fifths (44%) of all respondents feel that the length of time that they stay per visit to out-of-town areas would stay the same under the proposed changes to parking. Nearly a third (31%) feel their length of stay would decrease and just under a quarter (24%) feel it would increase.

The feeling that length-of-stay in out-of-town areas would decrease is highest among those who live in Christchurch (40%) and is significantly higher than those who live in Bournemouth (28%), those who live in Poole (28%), those who work in the BCP area (26%) and businesses/organisations (12%).

Respondents from a business/organisation are the most likely to feel their length of stay would stay the same when visiting out-of-town areas (50%), followed by those who live in Poole (47%).

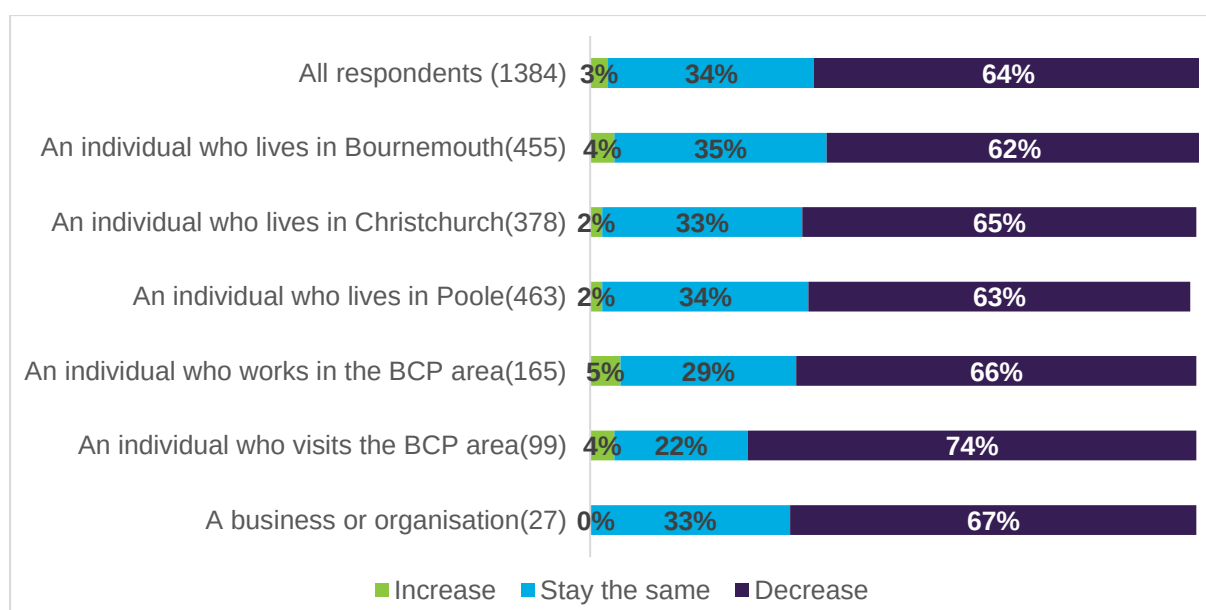
Respondents from a business/organisation are the most likely to feel their length of stay would increase for out-of-town visits (38%), followed by those who live in Bournemouth (30%). Both of these groups are significantly more likely to feel this than those who live in Christchurch (18%).

By personal characteristics:

- The feeling that length-of-stay during visits to out-of-town areas would stay the same is significantly higher for those aged 65 - 74 (51%) and 75 - 84 (53%) than those aged 35 - 44 (39%) and 45 - 54 (37%)
- Female respondents are significantly more likely to feel their length-of-stay in out-of-town areas will decrease (35%) compared to males (26%)
- Males are significantly more likely to feel their length-of-stay in out-of-town areas will stay the same (49%) compared to females (42%)

Evening/night-time and Sunday parking

Figure 10: Impact of proposals on evening/night-time and Sunday parking by respondent type



Base: as labelled

Nearly two-thirds of all respondents (64%) feel that their evening/night-time and Sunday parking would decrease as a result of the proposed changes to parking. Just

over a third (34%) of respondents feel their parking habits in evenings/night-time and Sundays would stay the same and a very small percentage (3%) feel it would increase.

The feeling that parking at these times would decrease is highest among visitors to the area (74%) and is significantly higher for visitors compared to those who live in Bournemouth (62%).

The feeling that evening/night-time and Sunday parking would stay the same is highest for those who live in Bournemouth (35%) and lowest for those who visit the area (22%) – significantly lower than residents from Bournemouth, residents from Christchurch and residents from Poole.

By personal characteristics:

- Those in age groups between 25 and 54 are significantly more likely to feel their evening/night-time and Sunday parking would decrease compared to those in groups from 65 to 84 years old
- Those aged 65 to 84 years old are significantly more likely to feel their parking at these times would stay the same compared to those aged 25 to 54
- Females are significantly more likely to feel their evening/overnight and Sunday parking would decrease (66%) under the proposals compared to males (57%)
- Males are significantly more likely to feel their parking at these times would stay the same (39%) compared to females (31%)
- Those who are pregnant or returned from maternity/paternity leave in the last 12 months are significantly more likely to feel their parking in evenings/night-time and Sundays would decrease (86%) compared to those who are not in this group (62%)

5.3 Impact of changes to high/low season

Respondents were asked: “*In as much detail as possible, please explain how the proposed changes to high season may impact you?*”

Current arrangement

In Bournemouth there are currently two seasons for parking charges: high and low. High season runs from 1 April to 31 October and low season for the remainder of the year (1 November to 31 March). In Poole there are currently two seasons for parking charges: high and low. High season runs from 1 March to 31 October and low season for the remainder of the year (1 November to 28 February). In Christchurch there are currently multiple seasons for parking charges: 1 April to 31 May, 1 June to 30 September and 1 October to 31 March.

Proposal

It is proposed that the seasons are harmonised across Bournemouth, Christchurch and Poole by adjusting the existing structure so that there are only two seasons: high and low. The proposed timeframe of high season is to match that of Poole – i.e. high season from 1 March to 31 October and low season between 1 November and 28 February.



1,251 comments

1,251 respondents answered the question to explain how the proposed changes to high season may impact them. Comments that did not answer the question, or were not relevant to any aspect of the harmonisation proposals, so did not fit into a theme were removed during coding and are not included in this number. The main themes to emerge with 10 or more attributed comments are outlined in the table over the page.

Note that some comments include multiple points and may be coded against more than one theme.

- 399 of these comments are from residents in **Bournemouth**, 321 are residents in **Christchurch** and 405 are residents in **Poole**.

Theme	Number of comments
Negative impact on residents and suggestions for beneficial rates / discounts	255
Negative impact on town centres / high streets / businesses	216
Financial impact / affordability	192
No impact / very little impact	180
Negative impact on visits to / within the BCP area	164
Negative impact on beaches / coast	110
March is too early for high season / high season is too long	105
Will not use council car parks / will park elsewhere in the area for lower cost	84
Already avoid visiting / parking across the area	74
Start high season in April / harmonise to match Bournemouth	72
Alternative season suggestion	66
Support the proposals	46
Issues and barriers to sustainable travel / public transport	44
Negative impact on workers in BCP area	21
Negative impact on health / mental health / wellbeing	20
Remove seasonal differences	15
Negative impact on local / community groups	14
Impact on permits / season tickets	14
Oppose harmonisation of seasons – different areas different needs	11
Other impact	37
Other comment / concern	63

No impact / very little impact



180 comments

180 comments said that the proposed changes to high season parking **would not impact them, would have no effect or no change.**

- Of these comments, 40 are residents in **Bournemouth**, 31 are residents in **Christchurch** and 90 are residents in **Poole**. Poole is overrepresented in this theme, which is not surprising when considering that the proposal is to bring the seasons in Bournemouth and Christchurch in line with Poole.



No impact

Unlikely to have any impact.

Not at all, it would be nice if it is the same in BCP area

They won't impact me as the proposed changes are in line with those currently operating in Poole where I live.

Tend not to use parking facilities in the high season, so probably little impact.

I will use the car parking facilities as and when I need them, regardless of the seasonal impact on price

They will hardly affect me at all because I mostly use public transport.

It won't have much impact on me in my present circumstances

Support the proposals



46 comments

46 comments were in **support** of the proposals around harmonising high season across Bournemouth, Christchurch and Poole.

- Of these comments, 14 are residents in **Bournemouth**, 3 are residents in **Christchurch** and 27 are residents in **Poole**.

I think aligning the season is the correct thing to do. As it can be confusing.

No impact. Harmonising the seasons - to current Poole High / Low seems very sensible

I agree with these changes and see the benefit of simplifying the system by aligning the three areas of the conurbation.

Oppose harmonisation of seasons - different areas different needs



11 comments

11 comments **oppose harmonisation as different areas in the conurbation have different needs** and therefore high season dates should differ.



It's good to have individual charges in different areas. Why pay when in some places it is free. You're just using this to generate extra funds to waste on yourselves

The present High season / Low season periods suit my use of the car parks in Christchurch very well and I would prefer that there is no change. The parking in Christchurch is more oriented towards the needs of the local residents rather than the summertime tourist visitors and otherwise, little else is provided to the local ratepayers.

Parking needs are completely different for Christchurch than for Bournemouth and again different for Poole. They are different and require different needs.

Remove seasonal differences



15 comments

15 comments **oppose seasonal charges** altogether and suggest parking should cost the same at all points of the year.

- Of these comments, 6 are residents in **Bournemouth**, 4 are residents in **Christchurch** and 2 are residents in **Poole**.



You should not increase parking charges for summer. Should be same price all year and yes the lower winter rate

It is ridiculous that there should even be a high and low season tariff for parking! There should be one price for all year round to encourage people into the towns. Also make the parking meter accept cash. I refuse to pay to park using a card.

The charges should be the same across BCP throughout the year.

Car park charges are far to high , they should stay the same through out the year , like most other towns . Devon and Cornwall just two examples are extremely cheap compared to ours , (how I know I've just been for three weeks)

Negative impact on residents and suggestions for beneficial rates / discounts



255 comments

255 comments relate to the impact on **residents** specifically, in particular that the proposals are unfair for residents and that residents should benefit from discounts or more favourable parking rates as they live in the area year-round.

- Of these comments, 92 are residents in **Bournemouth**, 81 are residents in **Christchurch** and 75 are residents in **Poole**.



High season not fair to locals, why should we pay more.

Making low season shorter is totally unfair on residents, when low season is the main time we can visit places you cannot afford to in the summer.

Extending the high season only impacts us local residents. The low season should be longer to help local people.

As a local we like to enjoy our beaches all year round and a lot of locals avoid the busiest beaches in high season. To have to pay high season prices in March is unfair to the locals. That's when we actually get a chance to enjoy coastal areas before the tourists arrive.

As a resident I feel the charges at present are over priced and the winter months should be free for residents

I personally feel there should be a residents rate. Residents are being penalised for tourists. We already pay council tax which has increased. Tourists take up parking spots more than locals and they should foot the bill.

Frankly residents should not be subjected to paying more to park in high season. We live here - we want to travel about BCP 12 months of the year without being penalised for it being 'high season' for tourists. All you will do is push more local people away from key areas because parking is prohibitively high. Personally we already prefer a day in Weymouth to anywhere in BCP.

Just costs more money, especially for local residents who don't really benefit in any way of a "high season". A residents rate would be a fair way to manage this in "high season" which remains at the "low season" rate. Otherwise it's just

another way of extracting more money from local residents who already pay a higher council tax rate for no measurable improvements in services.

Without having a locals permit to reduce parking costs, I won't be visiting local amenities during high season

As a resident I feel the charges at present are over priced and the winter months should be free for residents

As a local resident please make it low season charges for all due to increases in council tax and I can't afford the beach parking permit!

I will increase my low season parking at local beaches etc. It is frustrating to pay so much to use local car parking when I live in the area. I wish I could have a parking pass at a competitive price to use during the high season.

I only use the car parks in low season as affordable - high season prices are criminal! Residents should have the option to purchase a yearly or 6 monthly permit for cheaper parking with access across all BCP council car parks and road charging parking.

One respondent **does not support beneficial rates for locals/residents:**



I always avoid driving somewhere with a bit of effort I can get to on foot or bike. If the parking is expensive then we have to think really hard about whether we need to make the journey or is there an alternative. Better for health and environment. Parking shouldn't be cheaper for locals, discourage driving, start encouraging a healthier, safer environment.

Negative impact on visits to / within the BCP area



164 comments

164 comments relate to a negative impact on **visits to the BCP area**, including people who live in the area won't go out, that visitors will be discouraged and that people will not park at all.

- Of these 164 comments, 52 are residents in **Bournemouth**, 49 are residents in **Christchurch** and 41 are residents in **Poole**.



I will be put off from using those areas in high season.

I won't go out in high season

The extra month's high season charges for March will discourage visits to the various car parks during that month.

Off season parking reduction will reduce my visits to the areas affected

Discourage visitors to BCP area

There are places I would have visited in March that I now will not visit. High season prices are high! I enjoy my local area in the low season, and you are now shortening that.

I will visit places that charge the high season tariff less frequently and for a short period of time

Starting the high season a month earlier in Bournemouth and Christchurch would discourage myself from visiting the area at a time when there's less tourists about because it will cost more to park when people are already struggling.

The increase in the months charging high season will result in my family going elsewhere, outside BCP. We would usually go to a Bournemouth or Christchurch car park with my elderly parents, depending on high or low season. High season parking makes it out of our budget to enjoy the beach car parks specifically.

Less likely to use parking facilities completely

Some respondents were more specific in the types of places they feel would be impacted and that will no longer be visited – these have been categorised as **town centres/high streets/businesses** and **beaches/coast**:

Negative impact on town centres / high streets / businesses and visits to them



216 comments

216 comments referenced a negative impact on **towns, high streets and the businesses that trade in them**. In these comments, respondents predict that less people will visit these areas in general and that they will suffer as a result. Some specify that they personally will visit less.

- Of these 216 comments, 84 are residents in **Bournemouth**, 47 are residents in **Christchurch** and 59 are residents in **Poole**.



Less visits to town centre

I will go into the town centre less as I don't tend to go when the high season charges are in effect.

The proposed changes will minimise the period of low season parking, making it more expensive to park for most of the year, which will only deter me even more from making town centre visits. This is clearly not being proposed with local people in mind.

I will not go into town centres and spend my money on the local economy of hard workers. The only people this will positively improve is the council and chain stores. Local shops and communities will suffer as people struggle to pay for their bills will now have to spend more money which will go nowhere.

Given the free parking available at supermarkets and the increase in cost of living I will try and save money. This will perpetuate the decline of our high streets but I have to consider my own costs.

Some comments in this theme included reference to specific town centres: 33 comments mentioned **Bournemouth**, 29 mentioned **Christchurch** and 12 mentioned **Poole**.



In high season, I won't bother going into Highcliffe village or Christchurch town centre if I have to pay more to park.

The shortening of the free parking period in the winter months in Highcliffe will have a direct impact on the businesses in Highcliffe high street, deterring residents and visitors from using the car park on Wortley Road, to the detriment of shops and businesses.

I use the facilities in Christchurch a lot and avail of the low cost parking for the Regent. This will stop people attending the cinema, pubs and restaurants. Livelihoods will be affected.

It will certainly prevent me driving/ parking in Bournemouth to shop or entertain. The cost at high season is very prohibitive

Extending the high season to three quarters of the year only penalises myself as a resident by increasing my costs. Relatively few visitors will be affected and will discourage me further from visiting the centre of Bournemouth which is already a very uninviting place with lack of shops and run down appearance

This will even more give reason not to visit Bournemouth town Centre, these prices are ridiculously steep even if you were parking somewhere full of shops and life, Bournemouth town centre has very little to offer in terms of shops these prices will furthermore kill whatever life currently remains retail speaking.

We already avoid parking in Poole in March as its ridiculous to classify it as High Season. Your harmonisation program would lead to further reduction in footfall in town centres and not the perceived increase in revenue.

Negative impact on beaches / coast and visits to these



110 comments

110 comments relate to a negative impact on visits to **beaches and the coast** around Bournemouth, Christchurch and Poole if high season is harmonised across the conurbation. A noticeable proportion of respondents comment that **low season is the main time when residents/locals visit coastal areas** and the proposals would discourage them from this. Some comments also make reference to **dog walkers** who make use of the beaches when able (particularly in low season) and would be discouraged from going under the proposed changes.

- Of these comments, 40 are residents in **Bournemouth**, 34 are residents in **Christchurch** and 26 are residents in **Poole**.



It discourages me to go to beach areas in March as summer rates are excessive to go for a walk by the beach.

Winter walks would stop on beach

Locals often visit the beaches "out of season". Starting the high season in March, rather than April, will reduce locals' chances of visiting our local beauty spots out of season

As a local we like to enjoy our beaches all year round and a lot of locals avoid the busiest beaches in high season. To have to pay high season prices in March is unfair to the locals. That's when we actually get a chance to enjoy coastal areas before the tourists arrive.

Main issue would be around visiting the beach for walks (which I do out of high season - extending high season, could reduce frequency, which does effect wellbeing, but would find off road parking

I, and others, would access the beach area in Christchurch for two months less (change from 1 April to October to 1 March to 30 November). This would impact the well being of local residents who use the beach area for exercise and the businesses who depend on local residents to support them during the winter months. I think this reduction of two months in the time that on-street parking can be used is mean-spirited in the extreme!

If high season is extended from march to October I wouldn't be able to afford increased car parking so it would keep me and many locals off the beaches more. It's not often we get to use our beaches without the mess from tourists and you will be taking away what small pleasure we have walking our dogs we will be priced out

This will hugely impact my family and I as we like to use the April period to enjoy the slightly better weather to visit the beach before the expensive and busy high season. I will also impact my wife's sea swimming group who enjoy the current parking season to drive their cars to the beach instead of walking when the weather conditions are not as warm when they come put of the cold sea.

*I'm an all year round swimmer and dog walker. I dread the time of year when the high season parking charges come into force, as I can't go to the beach as much. Which means no coffee in The local cafes. I don't think I should pay for a beach car park at 5am in the morning as a local resident. It will force me to park on residential streets and p*** off the locals there!*

Financial impact / affordability



192 comments

192 comments relate to **affordability** and a negative **financial impact** of changes to parking charges. Some comments in this theme reference prices and affordability in general and it is not clear if they are talking about prices or about increased cost due to a longer high season in some areas – where it is unclear it is assumed that they are related to high and low season costs. The general sentiment of comments is that high season prices are expensive and off-putting, and that local people already feel

priced out of visiting the area in peak season so this would be extended by a harmonised high season.

- Of these comments, 55 are residents in **Bournemouth**, 40 are residents in **Christchurch** and 66 are residents in **Poole**.



Financial impact, less likely to use when rates increase earlier in the year

It will cost more and deter trips

Too expensive for 2 months longer in high season resulting in less journeys out in spring and autumn.

I will not be able to afford going to the beach or shopping in the high season

Parking charges are so high in the summer that we cannot afford them. Only visit the beach during the winter months

Too costly. Out-of-town shopping = free parking

Nothing will change apart from less money in my pocket. I will still visit to run errands and do what I need to do, but will just cost me more as a resident.

Parking charges are so high in the summer that we cannot afford them. Only visit the beach during the winter months

Over the course of a year, it will cost me considerably more to come to the BCP area.

If parking increases it makes a trip less affordable especially with the cost of living as high as it is. It will impact local businesses and high streets.

Extending the high season charges by starting in March and ending in end October also raises the cost of parking for me as so many others who are local but unable to walk to Avon, Mudeford, Steamer Point.

I notice you are not harmonising with Bournemouth so that high season would be 1st April. It's so expensive to park. I guess I will go out less.

There were also comments on affordability from the **perspective of businesses**:



Our customers visit all year round and are all local. An increase in period terms of parking charges will add to the cost of their visit.

Parking is an extra expense for clients who are all suffering from the ongoing rise in the cost of living.

March is not high season / high season is too long



105 comments

105 comments do not agree with harmonising high season to begin in March because of it being **too early** in the year, that it is not a time when tourists are visiting, that the weather is not good enough in March, or that in general high season in the BCP council area is **too long**.

- Of these comments, 29 are residents in **Bournemouth**, 27 are residents in **Christchurch** and 42 are residents in **Poole**.



The inclusion of march in high season is ridiculous, this is not a major tourist high season, will affect the businesses near short term parking areas and will discourage the use of the town centres and beaches. It will not encourage the use of public transport because the public transport is too expensive and does not serve the beaches for Poole or Christchurch harbour areas sufficiently.

I don't understand how anyone can consider March and October 'High Season' The vast majority of the extra revenue generated will come from BCP residents. In effect a stealth tax.

Making March high-season will impact locals who use good weather spring days to enjoy the town before the holiday rush. This seems like an unfortunate extra tax mainly on local people: March is hardly high-season. This suggests that the current Christchurch scheme might be optimal but I agree with your attempt to simplify the schemes.

I try and avoid the car parks in the high season as much as possible so it will mean avoiding them longer. March to April and September to October is not high season so Poole should be adjusted to change to Bournemouth and Christchurch. It is affecting the locals not the holiday makers

High season does not start 1st March! We are still in Winter/Spring season! Certainly won't be visiting when high season tariffs are in place..

I am confused as to how March can be high season...it is cold, wet and windy in March. If I go out it's for half an hour tops. Certainly wouldn't be wandering around the shops or walking at the beach for any longer!

April to October is already 7 out of twelve months. March is not high season by any reasonable definition. I feel that my motivation to come out in often poor weather to shop in Christchurch or walk on the beach would be good less if low tariffs were not there as a "carrot".

Why is the high season 8 months and low only 4 months? If you're intent on helping visitor numbers improve and businesses to be helped then having higher charges for a longer period is not going to help

Start high season in April / harmonise to match Bournemouth seasons



72 comments

72 comments suggest or are in favour of harmonising seasons so that high season in all areas begins in **April**, or in other words to **match that of Bournemouth**.

- Of these comments, 30 are residents in **Bournemouth**, 10 are residents in **Christchurch** and 28 are residents in **Poole**.



Streamlining of seasonal charges are a good idea but should be April 1 to oct 31 as locals should be able to benefit longer from reduced winter tariff. Would discourage us from using beach car parks and hence local facilities in spring

Feel that the season starts around April. Would suggest that the season is aligned from the 1st April. This would not penalise local residents during low season

Obvious you were going to go the extra month for high season. People genuinely won't be able to afford this. High season should be from April to October

High season should not begin before 1 April. March is not high season and I do not support this change in any way. It will impact on local residents.

This should be harmonized but from 1 April not 1 March. The weather improves in April, lifeguards are at the beach and beachfront cafe's are open. We should not be paying more to park when there are no more amenities available. It should be from 1 April not 1 March.

High season should run from 1 April not 1 March. This will encapsulate the Easter period but it makes no sense to start from March as often this is still a very wet, cold month not a time when people necessarily wish to travel. There are also no significant public holidays or celebratory events during this period which may impact the number of visitors and length of time they spend on one of the towns.

Suggestion on alternative high season period



66 comments

66 comments stated an **alternative period or set of dates for high and/or low season**. These were coded as 'alternative suggestions' and then analysed further to understand the exact periods being suggested. To simplify the suggestions, comments have been analysed and listed by the high season period suggestion, rather than the full split of high and low season in a 12 month period.

- Of those that suggested an alternative high season period, 26 are residents in **Bournemouth**, 15 are residents in **Christchurch** and 22 are residents in **Poole**.

Suggestions are shown in the table below:

<u>High season suggestion</u>	<u>Number of comments</u>
1 April to 30 September	23
1 May start (no end specified)	9
1 May to 30 September	7
6 month period	6
1 May to 31 October	4
Align with dog walking on beaches	4
1 March to 30 September	3
Easter start	3
1 May to 31 August	2
1 June to 30 Sep	2
Peak holiday season / summer months	2
Easter to 1 October	1
Easter to September	1
1 April to 1 September	1
May to 1 September	1
Align with beach hut stay dates	1
School holiday tariff	1
30 September end (no start specified)	1
High season July, August, September	1
Align with British Summer Time (BST)	1
High season end when schools return	1

The most popular alternative suggestion for high season **was 1 April to 30 September** with 23 comments. Looking at respondent type, 8 of these respondents are residents in Bournemouth, 6 are residents in Christchurch and 8 are residents in Poole.

Other more common suggestions were that high season should start at the beginning of May with no specific end date mentioned (9 comments), a high season of 1 May to 30 September (7 comments) and a suggestion that high season and low season should both be 6 months of the year as this is even and fairer (6 comments).

Some comments did not specify exact dates but suggested alignment with other rules or events, such as aligning with when dog walking is banned on beaches (4 comments), align with peak holiday season and summer months (2 comments), align with when beach hut stays are permitted (1 comment), have a higher season tariff during the school holidays (1 comment) and align with British Summer Time (BST) (1 comment).

Will not use council car parks / will park elsewhere in the area for lower cost



84 comments

84 comments state that the proposals would cause people to **stop using council owned car parks**, and for some instead they would **park elsewhere for lower cost or free** in supermarkets, on residential roads or using alternative parking methods like Just Park.

- Of these comments, 27 are residents in **Bournemouth**, 30 are residents in **Christchurch** and 24 are residents in **Poole**.



Given the free parking available at supermarkets and the increase in cost of living I will try and save money. This will perpetuate the decline of our high streets but I have to consider my own costs.

More expense that residents can afford. I will only go to supermarkets with free parking.

It will cost considerably more to park which will necessitate looking for free on road parking elsewhere

I won't park in the car park, I'll find alternative, free, parking elsewhere. This will increase on street parking.

I live near the seafront in Friars Cliff. If the car parks increase the rate and open in March and October, then they won't be used and people will continue to park on the road on single yellow lines as they are permitted to do - unless you propose to change the dates for on road free parking too. That is not clear in the document. We had a lot less problem with on road parking when the slightly off seafront car parks were free in the winter.

I will no longer use BCP car parks because they are already grossly overpriced and do not encourage visitors or locals to use them. Increasing charges will also encourage illegal parking throughout the conurbation.

Calling what's really low season 'high season' and making car parking more expensive at these times of year would deter me from parking in council car parks. I would not consider public transport or more sustainable modes of transport instead as these aren't feasible with time constraints etc and are inconvenient, I would do more online. Or I would turn to apps like Just Park and find a nearby driveway to park on.

Already avoid visiting / parking across the area



74 comments

74 comments made reference to respondents **already avoiding visiting or parking in the BCP area**, particularly in high season or summer. Because of this, the proposed changes to high season timings would have no impact on some respondents as they are already avoiding parking for other reasons. Reasons for avoiding the area vary, with some feeling it is too expensive to park in high season whilst others feel it is too expensive to park at all times and feeling the area is too busy and populated in high season or summer for residents to visit.

- Of these comments, 28 are residents in **Bournemouth**, 12 are residents in **Christchurch** and 29 are residents in **Poole**.



I don't use the seafront car parks because they are already too expensive

I try as much as possible to not use the towns car parks as they are already over priced at all times

It's a nightmare to park in town and the whole place is no go area for locals during summer these changes will make no difference

I already don't park in central Bournemouth during high season so if you increase low season charges, I won't visit then either

Not really as I try not to park in Bournemouth in high season as traffic is so poorly managed

These changes will have no impact on me as I never use car parks with seasonal pricing.

There was also a comment regarding a **lack of parking, cleanliness and safety concerns** deterring the individual from visiting the area:



These changes will not impact me at all as it's now many years since I've visited any B.C.P. areas due to lack of parking (any time of year) and filthy conditions encountered. As a female, I do not feel safe.

Negative impact on workers



21 comments

21 comments relate to the impact on **those who work in the BCP area and need to park for work**. These individuals state that they would be impacted financially under the proposals for high season, with many of them needing to pay to park all year regardless of the high or low season.



I work in Christchurch so this will affect me

People who use the car parks for work need to use the car parks regardless of what season it is. Rather than levelling out the cost, why don't you bring back AFFORDABLE yearly car park licenses for those who need them. The cost of the half yearly and yearly licenses now are astronomical.

Through my work throughout the BCP area I have to visit multiple properties, these visits can be for only 15 mins. The rise in cost during high season along with the change in short stay duration would add considerable costs that could not be passed onto the customer

As someone who works in Christchurch, the cheaper rates during low season are much better, as regardless of season I have to park in Christchurch throughout the entire year. If the low season charge is increased or the length of the low season is reduced that will negatively effect me, and I feel this is unfair for myself and other workers who have to drive into the town for their job.

Negative impact on health / mental health / wellbeing



20 comments

20 comments reference the proposals leading to a **negative impact on personal health, mental health and wellbeing**, particularly in relation to visits to the beach or coast and the cost of these - most comments appear to be from residents.

- Of these comments, 6 are residents in **Bournemouth**, 10 are residents in **Christchurch** and 3 are residents in **Poole**.



Decreasing the winter / off peak months and also making some car parks such as steamer point not free early morning and evening will solely impact on locals who go to swim, dog walk etc. This is contrary to what NHS advises in terms of fitness and mental health benefits. Target the grockles not the locals.

I will not visit the beach areas do much in March as I did to walk or paddleboard. Therefore Health and wellness will be hugely affected, as for a lot of people. But BCP do not care about that, only their revenue.

I'm on a low budget and physically unable to use 'green' transport. It would affect my mental health if I could not get out to places to use facilities such as beach, which I do frequently for both physical and mental health.

As a local resident all it will do is increase costs for family visits to our own local leisure places. This means we are less likely to visit these 'recreational' areas which will have further negative impact on mental health.

Negative impact on community groups



14 comments

14 people commented on the impact of proposed changes on **local / community groups** that they, or someone they know, are part of. Comments refer to **lower attendance** due to parking charges and the proposed changes and a negative financial impact for those who still continue to attend.



As a regular walk leader and walker volunteer the increased cost of parking at Highcliffe Castle will make a material difference to my attendances.

Highcliffe Sailing club which is owned by BCP on Mudeford Quay [does not have] enough car parking for club members. They have to pay car parking charges on top of membership fees which makes the club very expensive comparatively. I have requested 10-15 parking permits to solve the problem for now. Increasing the summer charging period by 2 months will further heap misery on club members with unnecessary charges.

The cost of parking at Cliffhanger has significantly reduced the number of people to our weekly Chatcafe session which helps people to meet up who are lonely. But BCP doesn't have any thoughts for these folk and how they might feel being they can't go.

It impacts the people who can access our group as parking costs price people out especially summer charges and many are losing out on the benefits of cold water swimming and have an increased need to access our already strained GP, hospital and mental health services.... all of which are reported to be used much less with regular cold water swims

It will give my small walking group of advanced seniors fewer months in which we can park at free or reduced rate parking for our shortish walks.

Impact on permit / season ticket holders



14 comments

14 people commented in relation to **being a season ticket or permit holder** for parking in areas of Bournemouth, Christchurch and Poole. These comments mainly voice concern around whether permits will remain available and whether the price of season tickets will increase in areas where the length of high season is proposed to increase.

- Of these 14 comments, 1 are residents in **Bournemouth**, 6 are residents in **Christchurch** and 3 are residents in **Poole**.



There is no mention of how this will impact season tickets, I assume it will mean season tickets will be for the whole of the high season, rather than being able to choose the length of season ticket from several options (Christchurch). This won't make much difference to me, as long as the season ticket remains available. If a season ticket is not available for Christchurch I will no doubt try to park elsewhere over the summer, such as residential streets.

As someone who purchases a high season Christchurch car park resident permit I would be keen to know the impact on the price of this.

Poole is already at the high end but I worry how this will impact the cost of seasonal parking tickets at the beach. In the winter the public transport is already poor to that area so driving is necessary and I swim there regularly. Will you hike season tickets to match this increase? Please review season tickets for residents favourably or increase public transport.

I have a 12 month season ticket for the beach car parks and on road parking for all the Poole beaches. Will there be a significant change to the annual fee?

Issues and barriers to sustainable travel / public transport



44 comments

One of the aims of the proposed harmonisation of parking charges across Bournemouth, Christchurch and Poole is to encourage use of alternative modes of travel, such as walking, cycling or public transport. 45 respondents commented in relation to this, with 5 comments in opposition to this aim and feeling it is “**anti-car**” and 40 commenting on the **impracticality of using sustainable travel methods** as an alternative to parking. Respondents feel that public transport like buses are expensive, unreliable, have inconvenient timings and some areas are poorly served which makes them inaccessible without using a car.

- Of these comments, 18 are residents in **Bournemouth**, 15 are residents in **Christchurch** and 7 are residents in **Poole**.



BCP Council are anti car.... These changes are just another example!

Just can't afford to go anywhere in the BCP area as it's already too costly to visit the towns where I live. Public transport is poor so not viable especially with children or need to carry shopping loads. Cycle paths have improved which helps but personally have had 2 bikes stolen which has stopped me from wanting to cycle anywhere.

This will be detrimental to residents and will make it unrealistic for residents of Christchurch to use seafront car parks. It is already hard to park at weekends due to tourists and now it will be more expensive. Why do Christchurch residents always lose out to Bournemouth and Poole. We have very limited public transport in Christchurch. It would be impossible for me to get to the beach without driving.

The inclusion of March in high season is ridiculous, this is not a major tourist high season, will affect the businesses near short term parking areas and will discourage the use of the town centres and beaches. It will not encourage the use of public transport because the public transport is too expensive and does not serve the beaches for Poole or Christchurch harbour areas sufficiently.

I'm not able to get on to buses so I use my car for convenience and comfort. Getting a taxi will be more expensive and for me not convenient as I'm unable to stand for long.

Other impacts



39 comments

39 comments were coded as '**other impact**', and a much smaller number of comments are attributed to themes within this category.

These comments cover a range of themes, including that the harmonisation of high season will have a negative impact on socialising and visits with friends and family (7 comments), that there would be more illegal or dangerous parking (5 comments), negative impact on beach hut users (4 comments), that individuals would visit more often in low season (3 comments), that there would be more visitors to the BCP area (2 comments) and that residents would be more likely to struggle to park outside their home (2 comments). Other predicted impacts that were reported by a single respondent include more traffic, less traffic, more visits to Poole beaches, more noise nuisance from specific car parks, less availability of parking spaces, less safe on beaches due to less visitors and more negativity towards the council itself.

- Of the comments in this category, 10 are residents in **Bournemouth**, 13 are residents in **Christchurch** and 9 are residents in **Poole**.



Very much, we use parking to meet friends and socialise. This may not happen now. Also as a keen sea swimmer, this will effect my early morning swims. Not happy

Parking charges are to expensive for friends to visit/stay during high season

This will likely force more dangerous over night parking and excessive load in out of town residential parking areas. Parking is already unaffordable and recent peak times have shown visitors will just risk illegal parking to avoid extortion

We own a beach hut at Steamer point. Harmonised winter rates would decrease when we use out hut for which we already pay much increased ground rents.

I have a beach hut and increasing charges will force me to not renew my hire due to increased parking.

As a resident I would use low season more. Cost of living impacting spare cash

Other comment / concern



63 comments

There were 63 comments that do not list impacts of the proposals but are general comments or concerns – these were coded as **other comment / concern**. The topics that these comments cover include:

- In order to comment on the proposals, more information needs to be communicated on how charges may change across both seasons (11 comments)
 - that harmonisation is just about money, an excuse to raise prices or is greedy (9 comments)
 - that high season prices should be raised and/or low season prices lowered (5 comments)
 - that new road signs would be needed and queries over whether this has been accounted for (4 comments)
 - that seasonal charges should apply for certain events and tourist hotspots but not car parks mainly used by residents (3 comments)
 - queries and comments on whether single yellow line parking restrictions would also be harmonised (2 comments)
 - queries and comments on whether on-street seasonal parking charges would also be harmonised (2 comments)
-
- Of these 63 comments, 16 are residents in **Bournemouth**, 22 are residents in **Christchurch** and 16 are residents in **Poole**.



Unsurprisingly, the council are increasing the high season, meaning residents will now pay high season for one month longer. The consultation hasn't been transparent about the cost for parking in the new proposed periods - is this information available? How can residents respond without knowing the cost?

In all these proposals, they do outline and emphasise lengths of stay and uniformity of car parks throughout the BCP area. The changes do not specify the COST of each period of stay. I would anticipate such a new structure would result in an opportunity to increase the tariffs of each period to further dissuade the use of private vehicles to town centres. The town centres for example are of unequal usage for the public. Bournemouth town centre has the beach as the main attraction, Christchurch the best shopping area for shops in a town location, Poole has little for shopping or entertainment apart from The Quay. The charges will be easier to implement but will likely completely kill off tourism and shopping in Poole.

It is quite clear this is another underhand money grab from BCP. If anything you should be implementing reduced resident fees.

Low season should be much cheaper than it currently is to encourage locals to use facilities and visit areas where you have to use car parks

I would like to keep the prices high in the summer so tourists that come to the area can subsidise parking for locals at low season.

I can see no rationale for including March or October in the high season. The consultation document is not specific -- does this mean all the roadside parking would change also. I.e. at present in Christchurch, in a lot of areas, roadside parking is free in low season October to end-March and then not permitted April to end-Sept? Without changing the 'free' roadside parking and including March and October in high season will incentivise parkers to move to free roadside parking. If the free roadside parking in March and October is included in the change then all the roadside signage has to be changed. This should be taken into account. Also, I am doubtful if there are any savings from commonising this element across the council. And the only benefit maybe revenue -- a detailed cost benefit analysis is needed to understand if this makes any sense, because the revenue benefit maybe very small versus the cost.

As long as single yellow parking restrictions are aligned with shortened winter parking rates there is no problem. In Friars Cliff area, many folk bring their dogs to the beach as a convenient way to take a walk and leave a poop bag so if they can park for free on the road, they will. This causes congestion on the access roads. Recently these roads have been repainted for single yellow and double yellow lines to tackle the problem and force visitors to use the car parks provided. All the road parking restriction signs will have to be replaced to reflect the new winter timing, is this in the plan and costed?

This is an increase in parking charges by stealth. The beach front parking locations need to be treated differently, as seasons notably different (e.g. summer holidays). The town centres are already in significant decline; the £1m in additional funds could easily backfire in further reduced income from business rates. I'd encourage BCP to be more creative with parking - targeting events / locations where parking volumes are robust (like beach parking on summer holiday dates) rather than year round shopping locations that need free parking to compete with the likes of Castlepoint.

High and low season makes sense near the beaches and tourist hotspots. But it makes no sense in areas such as Broadstone and instead just upsets the local residents.

5.4 Impact of changes to length-of-stay tariff structures

Respondents were asked: *'In as much detail as possible, please explain how the proposed changes to tariff structures may impact you?'*

Current arrangement

In some areas across Bournemouth, Christchurch and Poole there are car parking tariffs allowing parking for 20, 30 and 40 minutes, whilst in other areas the minimum tariffs begin at 1 or 2 hours. Short tariff options promote short car trips, contributing to air pollution and climate change where sustainable transport could be used instead.

Proposal

It is proposed that the minimum tariff length for car parking is harmonised across Bournemouth, Christchurch and Poole: the minimum tariff for car parking in the vicinity of town centres is proposed to be 1 hour on-street and 2 hours in town centre multi-story car parks, whilst in district and out-of-town areas a minimum of 1 hour is proposed. The removal of short tariff options such as 20 and 30 minutes may impact negatively on some businesses, who place emphasis on the availability of free or low parking 3 charges. However, it is hoped that by increasing the minimum tariff length this will encourage fewer very short car trips (e.g. 20 minutes) whilst increasing the time people spend shopping and enjoying our district centres and hopefully benefitting local businesses.



1,178 comments

There are a number of changes proposed to length-of-stay tariff structures. The proposed new structures will not be the same in every car park, but will ensure that similar types of parking will have the same structure across the conurbation. In many cases, respondents have not made clear which change or which location they are referring to so caution should be used in interpreting the responses.

In all there were **1,178 responses** to this question.

- 384 of these respondents were **Bournemouth** residents, 278 were **Christchurch** residents and 398 were **Poole** residents.

Responses have been coded into themes. The main themes are listed below

Theme	Number of comments
Deter visits / go elsewhere	358
No impact / don't use	151
General negative / oppose	135
Need short stay	67
Will cost more	67
Alternative tariff band suggestions	58
Won't reduce short trips / won't lead to longer stays	55
Sustainable travel not practical / reliable / good enough	48
Stay less time	46
Park elsewhere / street parking / illegal parking	41
Affordability / can't afford to pay increased costs	40
Other comments about tariff bands	37
General positive / support	30
Disabled / mobility / carers	29

No impact



151 comments

151 respondents said that they **would experience no impact** from this proposal although a small number noted that this is because they already avoid parking in town centres due to cost.

- 50 of these respondents were **Bournemouth** residents, 41 were **Christchurch** residents and 41 were **Poole** residents

Deters visits



358 comments

Almost a third of responses (358) said that the **changes would lead to fewer visits to areas** where they park with many saying **that they would go to supermarkets or out-of-town centres such as Castlepoint where parking is free**, to other towns such as Southampton, Salisbury, Wimborne where parking is better value, **or shop online more often**.

- 118 of these respondents were **Bournemouth** residents, 78 were **Christchurch** residents and 140 were **Poole** residents.



"Won't use the local businesses, use Castlepoint with free parking instead"

"I'll go where parking is free"

Not all respondents stated which changes would deter their visits but of those that did, it was the **removal of short stay options** (20 / 30 / 40 minutes on street and 1 hour in town centre car parks) that was mentioned most often. Of those that said they would be put off visiting, 44 respondents mentioned the **removal of the 1 hour option from town centre car parks**, 46 respondents mentioned the **removal of shorter stay options** and 44 respondents mentioned **'short stay' without specifying which tariff they were referring to**.

Some common reasons why respondents object to these changes include:

- Short visits are often just a quick errand on the way to/from somewhere else rather than a specific trip
- Town centre offer is poor and does not require a stay of more than one hour
- Sustainable transport alternatives are too expensive, too time consuming, not reliable, not available, not safe, not practical
- People need to visit town centres to go to the bank as many local branches have closed – don't want to pay 1-2 hours for a 10 minute bank visit
- If people are using a short stay space, it's because they don't want / need / have time to stay longer. Making them pay for more time won't make them stay longer
- Sustainability aims won't be met as people will drive further to places with free or better value parking



"Length of stay will have limited impact on me. But it would stop me stopping off at a shop or shops for a short visit on my way to and from work or as part of another journey."

"Removing the shorter term options means that I am less likely to pop into local shops before or after work and would be more likely to shop online for home delivery."

"I will go to Poole less frequently and use shopping on line more. There is little left in Poole or Bournemouth for any extended shopping expedition."

"Sometimes you just need to nip into town to pick something up quickly and don't need longer than 20 minutes. Paying for 2 hours is more likely to make people order their items on Amazon etc which forever takes away from the high street. Keep these businesses in business by offering short stay parking."

"At present I pop to the town centre for the odd things, I'm there for less than an hour on most occasions so why should I pay for two hours? I will pop to out of town centres with free parking instead. Certainly won't be going to the dolphin centre or Bournemouth anytime soon if I have to pay for two hours. There aren't enough shops to spend two hours there! They are all closing and this will just lead to more closures."

"Again this would impact local people far more than visitors. People won't catch a bus, that takes 4 times longer to get somewhere, instead of taking their car, or they will go to out of town shopping areas, where parking is free, which will probably increase the distance they travel which is the opposite to what you state would be a greener outcome and reduce footfall in the local shopping areas."

"To use public transport for a short period in town is not practical, to get to Bournemouth town centre by bus is 45mins each way vs 15 min in car. Sometimes all that's needed is 20 - 30 mins parking to pick something up, people will avoid if they have to pay min hour or 2 hours parking depending where there is a space"

"Nat West at Castlepoint is my preferred bank, but with that closing there is no alternative then to go to Bournemouth. That won't be happening if there is nowhere with short options to park."

"Reducing the minimum time period is all very well in theory, but there are occasions when a short stay is all that is necessary for the task in hand. It is also all the time that is available for a lot of people. In shopping areas this will certainly decrease the footfall and turn more people towards online shopping via organisations like Amazon. It is highly likely that the total car parking fees collected will reduce rather than increase by the million pounds anticipated!"

"... I work full time and have caring responsibilities. I don't have time to waste I'm so busy. My quick visits en route to some where else or in my electric car should be encouraged not vilified..."

Many respondents mentioned the **impact reduced visits would have on businesses** who are already struggling, not only in town centres but also in some of the smaller district centres where short stays of less than an hour are currently offered but will change to 1 hour minimum.



"2 hours min in a town centre car park is ridiculous!! You will just stop people going into the town centres, which are already DYING! Have you honestly no sense?! I don't think people will think 'oh because I'm paying for two hours I'll stay' they just won't visit town - me included."

"I will think twice about coming in to the town centres. Therefore businesses will be affected. False economy yet again BCP"

"If I cannot use my vehicle to conveniently pop into town to get some shopping for a short period, I am very unlikely to go into town preferring to use free

parking such as castle point other retail parks or shop online instead. So while this may help with the perception of reduced pollution it will also contribute, unfortunately to the decline in town centres across to conurbation."

"Currently I drop into Highcliffe for a coffee with friends, lunch or just to visit the shops. We meet more often out of season than in the season. If I had to pay more to come for a coffee all year round I would probably look for somewhere with free parking for example Stewart's. The car parking would almost double the cost of the coffee! The small businesses in Highcliffe are already struggling."

"Having to pay for any length of parking in our local high street in Broadstone - which is no longer mentioned in BCP by the way will kill off the shops which have managed to survive despite the banks closing, covid and everything else being thrown at them! Why would people pay if they can go to Tesco's or Lidl?"

"I often visit Broadstone shops. These are not short trips as I'm visiting en route to and from work. Paying for a minimum 1hr parking for a 5-10 minute visit will persuade me not to shop in Broadstone."

Town Centres and shopping areas were the main focus of comments, but **visitors to other locations are also affected.**



"Very unhappy about removal of 1-hour parking option. For example I park in the Poole Dolphin to take my daughters to their swimming lesson. There is no public transport alternative. We would never stay longer than 45 mins so I don't want to pay for 2 hours."

"May have to reduce sea swimming frequency or move to a Hampshire beach where there is less greed"

While short stay changes were the main subject of comments, there were a small number of respondents (28) who mentioned other proposed changes. In particular, changes to long stay options in some car parks would mean that **people parking there for work** would find themselves having to pay for 12, 16 or 24 hours rather than the 8 or 9 hours they need.

Nine respondents mentioned the **removal of the 3 hour band**, meaning that charges would jump from 2 hours to 4 hours. **This was most often mentioned in relation to leisure visits**, noting that 2-3 hours is the most common time that they would use, for example for a sociable meal and drinks or a trip to the theatre or cinema.



"we live in Winton and [my husband] has to work in Poole two days a week ... Due to bus/train times and prices car is only option. Changes to parking times means that it will increase - usually parks for 7 or 8 hours depending on shift - changes means will have to pay to park for 16hours."

“Taking away the option of 8, 9 or 10 hour parking will have a daily impact on my ability to attend work as I use the Quay visitors parking for this. I work in a busy office space on the Quay and lots of my colleagues use this parking. Workers are being priced out of attending work. Public transport is not an option when you live out of town or have children to drop off and pick up and I worry being forced to pay for 24 Hr parking will have a big impact financially. I regularly use local businesses to my work place and want to contribute to the community there.”

“As a shift worker employed by the emergency services, with no staff parking, I have to pay a large part of my salary to park my car. Public transport doesn’t provide for start & finish times. I have to drive. With a family & the current cost of living crisis, it would be another kick in the teeth.”

General opposition



135 comments

135 comments expressed opposition or **generally negative views** of the proposals without stating an impact.

- 45 of these respondents were **Bournemouth** residents, 27 were **Christchurch** residents and 55 were **Poole** residents.

Typical reasons for these views are:

- Money grabbing / rip-off / just another way to charge more
- Unfair
- Questioning the stated sustainability aims



“Local parking should be free to help local business. Once again your proposals are anti motorist rip off. If not there should be minimum 30 minutes free/drop off. The Council should serve the needs of the travelling public.”

“Paying for 2 hours when 30 mins is required is a rip-off”

“It’s just about fleecing us”

“It will make me feel more ripped off by the council”

“Why do you hate your residents so much? This is money grabbing and unfair.”

“It is disappointing to hear that the shortest parking times (20-30mins) will no longer be available and the justification for this under the guise of “reducing climate change” is flimsy at best. If somebody specifically needs to pick up a prescription from a chemist or a parcel from a shop like Argos and they are not

in a position to use public transport then they will still need to make this trip, regardless of the price increase and it seems like a way to make more money out of the local community (who already contribute a large sum to BCP) as opposed to tourists.”

“Removing the short stay option will have an adverse effect on local trade. And if, as is suggested, the min time is to be 1 hour, this will most certainly not mean people will spend more time in town, as is suggested. The effect will be purely to increase BCP revenue. People are not stupid and will see right through this silly idea.”

“I think your generalisations around sustainability and short trips/town centre access are really, really irresponsible at this time and the long term cost/damage to an already fragile high street environment is much greater than the money this proposal suggests you will make.”

Increased cost and affordability



67 comments

67 respondents said that the proposals would cost them more. 20 of these respondents were **Bournemouth** residents, 14 were **Christchurch** residents and 27 were **Poole** residents.



“When you need to pop into a few shops that would take you an hour max but have to pay for two hours your charging the residents more than what is necessary. You are conning people out of their money to park whilst trying to increase the cost of it so you make more money!”

“I'll still do short parking stays if I need to, I'll just end up paying more for them. So, if I need to collect an item from a post office or a prescription etc, that just needs a quick trip, it'll cost me more. I won't take public transport as it'll end up taking much longer with waiting around and journey time, plus public transport is costly too. I'm often very short on time having to care for my Autistic son, so I guess I'll just end up spending more money to facilitate that with the minimum 1 hour charge.”

“We go to bowls (two rivers meet) for 2 hours but have to pay for four to allow 10 minutes each side of the session”

“I will be forced to pay for a longer period of parking even though my task is short.”

“I use the car only when I am buying items too heavy to carry on foot or by bicycle. It means any short trips into Poole will now cost more money as I will be forced to accept a longer car park stay even though the amount of shopping required will be unchanged and indeed the grim and unappealing towns of

Bournemouth and Poole do not make me want to stay longer than the bare minimum”

“I am unhappy with the removal of the short length tariffs as often I only go into town centre for a specific thing. Whilst I don't mind the 1 hour minimum, I think 2 hours min is far too much. It will not alter my behaviour but it will force me to pay more.”

40 respondents mentioned that the **increased cost arising from the removal of some tariff bands would be unaffordable.**



“I can't afford to pay more. I will avoid going to town centres or places where I need to pay for parking.”

“The cost here [Poole] has slowly increased over the years. I just won't go when I have to pay for 2 hours and the price increases. Every normal person is watching pennies right now and it's a cost too far for a trip which would be the same length, less than 1 hour.”

“Again, affordability affects our trips and we may not be able to visit the areas of minimum tariffs at all if the parking is out of budget. It's far cheaper for us to use our car and travel to places as a family when comparing the cost of a bus journey, in most cases, and this may impact on this and prevent us being able to do these trips.”

“I need to be able to pay to park for 8 hours a day. Paying for 24 hours would severely affect my finances resulting in potentially giving up work as the cost would be too high.”

“As above, it will affect both physical and mental health. It will restrict any exercise I may be able to do. There would be severe impact on my budget/ out going expenses”

67 respondents stated that **short stay parking options should not be removed**, though didn't state an impact of this option being removed.



“20 mins is enough to pop into a shop for milk or to grab a takeaway or a quick drop off .I don't want to pay for an hour for this”

“Residents need short stay options for collection of parcels, visit to banks etc and shopping.”

“I was disappointed when they removed the 30 minute option in Boscombe some time ago. I can see the logic in trying to extend people's visits but sometimes an individual just wants to collect a prescription or similar and does not want to have to pay to park for longer.”

“I am only banking for less than 20minutes each time, to pay for time unrequired is unfair, unjust and not small business friendly!”

Alternative suggestions



58 comments

58 respondents made alternative suggestions for tariff structures.

- 17 of these respondents were **Bournemouth** residents, 13 were **Christchurch** residents and 25 were **Poole** residents.

While most of these again referred to the **short stay options**, some also called for **more flexibility across the range** while others would like to see a **short period of free parking before charging begins**.



"We need to encourage people to shop in town. I think 30 minute parking should be a standard across BCP for folk that just want to nip to the butchers, bank or quick stop. From my point of view, changing the structure and price at 2RM will have a big impact on whether I continue to use the facility. Again, health and social well-being discarded for the potential of making extra parking revenue. It could well backfire with residents refusing to pay to use the facilities. Sometimes less means more. Stick with the current parking policies at Leisure Centres!"

"Minimum tariff should be harmonised at 30 mins free then charge for over 30 mins. It's very annoying to have to mess about paying just to do a short errand or drop off or collect something. You need to consider local businesses."

"Flexibility is important - 1hr, 2hr, 3hr etc, not 1hr/4hr/12hr. I only want to pay for what I will use."

"Not everyone wants or needs to stay for 4 hours. If you are able to provide the options of 1hr and 4hrs (e.g.), why not provide the options of 1, 2, 3 and 4 hours. Keeping the Sunday flat rate encourages people to use the car parks at weekends for the whole of the year. Why not provide all possible options of number of hours to stay?"

"It makes sense to remove the 3hrs option and to harmonise where there is 20.30 or 40 mins. however in districts and residential areas there is a need for 30 minutes - for someone staying 20 minutes having to pay for 1hr this is a massive increase. I would harmonise to 30 minutes and pause further change until we can see how the residents card might be able to work with this."

No impact on length of stay



55 comments

One of the stated reasons for removing short stay tariffs is to encourage shoppers to stay longer and potentially spend more. 55 respondents said that the proposals to remove short stay tariffs **would not lead to themselves or others staying for longer.**

- 19 of these respondents were **Bournemouth** residents, 8 were **Christchurch** residents and 25 were **Poole** residents.



"I'll still need to pop to the shops for the same amount of time. I'll just feel angrier about wasting my money."

"Short trips will not change when necessary, the changes will mean you just take more money from your residents than you already are."

"If I need to use a paid car park, the change to the length-of-stay tariff wouldn't change this. I am unlikely to invent reasons to stay for longer so I will just pay more for what I need to do. I am not sure that equating short car trips and short tariff periods is valid. I don't agree with your assertion that a short tariffs are used by those making short car trips. It seems just as likely that other options simply aren't available or practical."

"I wish there were more 20/30/40 minute options. Usually my use of parking only needs this length of time, so it won't make me stay around any longer, just make it more expensive, and thus make me less inclined to use it at all."

"There is nothing wrong with short visits to the town centre. Paying for 2 hours won't make me stay that long and spend any more money. People DO NOT stay somewhere because they have paid for parking. They do what they need to and leave regardless. I will just avoid."

Sustainable travel alternatives



48 comments

Another stated aim of removing short stay tariffs is to encourage use of alternative modes of travel such as walking, cycling or public transport. 48 respondents said that **these alternatives are not practical, not reliable, not adequate, take too long or cost too much to be considered as a suitable alternative.**

- 24 of these respondents were **Bournemouth** residents, 6 were **Christchurch** residents and 13 were **Poole** residents.



"If part of the argument for higher parking charges is to encourage use of alternate transport then we need a dramatic improvement in our bus services first ."

"I don't agree that 20 or 30 minute stays increase pollution. If I am going to collect something from a shop usually it would be too bulky or heavy to use a bus service."

"As a shift worker employed by the emergency services, with no staff parking, I have to pay a large part of my salary to park my car. Public transport doesn't provide for start & finish times."

"Public transport is not affordable to families on low incomes even with the fares capped."

"Personally, I find alternative methods of transport too costly and time consuming. Driving for me, like a lot of people, is the only option when they have a busy life and putting a minimum stay of 2 hours means that we're going to be charged more for trying to achieve the same thing."

"I have to use my car as Bransgore has no buses so any changes to car parking affects me."

"I have to visit my dentist every month and it's a ten min appt. I'm Not going to pay for the bus each way including waiting and travel time for this and being able to drive the 8 mins there and back and park for 20 mins outside is perfect."

"I can not afford to use public transport with my husband and children. It would currently cost £8 for 4 of us to use the bus to visit the town centre and return home again which is too expensive to be sustainable."

"On the whole we are against this change as we do not feel it will bring about the desired changes in encouraging people to choose sustainable travel as there is insufficient infrastructure in place for safe, useful and straightforward sustainable travel options. Sandbanks is particularly affected by poor pedestrian

accessibility (for all), poor and dangerous cycling facilities (potholes, narrow cycle lanes etc) and poor winter public transport facilities.”

Reducing length of visit



46 comments

46 respondents said that they would respond to the changes by **spending less time in their parking location** (mostly town centres but also beaches).

10 of these respondents were **Bournemouth** residents, 12 were **Christchurch** residents and 14 were **Poole** residents.

Although few respondents stated which tariff change would affect them, this is presumably in response to the medium and long stay tariff changes as staying less time is not possible with the changes to short stay.



“I am concerned that my Evening Entertainment will be curtailed because the price bands might not match the typical times of Theatres, cinemas, and restaurants.”

“When I have necessary visits to town I usually include other things, for instance a wander around the shops and visit a cafe. Limited time or additional costs will reduce the time on such visits and will considerably reduce my pleasure and spend on town visits. I will look for alternatives, for instance I will find out of town opticians, dentists, banks, cafes.”

“If I can’t afford to stay for more than 2 hours then I would only stay 2 hours I understand that the longer times may be beneficial but probably not to locals”

“Spend less time at the beach, less money for extras for example local cafes.”

Street parking / illegal parking



41 comments

41 responses related to **parking on residential roads and/or illegal parking**. Some of these were from respondents who said that they would **seek alternative places to park where charges do not apply** while others **expressed concern about the impact on nearby residential roads**. Others said that they would park on yellow lines or take the risk of not paying for a short errand.

- 12 of these respondents were **Bournemouth** residents, 7 were **Christchurch** residents and 20 were **Poole** residents.



"I will find free on street parking and walk rather than pay for more time than I need. If I want to pop into a shop I'm not adding an hours parking charge to a pint of milk or loaf of bread."

"Removing short stay options is a good idea to make people think twice about taking the car. However, I feel the oversight in this is that people illegally parking will increase dramatically for short stops."

"Much less likely to 'pop in' for a quick something. If we did, unlikely to pay and take the risk."

"This will likely force more dangerous over night parking and excessive load in out of town residential parking areas. Parking is already unaffordable and recent peak times have shown visitors will just risk illegal parking to avoid extortion"

General support



30 comments

30 respondents **expressed agreement or support for the proposal**, although some also included alternative suggestions for harmonised tariffs.



"I get the idea, and surprisingly I think it's not bad."

"I can see the benefit in changing to a minimum of 1 hour length of stay, happy with those proposals."

"It will avoid confusion when visiting the different areas of BCP"

"These would simplify the lengths of time available as it is often too confusing at the moment. The minimum time should be one hour rather than 20 mins or 2"

hours. ... The cost should be slightly lower for parking slightly further out of the town centres.”

Impact on disabled / carers



28 comments

28 respondents told us of the **impact on people with disabilities or reduced mobility, and carers**. Several spoke of having limited mobility but not enough to qualify for a Blue Badge.



“Many Christchurch residents don’t drive far because of age and ability but they may need the option to park for longer just to get to where they want/need to go. Not everyone who is old and slow has a blue badge. Why should people who are old and slow be discriminated against in their home town?”

“Being disabled I only require a short duration of stay, since I am unable to remain in crowded areas i.e. the shops for longer than an hour. Therefore, I will be greatly disadvantaged if you bring in a min 2 hr rule”

“This adds costs at a time when people are already struggling. I have limited mobility but do not qualify for a blue badge and therefore need to park close to amenities. Due to the increased costs I will therefore park less and stay less. I will therefore move some of my shopping and money spend elsewhere which would be a shame.”

“30 mins should be minimum. You are discriminating against disabled people who may benefit from these timescales for getting medication and other essential items but don’t qualify for the Blue Badge. It’s disgraceful that you are not considering this.”

“We have an elderly lady who lives across the road who cares for her husband who has dementia. She takes the short period of time when carers visit to quickly nip into Highcliffe to pick up some bits. You are essentially going to be hitting vulnerable people like this with the change.”

Other comments



37 comments

There were a number of comments which could not easily be coded into the identified themes. ‘Other’ comments have been allocated to four categories:

- Other (length of stay) **37 comments**
- Other proposals (i.e. high/low season or overnight/Sunday rates) **39 comments**

- Other parking related (e.g. pay machines, pricing, facilities, permits, availability of spaces) **111 comments**
- Other (not parking related – typically comments about quality of town centres) **91 comments**

Other comments about the length of stay tariff proposals are typically general statements about the **respondent's usual parking habits** without stating how these habits will be affected, **confusion about parking locations not listed in the consultation** document or **comments where the point is unclear**.



"I cannot guarantee how long I will be on a visit so length-of-stay tariffs are important as I may need longer than a "visitor"."

"Confused as there is only mention of Tariff, whereas some areas with shops allow 1 hour or 2 hours (and not return). Are you proposing to get rid of the 'free' parking for short stay (e.g. Winton) "

"No mention of 30 mins free parking at Baiter and Whitecliff car parks which should stay."

"It will affect our social life"

"I am fortunate enough to be able to walk to work most days, therefore the tariff structures only impact me when I have to park in the town centre, when necessary."

5.5 Impact of changes to overnight and Sunday parking charges

Respondents were asked: *“In as much detail as possible, please explain how the proposed changes to overnight parking charges may impact you?”*

Current arrangement

There is variation in overnight parking charges across the BCP Council area: some car parks and on-street parking are free to use overnight, others have a flat overnight charge and in some areas there is no difference between day and night charges. There is also variation in Sunday charges: in some car parking areas there is a Sunday flat rate, whilst in others Sunday charges are the same as the rest of the week.

Proposal

It is proposed that daytime tariff charges apply for 24 hours and across 7 days a week – overnight flat charges, Sunday flat charges and non-chargeable periods are proposed to be removed.



1,113 comments

1,113 respondents answered the question to explain how the proposed changes to overnight and Sunday parking charges may impact them, with the main themes shown in the table on the next page. Note that some comments include multiple points and may be coded against more than one theme.

Comments that did not answer the question or were not relevant to any aspect of the harmonisation proposals so did not fit into a theme were removed during coding and are not included in this number.

359 of the respondents who made a comment are **Bournemouth** residents, 275 are **Christchurch** residents and 356 are residents in **Poole**.

Themes

Theme	Number of comments
No impact / not affected	347
Support the proposals	30
Changes to evening parking charges	342
Changes to Sunday parking charges	241
Impact of the changes on visits to town centres, shops, restaurants, theatres/cinema, beaches etc	387
• Town Centres	107
• Theatres, concerts, and cinemas	115
• Hospitality	111
• Businesses	52
• Beaches	60
• Church	9
Will look for / use free parking	42
Impact on residential parking and visiting family/friends	18
Impact on workers	18
Sustainable travel	34
Health and safety concerns, including drink driving	45
Alternative suggestions	120
Other comment	61

No impact / not affected



347 comments

347 people said that the proposed changes to overnight and Sunday charging **would not impact them, would have no affect** or would mean **no change**.

- Of the 347 respondents, 115 are **Bournemouth** residents, 90 are **Christchurch** and 102 are **Poole** residents.
 - 49 respondents said that overnight charging would not affect them, but they would be affected by the changes to Sunday parking.
 - 13 respondents said that they would not be affected by changes to overnight parking, but made a comment about how it may affect others.
 - 12 respondents said that Sunday charging would not affect them, but two said that they would be affected by the changes to overnight parking, and 10 respondents included a comment about evening parking.



This will not impact on me as I rarely go out in the evening

Don't use it at these times.

Unlikely to affect me.

They wouldn't massively. I don't need to park overnight. Sunday, I may go to cinema but could get bus during the day.

I have a permit for residents parking for a year so not going affect me

Will not impact me as never go into Bournemouth.

We don't visit as often on a Sunday to Poole since the removal of Sunday rates.

We don't tend to park overnight

Support the proposals



30 comments

30 respondents made a comment that supported the proposed changes to the evening and/or Sunday parking tariffs.

Some thought **Sundays were or should be charged for**, others **found the different rates confusing when going out for a meal or to see a show in the evening**, with a few people feeling **there should be consistency** across the area and one person responded that they would be able to **spend longer doing their sport**. Another person felt that **there are alternatives to using a car**.

- Of these, 9 are **Bournemouth** residents, 5 are **Christchurch** residents and 13 are **Poole** residents.



As long as the charges are reasonable I think that is fair. Surely Sunday parking is charged anyway.

Sunday is no longer a "special" day, so unifying to the same as the other days is a natural step.

*It probably wouldn't affect me, **but it is a good idea**.*

No impact, but I like the overall proposal for consistency.

I think it's fair to pay the going rate to park each day and overnight.** It could be treated like high and low season charges, and some places are still quiet on Sundays, but some are not. Similarly there are lots of places that are very busy in the evenings. **A standard tariff makes total sense.

In favour of one 24x7 only rate at all times removing confusion, especially when parking in town centre car parks for evening shows.

It will be easier in the evening for Christchurch as last time I went it was thoroughly confusing when arriving before evening charges kick in.

It'll be better as a few times in Ashley Cross and Poole Town I've had to pay day time and an evening charge when we've been out for dinner etc.

*I try to walk or use public transport so only use the car if really needed. While the proposals will mean I pay more for parking **I feel it's a good way to raise funds as there is often an alternative to using a car.***

I can do my sport for longer without worrying about length of time.

Changes to evening and Sunday parking charges

The comments about evening and Sunday parking are cross-cutting. The number of comments on the proposed changes to evening and Sunday parking are reported below to show the strength of feeling on each of the proposals, however the comments are written up under the appropriate sections of this report.

Changes to evening parking charges



440 comments

440 comments relate to the proposed changes to **evening parking tariffs**.

- Of the 440 comments, 139 of the respondents are **Bournemouth** residents, 111 live in **Christchurch** and 140 in **Poole**.
- Just over half of these comments (228) are about the **impact** on going into towns, theatres/cinemas, restaurants/pubs and the beach that are discussed in 'Impact of the changes on visits to town centres, shops, restaurants, theatres/cinema and beaches' section that follows.
- The majority of the comments about **safety** (37) relate to evenings.
- 79 people gave **alternatives suggestions** for evening parking.
- Others talk **more generally** about evening parking and the proposed changes.

Changes to Sunday parking charges



241 comments

241 comments relate to the proposed changes to **Sunday parking charges**.

- Of the 241 comments, 83 of the respondents are **Bournemouth** residents, 43 live in **Christchurch** and 93 in **Poole**.
- 104 of these comments are about the **impact** of going into towns, theatres/cinemas, restaurants/pubs, or the beach that are discussed in the 'Impact of the changes on visits to town centres, shops, restaurants, theatres/cinema and beaches' section that follows. Others talk more generally about these places on Sunday.
- 58 are **alternatives suggestions**.
- Others talk **more generally** about Sunday parking.

103 respondents talked about **evenings** and **weekends**.

Impact of the changes on visits to town centres, shops, restaurants, theatres/cinema and beaches



387 comments

387 comments talk about the **impact, or changes in behaviour**, that could happen if the proposed changes go ahead; including going to **town centres, theatres/cinemas, hospitality, the beach** or taking part in **other interests** or activities (such as climbing and church).

- 229 of these comments relate to changes to parking in the **evening**, 104 comments relate to parking on **Sundays**, and 54 mention **both evenings and Sundays**.
- 86 of the comments mentioned a **place** (mainly a venue, but some mentioned a town or a car park).
- Of the 382 respondents who made a comment, 124 live in **Bournemouth**, 94 in **Christchurch** and 121 in **Poole**.

The table below shows the places referred to in the comments. Please note that some comments have been coded to more than one theme.

Table of sub themes

Sub themes	Number of comments
Town Centres	107
Theatre/cinema/concerts	115
Hospitality	111
Beaches	60
Church	9

Some of the comments about town centres, theatres, hospitality and beaches talk more generally about where respondents go and the current cost of parking for those locations. Some also give suggestions about what the tariff should be.

Impact on the Town Centres



107 comments

107 comments relate to **town centres**, with 87 respondents saying that the changes would impact on their behaviour. Some of these comments inter-relate with other themes (hospitality, theatres and impact on businesses/the economy).

63 of these comments relate to changes to parking in the **evening**, 29 comments relate to parking on **Sundays**.

- Of the 107 respondents who made a comment, 40 are **Bournemouth** residents, 18 are **Christchurch** residents and 33 are **Poole** residents.

Many of the comments relate to the impact on going to town/town centres generally, with some respondents predicting that **less people will visit these and that they will suffer as a result**. Some specify that **they will visit less**, or will **go to other places**, such as Castlepoint, Dorset or Hampshire, where there is free parking. The general feeling is that **prices are expensive and off-putting** and will impact on local businesses.



I will go to places where there are no charges instead of town centre!

It will discourage people from spending money in town

These are the times I would mostly visit town centre locations and so an increase in overnight chargers makes out of town locations more appealing.

Just won't go into town. Will travel elsewhere, where there's a small or no charge.

It will only further deter visits to town. I think it is disgraceful to charge for parking 24/7, 365 days a year.

*Local people are aware parking is a huge source of revenue but one of the things I hear a lot is people saying **they don't go into town because of the cost of parking as out of town parking is often free**. At the moment you need incentives to get people into failing high streets. Free evening parking is an additional incentive as it reduces the costs for an evening out. I think under circumstances with failing high streets BCP needs to be a little less greedy*

Others commented about town centres in the evenings, with many mentioning the **impact on the night-time economy** if prices discourage people from going to town.

Night-time economies are important to the three towns. The charges should not put people off. They should be long enough in time to allow an evening out, a film, theatre and or meal without worrying if the parking ticket is about to run out or make the evening expensive.

I won't be able to afford to go out for an evening or spend Sunday in town and down the Quay-impacting on local businesses and reducing parking revenue as you'll lose money as I won't come anymore. I live locally. I want to be able to travel, park and enjoy my facilities and support local businesses not be expected to pay out even more money.

I'll reduce any spend for evening entertainment in any of the town centres of B, C and P accordingly, definitely visit less, I'll take my trade to Dorset Council it further afield.

Oh look, more charges for us to come into the towns at night. *There is already very limited places to park for a low charge or free - £3.10 to park near the Lighthouse to attend a concert. Ridiculous.*

Proposed changes would discourage me from visiting town centres during the evening, and would impact the night time economy in my opinion.

*This is not harmonisation, it is just a way to increase the parking charges when people are already suffering from the cost of living crisis. Harmonisation would result in some increase and some decrease in charges. **This discourages going out in the evening to the town centre.***

Our town centres are dying as it is, this will be another nail in the coffin.

After all it's so easy to get takeaways delivered, you've got to incentivise people to come in to town in the evenings.

Some people said that they would **reduce or stop their trips into town on Sundays**, again some people said they **would go where there is free parking**.

*The main reasons to go to town now is for nightlife and food thus meaning you want to leave a car. I would never dream of doing that with the rates. **If you want to encourage a family vibe on Sundays this will deter the average family too. They will choose places like Tower Park instead.***

*There is a cost of living crisis and you are proposing to make any free parking unavailable. It's absolutely disgusting and you should be ashamed of yourself. **As it is the only time we can afford to drive into town and park is a Sunday now.***

Would not go into town on Sundays without free parking

Sunday charges increasing would definitely put me off spur of the moment trips, *I would plan my outings around out of town places where parking is free/cheaper.*

Other issues included **increasing the costs for those visiting BCP, or those visiting family or friends** in the town centre.

They will make people stay away from our town as it will bump up the costs to visit our area.

*They won't impact me but are **likely to negatively impact tourists visiting the area** who are likely to have to pay more to spend their money in our town and deal with a more complex charging structure.*

*the **overnight charges will impact me because I regularly visit parts of town** and leave my vehicle in the carparks which will stop due to it costing more to*

*I **don't understand how it would work for friends staying in town centre hotels**, where the nearest car parks have a maximum stay of 4 hours. Currently, there is an overnight option, but if this goes, what would they do?*

In addition, three people said that they may have to stop climbing at **the Project in Poole** due to increased parking charges in the evening.

Theatres, concerts, and cinemas



115 comments

115 comments were about **theatres, concerts or cinemas**, with the majority of these respondents (85 people) stating that they would not go to these venues anymore, or they will look for alternatives with free parking. Others thought that the increases would have a detrimental effect. Some named The Regent Centre (Christchurch), Lighthouse and Pavilion, whilst others mentioned theatres or cinemas more generally.

- 95 of the comments relate to changes to parking in the **evening**, with 14 mentioning **Sundays**.
- 38 people mentioned the **Regent Centre**, 31 talked about **Lighthouse**, 8 the **BIC** and 8 the **Pavilion**. 36 made more general comments about theatres/concerts/cinemas, with 8 mentioning **Bournemouth**, 19 mentioning **Christchurch** and 11 **Poole**.
- Of the 99 respondents who mentioned theatres/concerts/cinema, 35 are **Bournemouth** residents, 36 are **Christchurch** residents and 29 are **Poole** residents, this is a disproportionate amount of comments from those in Christchurch.



*Quite simple. [I] will not go to shows and events run at night. I will go to places like **Tower Park for Cinema** and eating where it's free. For the cost of parking in Bournemouth you can almost pay for 6 months of a decent streaming service.*

*The overnight charges proposed are just ridiculous...In future I will go to the **Tivoli or the lighthouse** because there is a reasonable JustPark space in a private driveway nearby that is half the price of the car park.*

Removing the flat rate overnight charge in Christchurch car parks will have a detrimental effect on businesses such as pubs, restaurants and the **Regent**. The very expensive evening car park charges in Bournemouth put me off going to Bournemouth for an evening out, especially in the summer, if you apply the same charges in Christchurch you will ruin the evening economy.

Having to pay by the hour for an evening rather than buying a flat rate ticket will deter us from going to events at **The Lighthouse**.

I think these will impact my trips to **Poole Lighthouse** and other evening outings. I think it is unreasonable to charge the same amount for evening and overnight parking as is charged during the day. There should be a flat rate fee. There are far fewer vehicles about in the evening and trying to extort daytime rates from people will not be popular.

I use the multi-storey car park when visiting **Poole Lighthouse** (cinema); performance last 2 or 3 hours. I attend some afternoon showings, some evening, and some that cross over. Evening and cross over showings are likely to be more expensive parking-wise, and I will be discouraged from stopping on in Poole for a meal or a drink. As I get senior citizens rates for the cinema (cheaper in afternoons) I will probably use evening showings less frequently, a pity as this is a time when the car parks are under used.

There will be a specific problem at Dolphin Centre multi. At present, those attending the **Lighthouse** in the evening pay a flat rate of £2 if arriving after 6 pm with the ability to pay on arrival. Costs will more than double in the proposed new regime with long queues to pay after a performance - assuming the pay stations are actually operative. This silly and unnecessary change will have a major effect on attendance at the Lighthouse

It will kill visits to the **Regent Centre** and **Lighthouse** in the evening. I just will not go.

The Abandonment of overnight or cheaper rates will affect my decisions to attend shows at the **lighthouse, pavilion, BIC or regent centre**. Locations across BCP. I will be more likely to attend Wimborne with free or cheaper rate parking. Sustainable transport needs to be in place to be available to use, not rely on removing a useable form of transport - cars with the hope a private company will fill the slack. Parking a bike at night in any town centre area securely is impossible currently.

Change will affect my trips to Christchurch town centre in the evening. I like to go in for a meal then onto the **Regent Centre for a film or show** but this would make the evening more expensive and sometimes a show goes over slightly and I'll be worried about getting a ticket.

We try to support local businesses, particularly restaurants and the **Regent centre** in Christchurch, we leave our car overnight and get a taxi home. We will not do this if we have to pay day rates - will not go to Christchurch. We will go

out of area...Hampshire aren't as short sighted...businesses will fail and you will have less money to spend rather than more.

Many people visit the **Regent centre** where parking is normally free when performances start at 7pm, this would be lost if the new charging structure is implemented. This would definitely put me off visiting the Regent centre.

We often go to shows at the **Regents theatre** in the evening and having to pay more would be a disincentive to do that. Or to come into town for evening meals.

It will discourage visits to the **Pavilion and BIC** for shows because night bus services to and from Christchurch area are not adequate to provide an alternative.

Hospitality



111 comments

111 comments were about **hospitality**, with respondents saying that about the impact of the increase their costs of going out for a **meal or a drink at restaurants, bars, pubs or clubs**. The majority of these (88 respondents) said that they would no longer do this, will **go to places where they can park for free** or to **restaurants with their own car parks** rather than in town. They also felt prices should not put people off and should be economically attractive.

- 95 of the comments relate to changes to parking in the **evening**, with 27 mentioning **Sunday parking**.
- 46 people also mentioned **theatres/concerts/cinemas**.
- 25 people also mentioned **town centres**.
- Of the 111 respondents, 37 are **Bournemouth** residents, 33 are **Christchurch** residents and 29 are **Poole** residents.



*I do not agree with the proposal of 24 hour charging at the same rate. At the moment, **we can go into town of an evening and have a meal, go to the cinema etc. and take advantage of the reduce 6pm-8am hourly rate.** Introducing full price charging in the evening will make evenings out far less attractive for me and the local restaurants/cinema etc will lose custom. Town centre car parks in Christchurch are very quiet in the evening so there is no need to encourage drivers to move on to make space for other people. The only people to benefit from this change is the BCP council and I very much resent them putting themselves before the needs of the local residents.*

Night time economies are important to the three towns. The charges should not put people off. They should be long enough in time to allow an evening out,

a film, theatre and or meal without worrying if the parking ticket is about to run out or make the evening expensive.

I do not believe night time charges should be the same as daytime. There is less competition for carpark spaces at night and it will deter people from going into town centres in the evening. Public transport is not always safe/reliable/ available when required at night. In the winter especially **I believe this will have a greatly detrimental impact on town centre restaurants etc.**

Evening rate of £2 is an incentive to go to the Christchurch centre. I would not pay to park to go to a restaurant. **Plenty of restaurants around with their own car parks to visit for free.**

I also use the cheaper overnight parking to visit restaurants, **I am more likely to visit restaurants where parking is free.**

I will be less inclined to visit local restaurants and other evening venues in high streets and town centres in the conurbation.

Impact on Regent Centre & restaurants in Christchurch especially. Enough is enough now.

It will mean I am unlikely to leave my car overnight if I go out and spend money in a bar or restaurant. **Therefore I will probably just reduce going out costing local businesses money.**

It will put me off going to restaurants in places like town centres & Westbourne where you need to pay car parking. I think it will have a big impact on restaurants in those places if evening charges change.

Many eateries have free parking so I wouldn't come to town

I'm not sure about the proposed changes to the overnight structure and charging someone the same rate once you are into the evening would benefit anyone. If we are trying to encourage a night-time economy across BCP we need to not find reasons to dissuade anyone from coming in. **The car parks are not full in the evenings anyway so the cost benefit here surely would be so small as to be insignificant, however the loss to business where a car full of people (with a designated driver) decide not come into town for an evening could be hundreds of pounds.**

Making off peak hours chargeable across all car parks is a total shame and during a cost of living crisis when going out for an evening meal or event is already becoming un-achievable for most, the added expense of parking on top may be enough to put people off going out. **This in turn has an impact on the businesses that are already struggling (especially out of season).**

I cannot drive to a restaurant and leave my car overnight if I decide to drink.

Impact on businesses



52 comments

More generally, 52 people commented on the impact on **local businesses, or the economy**, from the proposed changes to evening or Sunday parking tariffs. Some of these also mention hospitality or theatres.

Again both tourist & locals hit & local businesses especially seasonal ones!

*These should be cheap or free. Charging full price for an empty car park makes no sense, when **businesses are already struggling**.*

*They **will badly impact local businesses and hospitality outlets as people will stay at home rather than pay**. Or expect more illegal parking as people drive but hope to get away with parking on pavements, grass verges etc.*

I won't visit and this will be lost revenue to the council, and struggling businesses will struggle more.

Need affordable parking options and rates for businesses to reduce operating costs.

Rising costs of parking will decrease the interest of visiting businesses in the evening, and on Sundays too..

Sunday parking charges would affect my Business if I were offering events in an area on a Sunday where people could currently park for free but that the Council would start charging for.

Beaches



60 comments

60 people comments about the impact of going to the **beach**, with some of these visiting or **going for a swim** in the sea **at the start or end of the day when it is less busy and parking is less expensive, or free**. A few people mentioned walking their dog.

Some of these respondents said that it would mean they would **no longer go to the beach** as the costs would be too high, particularly for use at off-peak times of the day, it would **impact cafes** and a few people felt it **could increase illegal parking**.

Some comments mention the disadvantage on residents, with some talking about the **impact on cafes etc at the beach**. A few people mentioned the increase in costs for visiting their **beach hut**.

- 37 of the comments relate to changes to parking in the **evening**. 18 mention **Sundays**.
- Of the 59 respondents, 18 are **Bournemouth** residents, 13 are **Christchurch** residents and 18 are **Poole** residents.



*I am...very disappointed with proposing to charge during the evening using the same rates. **It will mean that I will not spontaneously choose to visit the beach...due to increased costs.***

*Increased Sunday charges would impact me, **I would probably not visit town or beach if charges were increased.***

***I typically take my children to the beach once the tourists have left for the day**, the beaches are quiet, the parking is easier. With the cost of living [rising] something has to give and non-essentials like trips to the beach may have to go.*

***Early morning swim...**[is] currently free and I am off the beach before the day trippers arrive so is a benefit for locals rather than tourists*

*Overnight charges will prevent use of local beaches for **evening/early morning swimming***

*I begrudge being local and **paying to park at our beaches** at the weekends which we already pay our council tax towards the upkeep*

*I make a lot of use of free evening parking to **swim after work**. That in turn leads to money spent at cafés and take aways on my way home and encourages a healthy lifestyle.*

***I swim early morning** and late evening to avoid charges at the moment, that will no longer be possible. Increased charges on Sunday will lead to more parking on double yellow lines instead in coastal locations as visitors say the cost of a parking ticket is worth it to get close to the beach.*

***I spend many hours at the beach on Sundays**. I currently pay exorbitant charge for a summer permit but can at least park free in the winter. You plan to deprive me of this and I will probably need to reduce my visits which will reduce the mental and physical health benefits I obtain from **all year sea swimming**.*

*As a **sea swimmer** we use the car parks before 10am and after 6pm and swim all through winter. It's vital for our mental health. Paying for car parking daily in winter would be too expensive. And would limit how often I could go*

*I use some road parking in Poole at evening/early morning times to go sea **swimming** (all year round, when nobody else is around!) having to pay to go at these times would stop me going as it wouldn't be financially viable*

*Again this stinks of money grabbing rather than considering the local communities health and well-being. As a local it is a huge benefit to be able to go down to the **beach after work**. It not only encourages me to get some exercise but is a huge stress relief to be able to do regularly. When you look at the bigger picture all these bits of exercise and stress relief lead to a population that can be healthier and hence puts less strain on the NHS. This should be something you are encouraging as it having a healthy population will cost you less. **You should be making parking free from 6pm - 10pm as a minimum.***

*Again, this impacts locals who make use of the **free parking to visit the beaches** on a regular basis in the early mornings, before they get busy.*

*I also currently parking by in Avon Beach **car park at 05:45 most mornings to walk my dogs** would be disappointed if I was forced to pay for 50 mins every day especially being the only car in the car park.*

*I won't go to **Steamer Point** if I have to pay to park before 10am, as this will make this unaffordable. People will find places to park on the street instead. This will also impact businesses such as the Beach Hut Cafe, who must benefit from the number of people that visit the beach for a walk as the parking is free. Again, why standardise on the option that impacts...residents more than visitors.*

*I have a **beach hut at Steamer Point** which I pay a significant licence fee for. Winter use is required to ensure the hut is opened up and aired. Currently the winter parking fee at Steamer Point makes the journey affordable. By streamlining this to summer charges, it will impact significantly on my ability to maintain my hut in accordance with BCP regulations.*

*Again, parking at **Hengistbury Head** is expensive. No doubt with these changes parking costs will go up. As a BCP resident and a **hut owner**, I feel these changes will affect how much time we as a family can spend at the hut.*

A few of the comments are about **overnight parking at the beach**. These are mixed between supporting overnight parking (for those with beach huts or businesses) and thinking it should be banned because of the impact of overnight camping.

*Overnight parking should be a flat rate and Sunday parking should be **restricted to beach front parking only**.*

Overnight just encourages more beach parties** ruining the local people's entitlement to some respite. **Ban it

*Dorset Lake Residents Association represents...residents who live in residential areas affected by the following overnight parking change: Shore Road (On and off street), Brudenell Avenue (On street) and Haven Road Lower (On street). These are residential areas near to the seashore and beach areas. **The***

*introduction of overnight parking charges will encourage visitors to 'camp out' and cause disruption to the area, this has already been experienced over the last two years since the end of Covid restrictions and the large numbers of vehicles trying to find parking, restricting access to driveways and the leaving of litter and other unpleasant detritus as public toilets are in short supply. It will also encourage noise and anti-social behaviour which will create additional strain on the police and emergency services. **We therefore object to overnight parking in these areas.***

Overnight parking is so important as we stay overnight in our huts on the Spit.

*There is concern regarding **overnight parking in Canford Cliffs ward**. Any restrictions are unlikely to be enforced - which seems to be the case at present. The changes to tariffs, and the promotion/publishing of such, are likely to encourage overnight and late night parking with the inevitable negative impact on residents in the area.*

Local sea fishers, individuals and via clubs, will have to pay daytime equivalent charges to park in near empty car parks for night time fishing sessions. Why penalise locals following traditional coastal past times?

Church

9 people stated that they should not have to pay/pay more for parking to go to **church**.



*I go to church on Sundays. **It's outrageous to be charged for going to church.***

Going to church only requires a limited stay and the flat charge on Sundays seems unhelpful.

*There should **not be charges for people going to Church** if this is the only way they can realistically get there as many people are elderly or have disabilities. Other community participation should be encouraged with low or free parking. Many people are on very low budgets, parking charges should not stop them going out to support networks, worship etc or shopping for that matter.*

***Sunday parking charges make it difficult for church attendance**, which is why I presume these discounts were brought in initially anyway!*

Park where it's free / go somewhere where parking is free



42 comments

42 respondents said that they would **look for alternative free parking**, such as on-street parking due to the proposed changes. Others felt it **would increase the**

number of people parking (and the availability of spaces) in residential areas and also, potentially, **illegal parking**. Other respondents mentioned going to other places where it's free, such as Castlepoint or other towns, which is discussed under town centres.



*I will no longer park overnight if I have to pay a fee or an increased fee, same applies to Sunday. I simply can't afford it. This will really effect anyone doing shift work and cause a massive increase in their parking costs. **I will find free parking elsewhere on local streets.***

more likely to either park further out in residential areas or not visit at all

*The night rate is a useful feature for visiting the town centres for evening entertainment and the ability to pay on arrival is very convenient. Once again it is a deterioration of the service available to residents without any corresponding benefit. Furthermore, **will encourage on street parking to avoid excessive charges.***

On Sundays would lead to more issues with on street parking if there are no concessions on Sundays and evenings.

*Sometimes we go to parks etc where you now have to pay to park but they are free after 6 which is fantastic for an evening walk but we just won't if you start charging or **we'll start parking on side roads like everyone else.***

As above, currently 80p all day during winter, the proposed changes which includes overnight will drive overnight parkers onto the roads.

*Having free parking overnight or a £2 standard charge, makes it more appealing for not just tourists but locals to visit the area in off peak season. **If you take this away, people start parking illegally and inconsiderately.***

I think it likely that making overnight charges the same as daytimes would result in more parking in residential areas!

*I use Broadstone station road car park on a Sunday. Don't mind putting 50p in to take the children to the sports centre. **I will now actively avoid it and find a residential street to use.** It's not encouraging to use the facilities anymore.*

*If you charge normal rates for Sunday parking in areas such as Broadstone it **will just encourage people to park on side roads.** Appreciate that it is different for popular tourist areas e.g. beach, town centres etc.*

Terrible idea. We will be forced to use residential side roads.

*Increased charges on Sunday will lead to **more parking on double yellows instead in coastal locations** as visitors say the cost of a parking ticket is worth it to get close to the beach.*

Impact on residential parking and visiting family/friends



18 comments

18 people said that it would mean that **residents with no, or little, parking in blocks of flats or other newly approved homes** would have to pay more to park, or that there could be less parking for them as people would be looking for free/cheaper on street parking. Someone suggested **parking restrictions should be reviewed**.



***Making it harder for residents who live in accommodation where you have allowed planning permissions** to pass to not include another parking for residents and rely on overnight parking in public car parks. This will increase the cost of this and make it harder to live in the area than it already is.*

***BCP keep allowing flats with no parking or very little.** Those residents use over night parking, now you are taking that away. How about you wake up and only approve flats that have min. 2 spaces per flat. This will cause more cars on the roads and more congestion.*

*The changes would not directly impact me however, for example, planning has been given to a new development of flats in the high street in Highcliffe. **Only a very small fraction comes with a parking space. If these flats are to be sold to younger people then they will generally require parking. If they can no longer park overnight in the carpark they will not buy the flats...***

***There is precious little street parking for residents.** Another nasty money grabbing exercise on the lowest paid during a continuing cost of living crisis.*

...it would affect those without off street parking at home.

Where I live by Whitecliff Park we have overnight parking constantly** and for extended periods of time due to the refusal of BCP to put parking restrictions parkside, leaving less and less room for park users. **Higher charges elsewhere will increase this problem unless parking restrictions in more area are reviewed and implemented where possible.

Abolishing the overnight tariff will massively increase monthly budget for residents like myself who live in a block of flats which is ineligible to apply for a residents parking permit and have to leave their vehicle within car parks overnight.

Where there is an increase in mixed use buildings within the town centre free overnight parking provides residents somewhere to park their vehicles.

Some of these respondents felt that this would make it **more difficult for visitors/family to come and visit them**, or that it would **add to the costs when visiting friends**.



It will deter my visitors from coming to visit.

My family won't be able to park the camper near us with charges like that. People will not want to visit here with these changes.

Where am I to park when visiting friends overnight without having to pay??

*This will have a significant impact - **we often have weekend visitors staying... They have no option but to park their car on the street.** Introducing higher charges..will significantly impact them financially, reducing their willingness to visit.*

Visitors may not want to stay with me if parking is too expensive. I only have parking for 1 car at home.

Impact on workers



18 comments

18 comments are about the impact on those who will have to pay more to park for **work or volunteering**, with a concern that rising costs that would mean another pressure when people are dealing with the cost of living crisis, or that they would no longer be able to volunteer.



*I often park in Bournemouth after 6pm while volunteering doing charity work. Where I park is on a meter & is free in the evenings & Sundays. If I had to pay every time **I'd probably not be able to do my charity work.***

*I often provide voluntary safety cover for the surf lifesaving club...This includes early mornings or evening[s] and I have to take a lot of kit for it. I have to drive and park. **I don't have the luxury of living close to the beach and being able to get public transport to get there for 0600.** I often...leave before 0800 - leaving spaces for others to pay full whack.*

*As a shift worker employed by the emergency services, with no staff parking, I have to pay a large part of my salary to park my car. **Public transport doesn't provide for start & finish times. I have to drive. With a family & the current cost of living crisis, it would be another kick in the teeth.***

I do voluntary work on a Sunday. If parking is no longer free on Sundays I cannot afford to volunteer.

I sometimes work till 10pm, as the car parks are normally empty by then, I would hate to be paying and would look for somewhere else to park.

I work across 7 days, so Sunday parking charges would mean yet another day of the week that I have to pay to park for my job. This is in the region of £5 per day and on average will cost me an additional £200-250 a year. With the cost of living crisis as it is, this is an additional cost that I can't afford.

Sustainable travel



34 comments

34 comments relate to **sustainable travel**, with people explaining that a **lack of buses at the times, routes or seasons required to be used** makes buses an unsuitable alternative. Some said that they would not want to travel on, or rely on, a **bus at night**.

- 12 of the respondents are **Bournemouth** residents, 7 are **Christchurch** residents and 13 are **Poole** residents.



*Car parking charges are already high, particularly in Bournemouth town centre areas, so I cannot afford to pay for my car when I volunteer **if public transport cannot get me to my destination at the times I am expected to support a charity.***

*Not working in town my main car park visits would be for social activities i.e. eating out, going to a show meeting friends etc. Current prices, lack of safe parking and of **frequent buses late evening already make us think twice about where we go.***

*Again, **public transport isn't an option** when I am picking grandma up in Broadstone and going to a show, when I live in a different place.*

*Cost a lot more when visiting the theatre, BIC etc. Parking charges are already ridiculously high and abolishing overnight rate will make things worse. **Public transport not an option late at night when leaving a concert.** Strongly object to this proposal - it's just greed.*

*They will just make my nights out more expensive. **It is not always possible to use the bus in the winter.** If you want elderly people to continue to patronise cinemas, theatres, restaurants in the evenings you are not helping those establishments.*

It may reduce visits to Christchurch as it will be more expensive to park there in the evening, and I'd rather not rely on public transport back home from there at night.

It's a seafront parking that affects me. There needs to be some provision for people who have beach huts. We already pay a premium to the council to have them and the parking charges are prohibitive when wanting to spend a whole day there in the summer. I have many young grandchildren visiting and it's not always possible to use public transport when we have a lot of things and food to bring with us.

Since there are no bus services from Mudeford into Christchurch in the evening, I often park in town car parks at these times. They switch to an overnight flat charge at 7pm which keeps my costs down.

Health and safety concerns



45 comments

45 comments were about concerns about safety at night, including a possible impact on **drink driving** and **feeling unsafe when walking to a bus or their car parked on a street at night**. More women than men expressed this concern.

- Of the 44 respondents who made these comments, 20 are **Bournemouth** residents, 5 are **Christchurch** residents and 15 are **Poole** residents.
- 30 are **female** and 8 are **male**.

The following comments relate to **drink driving**; that increasing overnight charges could lead to people drink driving, and having a lower parking rate would encourage people to use the car parks and not drink and drive. Many people said that they drive to go out for a drink or meal in the evening (this is covered in the hospitality section).



*I think charging over 24 hours will make it unaffordable and people won't use the car parks at all, **decreasing revenue and potentially increasing people to drink drive**. I would use a taxi or get a friend to collect me instead of using the car park so would not decrease traffic or environmental impact. Should stay at £1 from 10pm till 8am.*

*I feel it is important to have overnight parking available especially in town **centres to avoid people drinking and driving**. The tariffs should be a set fee from say 7pm till 11am otherwise if earlier **people under the influence of alcohol are still having to move cars asap**.*

*I think having free overnight parking for cars (not vans) is **ESSENTIAL** to a) **curb drink driving** and b) encourage people to the towns for a night out. Stopping this will greatly impact people I think.*

*It will encourage me to **drink and drive**.*

*Overnight parking being free means that you can drive somewhere, leave your car and come back in the morning to fetch it after a couple of drinks. **Removing this might lead to more drink driving**, or people not going out and using businesses as much.*

***This will encourage drink driving.** People cant afford 2 x taxis, so it will also effect the night time economy. This is a stupid idea!!*

It seems unfair to ask people who are being responsible by not drinking and driving and making them pay for parking. We should be encouraging people to not be driving at night in circumstances that could cause problems.

***Having flat rate and reduced rates at evenings encourages people to behave sensibly and not risk drink driving** where overnight parking is affordable. Increasing charges for overnight parking would lead me to not take a car if I wanted to leave a car overnight and find alternatives.*

On the other hand, one person thought there **could be fewer drunk people and noise** on the streets if the changes were introduced:



*It doesn't affect me, but **hopefully we will have less drunk people on the streets**, less noise when leaving the night clubs.*

The following comments highlight concerns about **feeling unsafe** when walking to on-street parking or a bus at night. This is expressed by more women, but some men also mentioned this. Some respondents also mention the **social impact of not going out**, as a result of the proposed changes.



*...As a female I'd be unimpressed at these changes and feel adversely affected **because it can be safer to park in well lit car parks than have to park on side roads**. I'd be disappointed that BCP hasn't thought this through.*

...If there is no free parking at night I will be forced to either not go out or walk long distances in the dark which could be dangerous as a female. It is more likely I just won't go. This means I would be more isolated than ever and those places don't get my business.

*My son works in the town centre and he's nearly 18. **It's not safe to be wandering around the main bus stop at 10-10.30 at night due to the anti social behaviour** that you have failed to address and so he has to use car parks. You will burden him and us with extortionate fees.*

*In terms of overnight you kill any Quay business as there's no transport link beyond the bus station and **I wouldn't feel safe walking through the high street**. Driving is the safest option but you are inevitably then looking at a big increase in cost to your evening when we need to help businesses...to thrive.*

*Attending theatre trips and concerts and eating out often mean parking in town. **I am on my own and would feel vulnerable using public transport due to big numbers of homeless people in town and begging**. This would mean I would not attend local events concerts etc due to costs and become more socially isolated.*

*Parking charges from 8pm-1am made going [to Bournemouth dancing] too expensive...I thought about parking in free places but I felt walking through town at 1am was too risky so stopped going... The overnight parking charges have basically stopped me doing something I enjoy and I really resent BCP for this. As **a single female parking in BCP car parks is safer but the costs now are too ridiculous** and this really saddens me. I have to factor in parking charges to see if I can do certain hobbies or activities and your proposal makes me think I'll stop going into town if an evening.*

*I will not visit because even in the summer **months I cannot go to the beach or town in the evening and park safely cheaply**. there are other places to go as I am already not a local. You are just taxing locals, reducing evening footfall.*

*The evening buses are too infrequent for coming home on a bus and also [Poole] **bus station doesn't feel safe at night**.*

*Parking at Christchurch for evening shows at Regent's Centre. Never sure how long [parking] is needed so evening rate was great. **Nervous about long walk home alone**.*

Alternative suggestions



120 comments

120 respondents gave **alternative suggestions** to the proposed changes to overnight and Sunday charging.

- Of the 120 respondents 47 are **Bournemouth** residents, 20 are **Christchurch** residents and 43 are **Poole** residents.
- 75 of these commented on **evening parking**, 51 on **Sunday parking**, with 29 mentioning **both** evenings and Sundays.

Alternative suggestions included people who wanted at least some hours of the day, if not all, **free** (77 respondents) or **cheaper prices** (14 people). Some gave **alternative tariff suggestions** (61 comments), including **resident permits/rates** (14 suggestions). Whilst many people did not make suggestions, it was implied that

many of the respondents wanted parking costs to remain low (or free) to encourage people to continue to use car parks and visit shops, facilities and towns.

Most of the comments were about having **free parking** for evenings and Sundays to encourage people into towns and prevent a loss in revenue for businesses if people no longer use council car parks and travel to town.



*Again a ridiculous decision - **evening parking should be free or a token amount** - people are coming into town to spend money in bars and restaurants trying to keep the community alive and you want to harm already struggling businesses but discouraging people from visiting by charging them huge evening parking rates*

*There will undoubtedly be an increase in illegal parking especially if traffic wardens are not working after 6pm. **Minimum charge or free parking after 7pm would no doubt reflect an increase in trade for entertainment facilities**, the proposals will mean a huge loss in revenue for entertainment facilities.*

Sundays should be free to use car parks for local residents. It encourages locals to use their local facilities.

Cheaper tariffs were mentioned by 14 respondents to encourage people to come into, and park in, the towns.

Overnight change won't affect me but better Sunday charges especially out of season or even residents tariff would definitely encourage me into town more.

Overnight and Sunday parking charges should be significantly reduced. Again unlikely to use due to too high cost

***Bring back a decent evening fee.** If you go to a Show (Arts Centre/BIC) etc. you don't know how long the show will or if it over runs. You don't want to sit there worrying about getting a ticket.!*

***I think parking near entertainment venues should be cheaper after 6pm** at the moment in Poole if you arrive at 630 for a show you can't just pay for 4 hours you have to pay for hours plus overnight rate*

*Increasing overnight charging will impact on the night time economy and evening visits to centres. **If a blanket overnight charge is introduced it should be very low eg £1.***

Some thought a **flat rate** should apply overnight and some thought Sundays too, to encourage people to go out.

*I think it is unreasonable to charge Day time rates for evening and overnight parking. **A flat rate after 6pm would be much better encouraging local***

residents to go out and enjoy local night life. If you can't reasonably park it will have an impact on local restaurants , theatres etc.

***Overnight parking to be one flat fee, rather than hourly,** suits those using evening leisure, such as restaurants and theatre.*

***Flat overnight charge preferable when going to cinema,** theatre etc when cant be sure how long you will need to be out for. Will we be paying before or after?*

*I do not agree with Sunday & overnight charging being the same as daytime charges. This will discourage people coming out in the evenings to events etc. If you ARE or NEED to impose a charge, **have a flat rate for overnight & Sunday stays.***

Overnight parking should be a flat rate and Sunday parking should be restricted to beach front parking only.

Overnight and Sunday parking should stay as it is as a flat rate - again it's the council trying to make more money out of people.

*Why is Municipal Car park, Poole, proposed for only 1 hr and 4 hrs (Mon - Sun) with nothing in between?? **Flat rate Overnight charges should be retained and apply , rather than removed.***

A further suggestion made by 14 people was to have a **residents' permit**, a permit clock or **reduced rates for locals** to make parking more affordable and to give an incentive to go to towns.

*As a family it would deter us from using the beach car parks in high season which is a disadvantage to us locals. **Maybe a permit clock would help us within the BCP area.***

***FREE PARKING TO ALL RESIDENCES 27/4, 365 DAYS A YEAR.** Visitors to pay for parking.*

*The increase in parking costs has now all but stopped me visiting the town centre / beach car parks. **Please provide BCP Council Tax payers a discounted seasonal pass at a reasonable cost.***

*We should be given a **"Bournemouth residents" discount** for parking charges.*

*Why not introduce a **Dorset residents car park pass that we can use at reduced costs** seeing as we support you all year round. Visitors should be charged more than locals.*

*Why should local people have to pay to park. Charge to visiting people, who will only throw rubbish around, expect to be treated better than locals. **FREE***

PARKING STICKER TO ALL CARS TAXED AND INSURED TO BCP COUNCIL AREA.

Locals work all week so can only go to the beach evenings and weekends. Locals who pay council tax and high bills local should get affordable access to the beach...

*Charges in this respect might deter holiday makers in vans, so would make sense for locals. **Free residents permits may be required however.***

Overnight charges will impact locals, they will need permits as cost of living plus having to pay to park will impact them.

*possibly introduce **free parking permits for residents on other roads [close to Slades Farm]** to avoid parking problems on other streets in the area.*

*As a family it would **deter us from using the beach car parks in high season** which is a disadvantage to us locals. Maybe a permit clock would help us within the BCP area.*

Sundays should be greatly reduced for residents.

A few other people suggested to **only have the charges in high season**, when car parks are busy, or **in those car parks that are less busy**.

Perhaps if this only happened in high season it would make more sense.

Happy for overnighters to be charged as 24 hours a day in the 'high' season but shouldn't be the same for the low season

The overnight and rate may be appropriate for some car parks where there is 24/7 activity and Sunday rates may be appropriate for some car parks where they are just as busy any other day of the week but it will not seem appropriate for me having to pay a daytime week rate to use an almost empty out of town car park late on a winter's evening or on a Sunday to go for a dog walk on the beach.

Overnight is not as busy as daytime, so why can't there be a cheaper charge, or no charge at all in some areas?

Why can't Sunday be cheaper than weekdays away from the seafronts?

In some car parks this seems completely inappropriate - for example in local centres, in the town centres it might be more suitable.

Other comments



61 comments

61 comments were coded as **other**. Many of the comments relate to the **changes being unnecessary**, it being **unfair**, a **way of increasing the council's income** or making parking **too expensive**, with parking seen as a '**cash cow**' by the council. A few people said that it would **depend on the price of parking**. A couple of people suggested that there should be **advertising of any changes** so that people are aware, and **enforcement would be necessary** to ensure that people are paying the correct amount.



Leave it alone not necessary.

This is an unnecessary and unfair change

*It's way **too expensive** and doesn't allow for less than an hour parking.*

It's too expensive

*People who are paying exorbitant council tax in this conurbation shouldn't have to pay any parking charges! **We get ripped off by you lot left right and centre***

It would make me have to pay more for car parking

It will increase the amount I have to pay for car parking over the year

It seems the motivation here is for the BCP to make a money grab, making the area less affordable, especially for those on a low income.

Not much, but again, this decision seems to be 100% to allow greater revenue generation from motorists.

Only impact I can see is the constant creeping up of charges and penalizing those who have to use a car – the ultimate cash cow!!

Shows BCP only after money rather than helping locals

Paying as much for an hour of parking at 2 am and 2pm is just stealing

Depends on the tariff price

I feel that people won't respect these charges and will BCP be enforcing this ?

Hope you pay the traffic warden who works Sundays and nights double!

*If adding Sunday charging **you MUST take better steps to advertise the changes clearly** as I once received a penalty...after you imposed charges but did not flag up the changes.*

Two people with **limited mobility or Blue Badges** commented about the impact on where they afford to can park.

*This adds costs at a time when people are already struggling. **I have limited mobility but do not qualify for a blue badge and therefore need to park close to amenities.** Due to the increased costs I will therefore park less and stay less. I will therefore move some of my shopping and money spend elsewhere which would be a shame.*

*These changes are unfair as charging day rates for parking when public transport is less available during evening/night hours. **Likely to cost me more as using the poor public transport is not an option as a blue badge holder who is not tax exempt.** Only encourages changes is behaviour if there are good alternatives.*

5.6 Alternative suggestions for harmonisation

Respondents were asked: “Considering the current proposal, do you have any alternative suggestions for how to harmonise parking charges across the BCP Council area?”



1,193 comments

1,193 respondents provided an answer to this question. The majority of themes that have been coded from this question echo that of previous questions, with many respondents rewording, repeating or re-emphasising their previous answers. The main themes to emerge are shown in the table below.

Note that some comments include multiple points and may be coded against more than one theme. Respondents who responded ‘no’, ‘none’ or ‘as above’ were removed pre-analysis and so are not included in these numbers.

Looking at respondent type, 381 of these comments are from residents in **Bournemouth**, 301 are residents in **Christchurch** and 397 are residents in **Poole**.

Theme	Number of comments
Support for harmonisation	40
Parking benefits for residents	260
Opposed to harmonisation / different areas different needs	230
High / low season timing	203
Affordability / lower charges	180
Free parking	162
Sunday / overnight / evenings suggestion	140
Length-of-stay tariffs	116
Town centre / high street	99
Pricing suggestion	92
Don't harmonise to highest cost	64
Permit suggestion / harmonise permits	63
Harmonise payment methods	33
Sustainable travel	22
Technology	20
Blue badge / disabled individuals	19

Traffic wardens / fines	19
Park and ride	11
Other suggestion	21
Other comment	96

Support for harmonisation



40 comments

40 respondents responded voicing support of harmonisation to varying degrees.

- Of these comments, 13 are residents in **Bournemouth**, 5 are residents in **Christchurch** and 16 are residents in **Poole**.



Most of the ideas make perfect sense.

These seem to be a reasonable compromise, and certainly will make it simpler for people

I agree with town harmonisation but not out of town which is a different kettle of fish

No all proposals except removing the 1hr stay option from town centre multi storey car parks are very reasonable and would harmonise parking across BCP

I agree that the dates for high and low season should be harmonised but I see no reason why length of stay and overnight charges should be harmonised, these details should be set as appropriate for each car park.

Harmonisation makes sense, but parking fees should be set with a view to encourage local people to use local shops. Higher fees and longer stay times will discourage car park use and more shops will suffer reduced footfall and face closing.

Beneficial parking rates / discounts for residents



260 comments

The largest theme to emerge from this question was about **beneficial parking rates / discounts for residents** (260 comments).

- Of these comments, 112 are residents in **Bournemouth**, 53 are residents in **Christchurch** and 83 are residents in **Poole**.

These comments cover a range of suggestions, with some responses specifying the type of benefits residents should receive and others simply stating that consideration and support should be given to residents.

Specific suggestions for residents that are common amongst responses include:

- **Free parking at all times**
- **Free parking for a set time (e.g 1 hour free a day)**
- **Discounted / reduced rate parking (using a special code or a residents' card)**
- **Parking clock**
- **Discounted winter/low season tariff**
- **Free winter/low season parking (particularly for beach car parks)**
- **Low season pricing all-year / no high season prices**
- **Set number of free parking codes each year (per household)**
- **Pre-pay scheme for parking tickets (for a week / month / year)**

Opposed to harmonisation / different areas different needs



230 comments

230 comments were **opposed to harmonisation**, with many feeling that the **different areas across the conurbation have different needs** and so differences in seasons, length-of-stay tariffs and Sunday and overnight parking are justified. In many of the comments, specific areas are mentioned as being unique or different to the rest of the BCP area and so it would be inappropriate and damaging to harmonise these. In particular, Christchurch and Highcliffe are referenced commonly as having needs different to Bournemouth and Poole.

- Of these comments, 48 are residents in **Bournemouth**, 94 are residents in **Christchurch** and 63 are residents in **Poole**. There is an over-representation of responses from Christchurch residents, and many of these responses feel that Christchurch should not be harmonised in line with Bournemouth and Poole as the area is very different.



I do think you need consider the consequences for each part of BCP individually regarding parking. As a resident I don't think we should be looking at harmonisation at all. In some parts of the conurbation we should be dropping the price to encourage more people to use the area and encourage growth in economy. Paying less, may generate more revenue long term, as people return to shopping/eating locally. This harmonisation, when the cost of living is crippling, will simply force more businesses to close, and encourage residents to areas where the parking is free eg. castlepoint etc.

Not sure there is a need to 'harmonise' Real reason is to make more money which is required but I would rather this just be honestly stated. Surely the three towns can have some individuality

Harmonizing isn't required. This is the issue with all three having teamed up. They are all individual areas and one solution doesn't suit all.

No need to harmonise. London isnt harmonised. Dreadful choice of word. Do we all need to be the same now to live in BCP?

Why do you need to block all regions together. We are all different and BCP should be able to see that and appreciate it. It is what we all feared after the creation of BCP.

Although it's one council you are covering three very different areas with different types of visitors. Why do you need to harmonise it! If I travel to a neighbouring town I expect to read the signs and pay what the town charges. Why do they have to be the same? If this is just a plan to put parking up to match the highest of the parking charges then that's totally unacceptable. You did this with the beach huts too. Simply no need to make these changes unless it's just to make you more money!

Stop treating Poole and Bournemouth the same, they are very different towns with different parking demands. Tariffs should more reflect demand and do not need to be 'harmonised' - this is just spin for increasing charges. Be honest, be better!

I question why the need to harmonise, Highcliffe is a village that is trying to retain and build up its local businesses in a difficult economic climate. This does not support those needs and instead drives custom and service use to the out of town retail parks.

Treat them separately! Christchurch is not Bournemouth or Poole and should not be treated the same! I go to Christchurch as it's cheaper to park, easier to park and is a more relaxed vibe, because it's different! They do not and I feel should not, be treated the same

Each area is different a one size fits all approach doesn't necessarily work. Certainly peak/off peak doesn't work for Christchurch. You may find reducing

charges means more are inclined to visit so additional income would be harmonised.

Highcliffe & Christchurch areas are very different to Bournemouth & Poole. We are not as big of towns as Bournemouth & Poole so trying to 'harmonise' it across the board is like saying you'll harmonise everything. When I'm fact we don't have the public transport links and availability Bournemouth & Poole have. We also don't have the housing availability. Trying to make Highcliffe, Mudeford & Christchurch areas the same as Bournemouth & Poole won't work without changing them completely.

High / low season timing



203 comments

195 respondents commented suggesting **alternative timings for high/low season**.

- Of these comments, 74 are residents in **Bournemouth**, 46 are residents in **Christchurch** and 69 are residents in **Poole**.

These comments cover a range of suggestions, by far the most common of which is to **harmonise high season to match that of Bournemouth / begin in April**.

Other common suggestions are:

- **Make high season April to September**
- **Start high season in May**
- **End high season in September**
- **Extend the length of low season**
- **6 month period for high season and low season**

Suggestions made by a small number include ending high season in August, making high season school holidays only, starting high season at Easter, starting high season in June and adopting Christchurch's 3 season model.

Affordability / lower charges



180 comments

180 comments suggest that **parking charges should be lowered** and that **affordability of charges is an issue**. Many comments suggest that lowering

charges could help invigorate town centres and encourage more visitors, especially residents who currently avoid some areas due to parking costs.

- Of these comments, 71 are residents in **Bournemouth**, 30 are residents in **Christchurch** and 68 are residents in **Poole**.



Yes I think should be affordable as we all have high-cost living crisis at the moment,

Make it cheaper all over, encourage more people to come and shop or just visit, rather than killing the town centres

To park in any car park in the BCP area, it has to be affordable. Some car parks are just not affordable to a lot of residents and are putting off visitors alike coming into the area now.

Charges can be harmonised by finding the lowest charge and putting all charges down to the lowest level. Or remove charges in Winter season.

I believe that parking charges should be reduced across the BCP area, not increased, if you want don't want to kill off the town centres altogether. I understand that the environmental impact of cars in town centres needs to be addressed, but public transport is sadly still not a viable option as it is often unreliable and too expensive. Bournemouth town centre is crying out for help!

Reduce charges for all local high streets to encourage growth in activity and local business. All tourist areas in BCP should operate the same tariff.

Increase in parking costs will never be popular but these costs are a big reason for residents avoiding certain areas and decreases in passing trade for businesses. By all means align costs but a decrease would stimulate and encourage return of residents and therefore business to key areas

There are also 64 comments linking to cost and affordability as respondents feel that the council should **not harmonise to the highest price options** and that **harmonisation can be achieved without increasing the cost to the public**.

- Of these comments, 23 are residents in **Bournemouth**, 22 are residents in **Christchurch** and 11 are residents in **Poole**.



You are harmonising to the rules that increase revenue for the council and cost to the user. During the cost of living crisis this is unfair on the residents of BCP. Harmonise to a balanced point not the worst case point.

As Poole is the one out of line with the other two, it makes more sense to reduce Poole's charges rather than increase both Bournemouth and Christchurch. Harmonisation for its own sake is much overplayed. It doesn't matter if charges and times differ in different parts of BCP and certainly to go through a cost exercise for this makes no sense.

I agree harmonisation is important, but BCP have basically taken the most expensive consumer options as a crude way of filling public finance black holes. I'd flip this proposal - still harmonised but more seasonal periods, shorter & flexible time options.

Why do you need to increase charges to harmonise? You can bring down the charges to harmonise also, it works BOTH WAYS!

It should be harmonised to the best and lowest common denominator to be fair to all.

Yes. How about levelling down to the lowest rather than up to the highest? This is clearly just an excuse to increase revenues from car parking

Free parking



162 comments

162 respondents would like to see **free parking** to some degree in the BCP area.

- Of these comments, 61 are residents in **Bournemouth**, 30 are residents in **Christchurch** and 57 are residents in **Poole**.

The most common suggestion for free parking is **free parking at all times**, with many responses suggesting this would encourage visitors, help local businesses and the economy, particularly in town centres.

Other common suggestions for free parking are:

- **Overnight (no specific timeframe mentioned)**
- **For residents**
- **After 6pm**
- **On Sundays**
- **Evening (no specific timeframe mentioned)**
- **Up to 1 hour (particularly in town centres / for beach swimmers)**
- **Up to 30 minutes**
- **Up to 2 hours**

Other less common suggestions include free in low season/Winter, for on-street spaces, from 8pm to 8am, early morning (particularly for dog walkers and beach swimmers), for disabled individuals, and on certain occasions where footfall is low such as December.

Sunday and evening/overnight



140 comments

140 respondents commented on **Sunday** and **evening/overnight parking**.

- Of these comments, 45 are residents in **Bournemouth**, 24 are residents in **Christchurch** and 55 are residents in **Poole**.

Common suggestions in this theme include harmonisation so all car parks have:

- **Free overnight parking (no timeframe specified)**
- **Reduced cost evening/overnight rate**
- **Free Sunday parking**
- **Free evening parking (no timeframe specified)**
- **Overnight flat rate**
- **Free after 6pm**
- **Free after 7pm**

Other less common suggestions include reduced cost or fixed rate on Sundays, free after 8pm, adding facilities for overnight parking of campervans, a flat rate for the evening, leaving Sunday and evening/overnight charges as they are, free after 10pm, free on Bank Holidays and charging £1 for evening parking.

Many time-specific suggestions for free evening/overnight parking suggest ending free parking at 8am. Other less popular suggestions were to end free parking at 10am, 9am, 7am or 6am. Many comments reference residents wanting/needing time to enjoy parks and beaches in the early morning and that this should be free.

Length-of-stay tariffs



116 comments

116 respondents suggested **alternative length-of-stay tariffs**.

- Of these comments, 31 are residents in **Bournemouth**, 13 are residents in **Christchurch** and 62 are residents in **Poole**.

Overwhelmingly the most common length-of-stay suggestion is to **keep 1 hour minimum tariff in car parks**.

Other common suggestions include:

- **Include 30 minute tariff option**
- **Keep shorter stay options (no specific tariff length mentioned)**
- **Hourly increments (i.e 1 hour, 2 hour, 3 hour, 4 hour etc.)**
- **Include 20 minute tariff option**

Other less common suggestions include charging per minute so you only pay for what you need, 40 minute option, two-hourly increments (i.e 2 hour, 4 hour, 6 hour etc.), maximum stay of 3 hours and not changing current tariff length options.

Town Centres / High Streets



99 comments

99 comments reference town centres or high streets and how parking arrangements there may be altered or improved.

- Of these comments, 33 are residents in **Bournemouth**, 23 are residents in **Christchurch** and 37 are residents in **Poole**.

The most common comment is that **parking should be cheaper**, as this would help to **encourage more visitors to town centres/high streets**. Similarly, some respondents instead call for **free parking to increase footfall in town centres/high streets**.

Other comments/suggestions for town centres/high streets specifically include:

- Incentives such as free or reduced cost parking for residents to visit
- shorter stay options
- up to 2 hours free
- free Sundays and evenings/night
- up to 1 hour free
- different charges for beach and town areas
- free short-term parking (no time length specified)

Pricing suggestion



92 comments

92 comments related to **specific pricing suggestions** for how much it should cost.

- Of these comments, 21 are residents in **Bournemouth**, 24 are residents in **Christchurch** and 41 are residents in **Poole**.

The most common suggestion was **different pricing for tourists compared to residents** – specifically that **tourists should be charged more and residents should be charged less**.

Other common suggestions include:

- That parking tariffs should be priced the same in every car park
- Charge £1 per hour
- Charge £2 flat rate for evening/overnight
- Charge 50p for 30 minutes
- Charge £1 for 2 hours
- Charge people on exit, so they pay for what they have used

Less common suggestions were higher pricing in beach car parks compared to elsewhere, £3 flat rate for evening/overnight, £1 flat rate for evening/overnight and make it cheaper to park for longer.

Permit suggestion / harmonise permits



63 comments

63 respondents refer to **permits** – including **suggestions for new permits, cheaper permits** and a wish for the **car parks available to permit users to be harmonised and apply across the BCP area**.

- Of these comments, 20 are residents in **Bournemouth**, 17 are residents in **Christchurch** and 17 are residents in **Poole**.

New permit suggestions include:

- **Permit for all car parks across Bournemouth, Christchurch and Poole**
- **Beach permit for all beaches across Bournemouth, Christchurch and Poole**
- **Beach hut permit applicable to Mudeford Quay, Avon Beach and Hengistbury Head**
- **Permit for workers**

Other suggestions include that beach car park permits should cost the same for residents in Bournemouth, Christchurch and Poole, that residents should get beneficial rates for permits, that residents should be able to purchase a weekly or monthly permit and that there should be dedicated car parks for workers/business users that are permit-holder only.

Payment methods



33 comments

33 comments relate to methods of payment in car parks, with commenters wanting the **same payment methods available across all car parks**. A large number of comments would like **all payment machines to accept cash**. Some comments also suggest **harmonising so that only one app is needed** for app payment across the BCP area.

- Of these comments, 13 are residents in **Bournemouth**, 7 are residents in **Christchurch** and 10 are residents in **Poole**.



Harmonise parking with all three areas using the same parking machines, companies and charges. Let all parking machines accept credit cards, cash and pay by phone.

A common charging structure, credit card payments and a single phone app provider would be helpful.

Please can we have ONE parking app.... I currently have 3!!!!

Please ensure that ALL parking meters have a facility for coins and / or credit/debit card payment. RingGo etc is a Nogo for people without smart phones - usually elderly.

PLEASE ALLOW US TO PAY IN COINS. Not everyone is comfortable/capable/willing to use phones and internet to pay.

I strongly believe that we should have the choice of cash payments. I don't have online banking because I feel I'm vulnerable to scams. Nothing is worse than finding a car park which is card only. Then you are trapped!

Sustainable travel



22 comments

22 respondents commented on **sustainable travel and public transport options**, particularly that improvements are needed to make travelling by these methods viable.

- Of these comments, 11 are residents in **Bournemouth**, 3 are residents in **Christchurch** and 5 are residents in **Poole**.



Reduce parking charges, but increase ease of other transportation I.e beryl bikes, bus and train frequency

Make all evening parking free after a certain time, at least until public transport is sufficiently subsidised to provide a reasonable, safe, fast alternative (ie no more than £1.50 a trip, which is already more than twice the price of driving, and usually takes 5x as long to get anywhere)

I believe that parking charges should be reduced across the BCP area, not increased, if you want don't want to kill off the town centres altogether. I understand that the environmental impact of cars in town centres needs to be addressed, but public transport is sadly still not a viable option as it is often unreliable and too expensive. Bournemouth town centre is crying out for help!

Stop raising parking fees. It doesn't keep people from driving. It only cuts down on shop usage in town centres and on high streets. If you really want to cut car traffic then make buses more reliable, cheaper, and fire bus drivers who are

rude to passengers, and bus drivers who drive too fast, too dangerously, and slam on their brakes throwing people around. In short, concentrate on making bus travel better, more reliable, cheaper, and more desirable to use!!

Money should be reinvested into active, sustainable travel options and disabled access parking as a priority, then tourist parking areas - not reinvested into all general parking areas.

Technology



20 comments

20 comments are about the **technology** that is used for **making parking payments** and **monitoring cars in car parks**.

- Of these comments, 7 are residents in **Bournemouth**, 3 are residents in **Christchurch** and 8 are residents in **Poole**.



Parking payment scheme for local residencies via the online parking app offering a lower price.

I would strongly recommend, as a lifelong resident of BCP that some sort of parking system be available to residents at a discounted rate. We live here and yet we cannot afford to visit areas of natural beauty ie sandbanks due to the extortionate parking rates charged for tourism. During the pandemic i paid a visit to west witterings beach, and there was a pre-booking system in place in order to limit congestion, guarantee parking, and ensure appropriate parking (in contrast to the rogue parking we see during the peak summer periods, on verges and double yellows). I believe a system such as this, even if for a certain number of parking spaces/certain car parks only, would be highly beneficial to the area. By instating a system like this, you would be able to provide tourists and residents alike with the chance to pre book and guarantee a space, reducing the congestion caused by queues through sandbanks looping around panorama road. Additionally, a system like this could quite easily offer a feature in which residents, via proof of residency/identification, could be offered a discounted rate for parking in these designated pre-book areas. We live here and yet we are unable to make use of the wonderful locations on our doorsteps due to over-tourism and high rates. As previously stated, a system similar or identical to pandemic period West Witterings would be beneficial, and worth considering from your perspective.

This is not a case of harmonisation. This is where the council should invest in technology that adapts to the capacity of the car park. As more cars full up the spaces, the cost should increase.

Why not use ANPR at car park entrances and apply the charge automatically to account holders (Canterbury does this)

Blue badge / disabled individuals



19 comments

19 comments are about parking charges for those with a blue badge or those with disabilities in receipt of PIP.

- Of these comments, 3 are residents in **Bournemouth**, 7 are residents in **Christchurch** and 7 are residents in **Poole**.



All blue badge holders to get free parking as this is the only way we can get out and the cost of parking stops us from going out

Yes don,t charge for blue badge holders as Hampshire do

I think all blue badge tax exempt drivers should be able to park free of charge across all of BCP in any parking situation. A permit should not be required. It just penalises people who already have significantly higher financial costs without making parking an issue too.

Why not harmonise with Dorset Council and allow disabled drivers to have permits if they receive 8 points for the mobility component of pip.i can park free in Portland but not where I live in Christchurch

Traffic wardens / fines



19 comments

19 comments are about **traffic wardens** and **parking fines (including towing)** and this being a means for the council to make more income.

- Of these comments, 9 are residents in **Bournemouth**, 2 are residents in **Christchurch** and 6 are residents in **Poole**.



*Scrap the £35 minimum fine for illegal parking. On peak days in summer people will park anywhere and take the fine because it's that much more than parking illegally. **£120 minimum fine, escalating if the fine is not paid promptly.** If a bus route or access is impeded, or a truck is called out to move the car mechanically, add those costs onto fines*

*As it is such a large area it doesn't make sense to harmonise. Should increase charges, and **enforce restrictions in busy areas where parking problems occur** (parking on pavement, double yellow lines etc). Reduce charges in less busy areas and low season. Extend low season.*

***Increase parking fines and actually tow away illegally parked cars** like Snowdonia do, making people actually park legally. The charges for parking for a day at the beach are minimal to taking your family to a theme park etc. Perhaps have reduced rates for council tax payers in BCP area*

*Yes, harmonising short term parking tariffs to attract shoppers and put BCP on a competitive footing with surrounding shopping towns & destinations. Recommend short-stay car parking tariff of £1 per hour maximum 3 hours stay. Then uniform all on-street parking near shops - 1 hour free of charge, and **reclaim the money by taking higher fines when people overstay.** This is evidence-based and will regenerate BCP quicker than any other policy.*

Park and Ride



11 comments

11 comments are about **Park and Ride** as an alternative to reduce busy car parks and congested roads.

- Of these comments, 3 are residents in **Bournemouth**, 7 are residents in **Christchurch** and 7 are residents in **Poole**.



***Provide a well advertised park and ride in the summer.** Close roads to non local traffic to avoid the congestion and parking chaos of previous years*

***Create park and ride scheme that work.** Provide short stay shopper car parks,*

Bournemouth, Poole and Christchurch residents always pay the low season price for parking. They are the ones who keep the towns running during the low season, let the tourists who come and make a mess of our beautiful towns and

*beaches pay extra for the mess and problems they create. **During the summer more needs to be done to encourage visitors to use the Park and Rides.** More signs on the way into the local areas informing travellers the car parks are full would go a long way to reducing the stupid parking of last year.*

Other suggestions



21 comments

There were 21 other suggestions that did not fit into a theme. These include:

- **Reduced parking rates for Electric Vehicles (EVs)**
- **Build / create more car parks**
- **Stop building on car parks**
- **Classes on how to pay by phone**
- **Parking 'zones' covering multiple car parks, where a ticket applies across the zone**
- **Transparency on exactly where parking revenue goes**
- **Introduction of a 'tourist tax'**
- **Finding the forecast £1 million by cutting costs at the council instead**

5.7 Other improvements to car parking and harmonisation

Respondents were asked: “Are there any improvements you would like to see to car parking services and harmonisation across Bournemouth, Christchurch and Poole?”



1,013 comments

1,013 respondents wrote an answer to explain about the improvements they would like to see. Please note that some comments include multiple points and may be coded against more than one theme. In addition, many comments reiterate comments made in previous questions.

- 333 of the respondents live in **Bournemouth**, 236 in **Christchurch** and 343 in **Poole**.
- In terms of age, 587 of those who responded to this question were aged between 16 and 64, a further 266 were aged 65 or over and 160 either didn't provide an age or preferred not to say

Theme	Number of comments
Affordability and cost	224
Disabled parking/blue badge	45
Impact on older people	26
Impact on families/children	8
Payment system	228
• Reliability	28
• Cash payment	111
• Card payment	65
• App payment	58
• Pay by phone	10
• ANPR	3
Permits/reduced costs for locals	186
Parking wardens/parking enforcement	50
Car parks - facilities/lighting/road maintenance etc	89
Car park - space size	34

Car park - safety and/or security	29
More car parks	28
Don't sell car parks	23
On street availability	7
Resident-only parking areas (on-street)	8
Changes to proposals (evening, seasons etc.)	92
Facilities for motorhomes/campervans	12
Specific locations/car parks	96
Beach hut user / seasonal permit suggestion	5
Harmonise permits across BCP	26
Do not harmonise parking across BCP	30
Impact on businesses and workers	41
Sustainable travel/alternatives	31
• Park and Ride	13
• EV Chargers	10
Other suggestion	36
Other comment	33
Positive/happy with proposal	3
No improvements/no change	8

Affordability and cost



224 comments

224 people responded about the **cost and affordability** of parking.

Of these 77 live in **Bournemouth**, 44 live in **Christchurch** and 80 live in **Poole**.

Some were concerned that car parking charges they could currently afford would become unaffordable if the proposed changes are implemented. The age profile of those who mentioned affordability suggested those aged under 65 mentioned it more than those aged over 65.

Responses included general comments about the cost of parking but others were more specific about the ability to park for a short period of time as well as evening

and weekend rates. Other responses suggested that cheaper parking would increase revenue as more people would use the car parks and footfall would also increase. The affordability was also linked to the impact on local residents with 33 responses mentioning affordability and suggesting reduced costs or permits should be implemented for local residents.



At this point in time where the cost of living crisis is affecting everyone, the car park charges should be decreased not increased to encourage visitors and residents

Allow free short term parking in town centres and near local shops

Free evening parking

Reduce parking £1 for an hour, when I only want some milk!

Try free parking on Wednesday afternoons to boost business over the region.

Get rid of overblown parking charges. *If you visit other towns and cities you find much more reasonable parking fees and find that the town centres attract people there to shop, which in turn means they have shops, which BCP areas have struggled with for some time. Encourage people into the towns rather than constantly negatively overcharging everyone.*

Disabled parking/Blue badge

45 people responded about the **disabled parking and blue badge scheme**.

Of these 13 lived in **Bournemouth**, 12 live in **Christchurch** and 13 live in **Poole**.

Comments related to blue badge holders included the consistency of parking costs across the local area including Dorset and Hampshire and the ability to park for free or free for a short period of time. Not all comments were supportive of disabled parking. Several comments related to the availability of disabled parking and its location near to facilities etc.



45 comments



No charges for the disabled

More disabled spaces and make them free as in Hampshire

Reduce payments for disabled badge holders it's disgraceful that they have to pay at all

There is a big problem with owners of blue cards seem to be able to park where they wish. I do agree that Blue badge owners should have spaces nearer to the amenities. However why shouldn't they pay to park even if it is less. I notice that very expensive cars are owned by blue badge owners and on the other side of the road young families have to pay to park

Adequate disabled spaces in areas close to the beaches. And strict enforcement to prevent the spaces being used by people who are not disabled. It is frustrating to plan and organise a trip with a severely disabled person, only to find the disabled spaces are in use and ordinary spaces are too narrow to open the doors wide enough to help them out of the car. But it is 100;times more annoying to see that half the cars in the disabled spaces are not even showing a blue badge - the people were just too lazy and too selfish to park in ordinary spaces

Older People

26 respondents suggested **older people would be impacted** by the proposed changes.

Of these 8 live in **Bournemouth**, 8 in **Christchurch** and 9 in **Poole**.

The majority of comments relating to older people were linked to the payment systems in the car parks and difficulties for older people relating to technology.



26 comments



I see many elderly struggle with apps. It's not that they don't have the brain capacity to use them, but as you get older, fine motor movements in fingers, balance, and general mobility is reduced. This physical issue makes daily activities so much harder - why isn't more thought going into this area? Modern apps are made by younger people forgetting that one day they will be old too.

The parking machines should be made easier to use and understand for our elderly residents and visitors

Children/Family parking



8 comments

8 respondents made suggestions of comments related to **children** and/or **family parking**.

Of these respondents 6 were from **Bournemouth** and 2 were from **Poole** (0 from Christchurch).

The comments were varied including families on trips to the beach etc. needing a car because they have lots of beach kit with them and it is too difficult to take a bus. Another comment related to the use of child spaces by those without children, while another related to the option of having more flexibility with parking spaces.



I think Brighton have electric car charging from lampposts. Do that. Increase electric car charging. Also, you cannot possibly take 2 children, deck chairs, toys, picnic, body board, sun shade on the bus at once. I get so cross when councillors without children think I can just use the bus to go to the beach. Please be realistic

*Tickets valid for all car parks. Eg if you have paid for parking and then drive to a different location your ticket could still be valid. This would make beach parking better in summer. I would happily pay for a day parking and might visit different places during that day. **Eg dropping my children in one beach and taking elderly people to another.***

One thing that REALLY grinds on me is people parking in parent and child spaces with either; a) no child present whatsoever, or b) their 38 year old child with them. This issue drives me bonkers. Can we fix that? Possibly a blue badge style scheme for parents? You get a parking 'badge' to allow you to park in these spaces for the duration of your child's life until you shouldn't be parking in them (I.e. until they turn 10 or something). BCP could charge for the badge (I would happily pay).

Payment system (improved, consistency, reliability)



228 comments

A significant number of comments (228) related to the **payment system**.

Of these 83 were from **Bournemouth**, 46 from **Christchurch** and 85 lived in **Poole**.

Age was a factor mentioned regularly in conjunction with this comment. Of those who commented on the payment system around 4% were aged 16-44, 35% were aged 45-64 and 36% aged 65 and over with a further 16% preferring not to say or not providing any age information.

The comments were varied covering **reliability** (28 comments), and the **preferred method of payment**. 111 respondents wanted to **retain cash** or **re-introduce it**. 65 mentioned preferring **card payments**, 10 mentioned **pay by phone** and 3 preferred the **use of ANPR**. 58 mentioned the use of **apps**, however not all mentions of apps was seen as a positive or preferred option with several mentioning phone signal coverage in particular areas as an issue and the additional charges for using an app. Several respondents also suggested a consistent use of **one app** provider across all car parks.



A number of people don't have the appropriate phone for paying with an app. Equally a number of people don't have the provision for card payment. At least one coin meter should be available at each venue. Equally when (which can happen) the app & card payment don't work on the machine a coin back up is required.

All car park charging machines should accept cash and pay by app and card. Make sure that all car parks where you have to pay by app are accessible via data services (e.g mudeford quay has a very poor data signal so trying to pay by RingGo app is very difficult!)

All payment machines should be able to take cash.

Ensure all parking machines actually work (lots are temperamental at best) and ensure there is good lighting around all car parks especially pay points. As a woman I think that some car parks are too poorly lit and I feel vulnerable using them

Ensure that the same parking app can be used at all sites rather than having to use different ones in different locations. This is improving but not yet completely unified I believe.

Whilst I understand and accept the use of parking apps such as Ringo I do object to the higher charges when using these apps - I recently used the car park in Britannia Road (off Ashley Road) to make purchases in the InExcess and Coop stores and I was annoyed to see that I had been charged £1.20 by Ringo as opposed to the £1 minimum charge I would have paid in cash. This does not seem fair and I would like to know how much of the charge goes back to BCP from Ringo..?

I'm happy to use apps like just park or ring go or pay by phone but do not forget about old generation they are not so good using the new technology and this days their life with all the new technology have to be very difficult

Permits/reductions for locals



186 comments

186 respondents suggestions some form of **permit or reduced priced parking for local residents.**

Of these 62 were from **Bournemouth**, 43 from **Christchurch** and 65 lived in **Poole**.

A mixture of suggestions were put forward including cheaper evening and weekend rates and free parking for local residents. A number of respondents feel that residents pay for services via council tax and therefore should benefit from reduced parking. In turn, several mentioned that this would help the local economy by encouraging residents to shop in the town.



As mentioned above, reduced rates for residents - particularly when the high season charges kick in - would be a sensible way to encourage residents to visit our town centres. At £12 for four hours parking charge, I'm never going to be coming in to Bournemouth regularly, and since, as mentioned above, I have a limited bus service in Mudeford, that's not always a viable alternative.

Free Sunday parking out of season Allow local residents a price reduction or season ticket

I personally feel that locals living in the BCP area should have a lowered yearly tariff for parking, which will allow us to use the parking and facilities in summer and whenever we want. As locals, we dare to use the public car parks because they're priced and aimed at tourists, but we are the ones paying council tax every month, higher rent prices to live in this area, yet we cannot benefit from it. We end up staying home rather than going out because there is never ever parking near the beaches, and if there is, it is at such a high cost. Totally unfair!

I would like to see overnight parking rates kept lower and the high season to run from 1st April. I would also like to see a local residents' discount for parking in the high season.

Lower prices for residents and workers.

Parking incentives for locals during certain times of the year such as Poole Xmas late nights and Sundays to help increase trade in town.

Traffic wardens/parking enforcement



50 comments

50 respondents mentioned **parking enforcement or traffic wardens**.

Of these 19 were from **Bournemouth**, 10 from **Christchurch** and 16 lived in **Poole**.

The responses mainly relating to respondents wanting to see **more effective parking enforcement**. This included **on street enforcement** as well as in car parks. Comments included the **illegal parking** by caravans, campervans and mobile homes, parking on grass verges and yellow lines and the **cost of fines not being an adequate deterrent**. Enforcement relating to child and disabled bays was also considered an issue.



Yes traffic wardens and increased fines at the beach areas for people who park on verges etc

More visits by traffic wardens in residential roads would be useful.

Keep a better eye on disabled parking. Too many spaces are taken up by non-blue badge holders or delivery vans.

Greater penalties for illegal parking. £60 fine is no deterrent for out of town users.

Car park facilities including lighting, maintenance and toilets



89 comments

A total of 89 comments related to **lighting, maintenance and toilets** in and around car parks.

Of these 30 were from **Bournemouth**, 13 lived in **Christchurch** and 35 lived in **Poole**.

In terms of the comments 17 mentioned lighting and 7 mentioned toilet facilities. 12 mentioned car park signage.



A toilet attached to the Car Park is always useful. Sometimes the machines are full and you can't get money in. This can result in a fine, unless one has time to "make a fuss" ! Which my sister did on one occasion !

At least some of the money raised from off street car parking should be used to improve the facilities in multi storey and street level car parks.

Better lighting

Better cleaning of multi-storey car parks and better lighting. If people use the internet to pay for parking they should be able to transfer the parking payment across to a different car park if they move before the time is up.

Better signage and display of prices. Allow longer terms of parking, not max 2 hours. Apps use on all car parks

Car park space size



34 comments

There were 34 comments stating that car parking spaces were **not big enough** for modern cars.

Of these 9 were from **Bournemouth**, 8 from **Christchurch** and 13 lived in **Poole**.



Space to fit modern car size.

Spaces are too narrow for the size of modern vehicles. You could make them wider.

Car Park safety and security



29 comments

There were 29 comments relating to **safety and security** in car parks.

Of these 14 were from **Bournemouth**, 5 from **Christchurch** and 8 lived in **Poole**.

The comments covered **not feeling safe in particular car parks**, drug taking and rough sleeping and women avoiding using car parks at night. Some of the comments related this to other requirements for example not needing to use cash or machines was seen as a safer option.



Some of the car parks are in a disgusting state with rubbish, faeces, remnants of drug taking/needles, homeless people sleeping in stairwells, stench of urine, stench in lifts so you cannot use them etc. If you expect people to pay more to park, then car parks need to be kept clean and safe for members of the public parking in them.

All car parks should have the opportunity to pay to park on mobile applications such as Ringo using ANPR etc. - It is more efficient but it is also so much safer. I hate having to pay to park at machines - I often have to walk alone - find my ticket and my payment card - I feel very vulnerable due to poor safety measure - especially in multi storey car parks - Poole High Street, in particular - unsafe, gathering point for homeless, anti-social behaviour, threatening behaviour. The position of the machines to pay - the reliability of the machines and the barriers - often don't work. It would be much more preferable to pay using an app.

Better security. I often use the Winter Gardens, but always wonder if the glass that is regularly smashed all over the ground will be mine next time I park

More car parks



28 comments

There were 28 comments suggesting **more car parks are needed**.

Of these 11 were from **Bournemouth**, 6 from **Christchurch** and 9 lived in **Poole**.

Comments relating to not selling existing car parks, the difficulties of finding parking during busy periods such as the summer season and the lack of parking impacting on on-street parking availability for residents.



More parking facilities as you've sold off some car parks for development

More parking needed, during busy periods impossible to park, I am unable to cycle and not on a bus route. Cycling discriminates the old and disabled, we need parking.

More parking for visitors during the summer months to reduce on street parking which inconveniences residents.

Don't sell the car parks



23 comments

There were 23 comments in **opposition to the sale of council car parks**, which is closely related to the previous comments although only one comment specifically mentioned both. These comments generally related to the view that parking was limited and the loss of parking therefore was detrimental.

Of these 10 were from **Bournemouth**, 7 from **Christchurch** and 4 lived in **Poole**.



Increase the availability of parking areas and not convert them to building blocks of flats BCP are totally out of control and contact with what is needed to encourage visitors to spend time and money in the areas

Stop closing car parks and make them affordable

On-street availability



7 comments

There were 7 comments relating to **on-street availability**. Comments varied on why this was mentioned including wanting free on-street parking, not using cars parked on the highway as a traffic calming measure and residential permits.



Free on street parking

More low cost on street parking for short visits

Don't increase parking allowances in residential areas - I wouldn't want to see people allowed to park all day or overnight without a residential permit. It would be useful to have a longer time for visitors to residential areas though.

Resident only parking areas (on-street)



8 comments

There were 8 comments suggesting **resident-only on-street parking** or the use of **resident-only permits**. The comments tended to mention specific areas where there was considered to be particular parking pressures.



If anything residents permits for parking spaces alongside the beaches along our stretch of coast.

I think should make poole residents parking only along the roads and make visitors use these empty car parks that in are towns in the BCP area I struggle to park sometimes to park with a permit.

Changes to proposals



92 comments

There were 92 comments which **suggested changes to the proposals.**

Of these 29 were from **Bournemouth**, 19 from **Christchurch** and 34 lived in **Poole**.

These related to particular car parks or locations and covered seasonal parking charges, day and evening and weekend rates as well as long-term and short-term parking arrangements. Other comments related to free parking or allowing the first hour of parking for example to be free.



Free evening parking

Free parking in town on Sundays

high season should really be reserved for school summer holidays - we need to keep the beach parking reasonable for locals during the year

Bring back the two hour parking system

Allow free short term parking in town centres and near local shops

Make high season 1 April to 30 September. Don't charge day rates overnight.

Facilities for motor homes/camper vans



12 comments

There were 12 comments relating to this topic. All of these wanted more car parks and/or **facilities for motor homes/camper vans.**



As above and look to create specific areas that cater for campervans with services for them - with appropriate charging/fees. Close Sandbanks car park to new entry after 10pm and allow exit only. Promote the availability of annual permits to residents and make it clear on all parking payment signage/meters which permits apply to that area.

Specific locations/car parks



96 comments

There were 96 comments referencing **specific car parks**.

Of these 26 were from **Bournemouth**, 28 from **Christchurch** and 22 lived in **Poole**.

Some were mentioned specifically with suggestions of improvements to them such as cleanliness and potholes. Other comments related to permit availability for particular car parks. There were also comments relating to cost for particular car parks and the payment methods available.



Improved parking on west side of Bournemouth. Pay by phone/ card/ just park in all locations, including Upton Country Park

More long stay spaces are required in Christchurch which are closer to the town centre as it is not nice walking around in the dark, under the underpass etc.

Parking Permit for Hengistbury Head Car Park

The annual pass to beach carparks should include both Poole and Bournemouth. Also should only increase by 3% year on year The annual pass to beach carparks should include both Poole and Bournemouth. Also should only increase by 3% year on year

Beach hut user / seasonal permit suggestion



5 comments

There were 5 comments on this topic and they generally all related to the **availability of permits for beach hut owners/renters**.



It should be possible to obtain an annual high season pass for any car park. For example, one can for Mudeford Quay but not for Hengistbury Head. Having one for the latter would encourage MSB hut owners to park in HH and relieve pressure on the Quay.

Harmonise permits across BCP



26 comments

There were 26 comments relating to **harmonising the permit system** across the BCP area.

Of these 9 were from **Bournemouth**, 2 from **Christchurch** and 11 lived in **Poole**.

These comments generally viewed harmonisation as a good thing although some suggested that standardised costs should be at the cheaper end of the scale. Other comments hoped a conurbation wide permit would be beneficial and would give access to car park permits that currently residents of a particular preceding authority have access to. Consistent charging was seen as a benefit and had the potential to help businesses.



Harmonise completely across BCP with JustPark if not already done so in all areas and car parks. Offer businesses who rely more on the parking facilities such as The Dolphin Centre, to be able to offer their patrons a discounted parking if they are using their business.

Beach parking permits discriminate between Poole residents & Bournemouth residents of approx £200 why when it is now BCP

All prices to be the same in each car park.

Bournemouth is more expensive then other areas. I feel poole will suffer if try to bring in line with Bournemouth

Do not harmonise parking across BCP



30 comments

There were 30 responses related to **not harmonising parking**.

Of these 5 were from **Bournemouth**, 14 from **Christchurch** and 9 lived in **Poole**.

A fairly similar number of comments were against harmonisation of parking across BCP with many comments viewing the three areas as distinct and therefore needing different parking arrangements. Some respondents were concerned it would lead to higher parking costs.



The car parks are generally good so no improvements required. Just don't put the prices up / take away short stays. This is going to do more damage than good.

Do not harmonise. Each area needs specific charges due to their individual character.

There is no need for harmonisation. Just ensure the tariffs are clear, the machines to pay for them all work and take cash, cards and all of the common parking apps

Impact on businesses and workers



41 comments

There were 41 comments relating to the **impact on businesses and workers**. Most of these were related to costs or availability of parking and the impact this would have on businesses.

Of these 13 were from **Bournemouth**, 7 from **Christchurch** and 8 lived in **Poole**.



Reduce prices will attract more people to use facilities and therefore revenue. Not drive people away with horrifying prices

Yes more and cheaper parking to support local business and trade, thus improving the financial stability of BCP residents. Do as the people you represent ask and rightly expect!!!

More Parking options for local Residents and business's

Sustainable travel and alternatives



31 comments

There were 31 comments and these covered the **availability of bus services, cycle lanes and cycle parking availability, EV charging** (10 comments), **park and ride** (13 comments) and **congestion**.

The comments included those suggesting that better bus services would be required if parking wasn't an option. Park and ride was seen as a good option to free up car parking. Generally the comments on EV charging was about providing more chargers but one comment did also recognise this could encourage those embracing greener travel and potentially be an income stream.



Better signage, toilets, clearer accessibility spaces, areas for cycles, charge points and car share areas

More electric car charging ports would be helpful.

Add more EV charging and promote it- use that as a selling point (go to the beach and charge your car easily for the journey home) encouraging those with green transport already to come.

Other Suggestions



36 comments

There were 36 comments that made **other suggestions** which covered a significant variety of topics. These included an IT hot line to assist people who were struggling to use the phone apps., more parking included in new developments and force people to use car parks by restricting parking around car parks. Several comments related to how to help the local economy for example creating pop-up shops, cafes or temporary youth centre in car parks that are not at capacity in the winter season. Other comments suggested more spaces allocated to families. Harmonisation of parking for BCP and non BCP car parks was suggested.



Design seasonal car parks (especially in high-tourism areas such as the beach-front) to be used for non-parking purposes (e.g. community events, pop-up shops, cafes, temporary youth centres, etc) in the winter season. Potential to bring in more revenue or add more local value than empty parking lots in the low season. Much better than selling them off to developers.

Discount for blue light card holders

A hot line for problems with IT or for those without a mobile phone or lack of skills to use the apps. This is a discriminating policy.

I have noticed that a certain new housing development in Christchurch (the old police station) takes away much needed parking space with no realistic alternatives. If more housing is built, we need more parking, private and commercial, not less. And please note that cars are getting bigger, so reducing the size of spaces in an effort to create more just won't work.

Remove or at least reduce all parking, to enhance town centres

Other Comments



33 comments

There were 33 **other comments** most of which were not directly related to the parking survey related questions or generalised comments that couldn't be included elsewhere.



stop the cars and motor bikes using Hengistbury head car park and access road as a race track and wheelie show off in the evenings. noisy and dangerous. There will be an accident.

Think about the wider impacts to health and well-being particularly how intelligent parking arrangements might support physical activity and improving air quality. Harmonisation is clearly a revenue raising exercise and you've not given any consideration health or inequalities. This will bake in higher demand in future

Yes, the car park on Hawkwood Road (Boscombe) is full of rats and therefore our houses are surrounded by rats. With the new income you're going to have, please spend some on Rat control. Some drivers might just step on rats when getting off their car. Thank you.

Considering the current state of Bournemouth & Poole, you should be encouraging local people to the areas not scare them off. No one I know goes into Bournemouth anymore. It's an unpleasant experience all round. I have so many fond memories of how special it used to be.

Positive/happy with the proposal



3 comments

There were 3 comments stating that they were **happy with the proposal**, had no further suggestions or it seemed fair.



No further improvements to previous suggestions

No improvements/no change



8 comments

There were 8 comments which stated they didn't want any change from the current system or were **happy with the status quo**.



Cannot speak about Bournemouth & Poole as seldom go there. Christchurch is my locality & I DO NOT WANT ANY CHANGE. Particularly to the METHOD of PAYMENT.KEEP THE CASH OPTION. Many elderly do NOT have Smart Phones and keep small loose change in their cars for car parking charges

Leave as is. It works.

5.8 Other comments

Respondents were asked: *“Do you have any other comments regarding the harmonisation of parking charges across BCP”*

714 respondents wrote other comments regarding the harmonisation of parking charges, with the main themes to emerge outlined in the table below. Note that some comments include multiple points and may be coded against more than one theme.

Theme	Number of comments
General negative / opposed to proposals	255
General support for proposals	16
Impact on shops / town centres	128
Impact on residents	101
Impact on visitors	16
Impact on leisure facilities / users	35
Impact on vulnerable groups	30
Sustainable travel modes	60
Alternative suggestions	267
Other parking comments	121
Other / off topic	16

General negative / opposed to proposals



255 comments

255 comments were opposed to the proposed changes to BCP Council car parking arrangements in general. Of these, 49 comments were that the proposals were a **bad idea**, asked that the changes not to be implemented and that **parking arrangements should be kept as they are**.



To be honest I don't really see a need for harmonisation at all. We've managed for many years with the system we have without issue.

Abandon this idiotic idea!

I do not think that harmonisation will produce any benefit and is a retrograde step.

Just leave present system as it is.

96 comments were that the proposed changes were a **money making exercise** at the expense of motorists and local residents.



Stop the greedy grabbing of money from motorists..

This sounds like a way to increase revenue. It has nothing to do with harmonisation.

Stop trying to grab money and actually work for your constituents.

Just a cash cow - where can we squeeze more money out of the public now.

15 comments **questioned the use of the word harmonisation** to describe the proposed car parking changes, while 9 comments were that **parking charges are too high** in general.



Harmonisation is an interesting use of words, unless I am mistaken it is another way of saying you are raising prices and locals will have to pay more than they already do. I do not understand what part of the proposal is harmonious.

The word 'harmonising', whilst a lovely expression, just means getting more money from the residents.

Parking is too expensive and it is off putting.

12 comments were that the proposed changes were a **waste of time and money**, including the associated costs of implementing the changes, while 12 comments were that the **money would be better spent on other initiatives** and schemes.



Stop wasting money on stupid ideas and use it on the state of the roads!

Don't waste the time and money doing it, concentrate on improvements for residents.

Make Bournemouth a better place to warrant the high car fees.

20 comments questioned whether there was **sufficient evidence** to support the claims within the consultation document, while 8 comments suggested that the council was **hiding behind potential environmental impacts** to support the changes.



I would be interested to see the facts that form the basis for the assertion that people will switch to sustainable transport if the minimum stay at car parks is changed to 2 hours.

No evidence is offered that these proposals will reduce pollution and it appears this is simply an attempt to make money.

How about specifically stating what schemes would be funded by increased income rather than vague areas so we can decide if they are worth it? At the moment "improvements" is not transparent.

Please do not hide behind saying you are 'improving the environment' when at the end of the day you are doing this as a money raising exercise.

7 comments were that the council needed to **listen to the views of those responding** to the proposal, while 27 comments were that the council had **already decided to make the changes** regardless of the feedback to the consultation.



Please, please listen to residents not just think of the £££££ we take in off visitors.

Please consider people's views. I travel a lot to other counties and Bournemouth is so expensive to park in.

I expect that public opinion will not actually make any difference to BCP Council decisions.

Only to say whatever the public think you will do what you want regardless.

General support for proposals



16 comments

16 comments were in general support of the proposed changes. 13 of these comments were that the **changes seemed sensible** and that the scheme is needed. 3 comments were that **all areas should be included** within the changes so that residents and visitors would know what charges to expect and avoid confusion.



Very good idea, and I really hope it works out.

Harmonising parking charges will be more beneficial to all residents and visitors, which may increase use of our town centres.

There's a disparity in which parks are being charged for and which are free. These should all be standardised.

Impact on shops / town centres



128 comments

128 comments related to the impact the proposed changes would have on shops and town centres. 103 comments were that the proposed changes would **deter people from parking in town centres** and using local businesses. Comments suggested that respondents would instead go to places with free or lower cost parking, including Castlepoint, the New Forest and Southampton. Similar to this, 24 comments were that the proposed changes would **kill off local businesses** due to the loss of trade from reduced footfall.



Think about the implications - for a few more pounds you'll be killing the high streets and local businesses.

I went shopping at Castlepoint last weekend. Loads of free parking in the nice new car park. No wonder Marks and Spencer now have their only local shop there.

I think in general it is going to cost me more to use the car parks and will put me off visiting town centres.

It will undoubtedly adversely affect the main towns and outer areas such as Westbourne, Winton etc as people simply won't pay to park and thus the shops will suffer even more. Castlepoint is very popular as it's free to park and has shops, which Bournemouth no longer has in the town centre.

Feel for all the businesses which will be affected by this proposed price increase and hope Christchurch does not become another ghost town like Bournemouth.

You are overseeing and encouraging the death of shops, jobs and prosperity in the area. Well done.

One comment was critical of a **watersport businesses that take up roadside parking**.



Stop businesses e.g. kite surfing companies taking up multiple spaces.

Impact on residents



101 comments

101 comments related to the impact on residents that the proposed changes would have. 62 comments were that the proposals are **not in the interest of residents** and would adversely affect them in general, while 29 comments were that the proposed changes would have a **negative impact on those living in the Christchurch area**.



The cost of parking for people who live in the area is too high.

Be logical and fair to residents, especially to those with young children and/or elderly dependents.

I think councils should try to support and help their communities rather than looking for ways to prey on their hapless residents.

A laudable aim but seemingly inevitably Christchurch residents face the maximum impact.

BCP need not to steal money away from Christchurch for whatever reason. We were better off without the merging!

Please do not change Christchurch parking permits!

7 comments were that the proposed changes would result in **more people parking in residential streets**.



Changing the dates of the peak season at the Cliff Top car park will encourage visitors to use the surrounding streets, and the summertime parking restrictions in those as they currently stand are different from your proposed schedule. This will cause more congestion and problems for residents.

It's OK to make a bit more money from parking fees but if they get too expensive people will stop going to places or will park in side streets and illegally.

The problem you are faced with is the cost of how much the motorist will be prepared to accept. If they don't like the charges they will either go elsewhere, park in residential areas to avoid paying or park on the public highway where there are parking restrictions.

3 comments questioned the impact that the proposed changes would have on **parking permits and costs for beach hut owners**.



I would like to see some form of discount for hut owners if paying for a weekly charge.

When I visit my beach hut, I use the Mudeford Quay Car Park with my parking permit for Hut Owners. It is extremely busy and many day visitors like to park there, so I would like the option to park at Hengistbury Head Car Park as well so that when the ferry stops (as it has limited times of operating) then we can park at Hengistbury Head and walk down to the beach from that location instead. You would have a lot of owners that would pay to park at Hengistbury Head or can we have the option to use our permit for either car park. If I was to park at Hengistbury Head when I stay then I am freeing up a space on the Quay which would generate revenue for you as this is a much busier car park.

Impact on visitors



16 comments

16 comments related to the belief that the proposed changes would **deter tourists** from visiting the local area, which in turn would have an adverse impact on the tourism trade and businesses.



Get real council, increase the charges and the holidaymakers will go elsewhere like Looe in Cornwall where you can park all day for a very small amount. People will not pay to come to the area with no shops, no facilities, no wet weather venues, filth and only bars at the beach.

Councils think by increasing charges you achieve more money, it doesn't. It discourages holiday makers which in turn ruins high streets and less money is obtained from council taxes.

Impact on leisure facilities / users



35 comments

35 comments related to the impact the proposed changes would have on leisure facilities and users.

20 comments were that increased parking charges would make them reconsider what they spend their money on, particularly during a **cost of living crisis**. 8 comments were that the proposed changes would make it more **difficult and expensive to access outdoor spaces and beaches**. 7 comments suggested that the proposed changes would **deter them from visiting local amenities**, such as bars, restaurants and theatres in the evening.



Think about people rather than money. How can people with less and less money access these areas.

Please don't use this as an excuse to raise parking fees during a cost of living crisis.

Do you not think people have suffered enough with cost of living, Covid etc. and now instead of making things harmonious you are causing even more resentment making season longer, decreasing our out of season free parking and evening parking. Make evening parking free, which in turn will bring in people from outside areas.

Please don't make life more expensive at a time when people are struggling. Early morning / evening / winter weekend swims are a huge part of keeping a healthy mind for me. Introducing costs will have a huge negative impact.

Don't make it more expensive for BCP residents to access outdoor spaces.

This is the latest in an appalling war against beach users. Parking is already challenging and expensive, and your plans will drive more people away.

I don't really see that 'harmonisation' is required. Fair charges needs to be the primary focus. Having to pay upwards of £9 to park at the Pavilion for a couple of hours, is not going to draw the crowds in to see a show. And if the tickets don't sell, the artists and the shows will stop coming. And yet another part of the culture, the history of the town will die. It's a false economy. The only way harmonisation will work is if the charges are minimised everywhere or scrapped altogether.

Impact on vulnerable groups



30 comments

30 comments related to the impact that the proposed changes would have on vulnerable groups.

19 comments were that those who are **disabled, elderly or other vulnerable groups** rely on their cars and would be negatively impacted by the proposals. 9 comments related to the need for **free blue badge parking** to be made available. 2 comments were that **carers and those who visit multiple locations to provide healthcare** would be negatively impacted by the removal of short tariff options.



BCP and Dorset are both cruel to the disabled, who cannot use public transport and can only get out via car.

I don't agree with the premise that people shouldn't use their motor vehicles, some vulnerable people have no choice.

Not everyone can cycle or walk long distances, bus services not always useful, elderly in particular should be able to use their car.

I think all blue badge tax exempt drivers should be able to park free of charge across all of BCP in any parking situation. A permit should not be required. It just penalises people who already have significantly higher financial costs without making parking an issue too.

To say that these changes do not impact blue badge holders is totally untrue. Blue badge holders still have to pay to park.

What about carers visit disabled people at homes. Extended length tariffs are a very bad idea. How can they do their work when every second they have to pay at least one hour for a parking. Ridiculous idea. Leave short stays alone!!!!

Sustainable travel modes



60 comments

60 comments related to sustainable travel. 10 of these comments were the need for adequate **park and ride** schemes to encourage sustainable travel, as well as the need for shuttle buses in the evening and to/from rail stations. 1 comment was a need for a better **rail service**.



Maybe have park and ride to reduce pollution and traffic.

Not related, but improved flexibility of park and ride to the beach to encourage uptake, including for locals. Think drop offs at a few different beaches, some less frequent late service options e.g. for fireworks nights.

Introduce overnight car parking with a free bus ride home built into the ticket. This would encourage people to "make a night of it" - spending more in town, promoting road safety (no excuse for drink driving), and give the town centre a second chance the next morning when cars are retrieved.

29 comments related to **bus services** within the conurbation. A number of these were that the local bus service is not suitable to encourage people to use it as an alternative to using their car, including a lack of routes, journey times being too long and a timetable that stops early in the evening.



Before increasing costs for parking. You need to ensure that public transport is accessible and consistent across the whole area i.e. getting from Broadstone to Tower Park/Bournemouth is not possible without getting a bus to Poole and back out again, drastically adding to journey times. Buses also do not travel to most areas after a certain time leaving no choice but to drive. Also not everyone wants to travel to the town centres which all bus routes do. This deters many from using. Once we have a decent, reliable and consistent transport network then you can look at parking options.

I would like a better bus service in Mudeford. Plenty of buses in Bournemouth but hardly any around Friars Cliff unless I walk for a good 15 mins to the nearest bus stop.

If you are implementing strategies to deter the use of cars, please also consider improving local public transport. Buses are too expensive, too infrequent (should be at least every 10 mins everywhere), and too confusing (many going to the same place but slightly differently, I always have to rely on Google maps to tell me what buses I can get to where I want to go).

14 comments were that **people will still rely on their car** to travel to work and for shopping and that the council needs to stop trying to force people out of their vehicles.



I know you want to get everyone on a bike or bus but that isn't practical when someone needs to get somewhere quickly or hasn't got a whole morning or day to get there.

People do not want to cycle or walk to work carry their office in a heavy backpack. They do not want to go to the beach on hot buses carrying a day's worth of kit and food. People do not want to go shopping and not be able to put multiple/heavy bags in their car to go home.

While 4 comments were that there is a need for **more cycle lanes** and connected routes, 2 comments were that the council should **stop funding** these because they are not used by cyclists.



Streets without parking or cars driving down them are pleasant to walk along i.e. cobbled area down by Lush. The cycle lane improvements are great and promoting alternative travel. More of this please! Pedestrian and cycling area in front of the Lighthouse, Barclays roundabout and bus station would be even better!

Stop creating havoc with the building of cycle lanes only to be used in good weather.

Alternative suggestions



267 comments

267 comments provided alternative suggestions to the proposed changes to BCP Council car parking arrangements.

60 comments related to the need for **areas to be treated differently**. Busier areas should be treated differently to smaller, less visited areas. The inclusion of smaller and less visited areas in the harmonisation of parking arrangements would result in these areas being less visited than current levels. In addition, different locations within Bournemouth, Christchurch and Poole should be allowed to decide on their car parking arrangements.



Bournemouth Christchurch and Poole are all very different, with different needs and should therefore not be lumped together and treated the same.

Break up the car parking back to the three old authorities and let them choose the charges.

No, despite being BCP they are 3 towns of differing natures. A one size fits all is not a sensible approach, merely a ham fisted approach at cost cutting.

I feel that out of town parking should be cheaper than town centre parking.

Lesser used parking areas ought to have lower rates than prime location sites.

Prices need to vary from our town centres and smaller shopping areas. To support our local traders the prices should be cheaper in the local high street car parks than the town centres.

37 comments related to the need to **reduce car parking charges** in general and that harmonisation should not result in the most expensive car parking charges being adopted. In addition, 16 comments suggested that reduced car parking charges would **encourage shoppers** to visit town centres and other local areas, while 27 comments suggested that **short tariff options should not be removed** in order to encourage more people to visit local towns and shops, which would result in greater income and support for local businesses. In addition, 5 comments suggested that car parking charges should be reduced to **encourage more visitors and tourists**. 2 comments suggested that **paid-for parking durations should be transferable** between car parks.



Bring down the costs generally for residents and visitors. Bar the beach there's no real reason for visitors to come, so high parking charges will be another deterrent.

Instead of always proposing the most expensive option which exists across the region the council should consider the middle option therefore improving in some areas while either keeping the same or negatively impacting the cheaper areas.

Why does BCP always try and increase to the highest cost across the 3 towns - why not the middle value. BCP will be gaining vast sums of money from this - they have already put up council tax by the max and are just trying to take more of locals limited money that they spend in our most beautiful spots.

Free car parks would encourage locals to town centre rather than Castlepoint. All businesses would benefit from trade and it would create jobs.

Keep it simple. Increase free parking/hours to increase interest and footfall, which will generate people, which generates profits, which means businesses are happy to stay and more to come.

Any increases for short term parking would be very detrimental to our local community.

Removing the 20 minute parking minimum will deter some shoppers and they will move to out of town superstores damaging local shops and killing the high streets.

I am sure that the removal of the less than an hour tariffs will lead to an increase in people parking and not paying when they are visiting only one shop for a small number of items. The £1 for 2 hours used in Christchurch is a good scheme as it ensures maximum compliance as customers think it is a "fair deal".

You seem to be determined to get as much money out of visitors as possible, by asking more for longer. In my view, the opposite is likely to happen. Make it more affordable more of the time, and more people will be able to afford to visit your area. Businesses will benefit from higher footfall. You will take more money in the long run.

If I have purchased 2 hours at The Priory for example and I leave after 1 hour, I should be able to use that hour at another local car park.

9 comments suggested there should be more support for and **reduced costs for employee parking** within the local area, while 2 comments suggested that the council should charge **lower business rates** to encourage businesses to stay in the local area, while 1 comment proposed that car parking arrangements allow for the **cost of parking to be subsidised and reimbursed by businesses** when presented with proof of parking.



As a business costs have increased in all areas. If we can eliminate one area for especially staff and customers I believe it would help the local economy giving ultimately clients more spend and motivation to visit town centres. Helping employees ultimately helps employers.

Parking permits should be discounted for non-residents with businesses, we're paying rates and rent in the town and also providing a service for the town! To charge us more for permits is very short sighted!!

Need affordable parking options and rates for businesses to reduce operating costs.

Offer businesses the opportunity to credit the parking back to the customer if they shop in our stores/eat in cafes etc.

14 comments suggested that **evening and overnight car parking charges should be reduced** or remain at their current levels in order to encourage more people to use local amenities in the evening.



Should be free after 8 so locals can go out and spend money in towns etc, with steep parking costs it means people on low incomes cannot do this.

Keep evening rates unchanged or cancelled completely for small town areas such as Christchurch and Highcliffe.

8 comments suggested that the length of the proposed **high season was too long** and should be reduced, while 9 comments proposed that **low season parking charges should be reduced** or made free to encourage people to visit and use local services more out of season.



The high season dates should reflect the actual high season here... should be 1st May to 30th September!

Vehemently oppose the high season length. It's just money grabbing from local people.

Make the low season car parking charges very cheap like you used to have at Mudeford where you could park for 24 hours for 70p. Now that the Mudeford charges have been harmonised to a higher level and more double yellow lines have been installed I rarely visit which helps no one.

Free parking through the low season.

45 comments proposed that **local residents should benefit from reduced parking costs** compared with costs for visitors and tourists. In addition, 23 comments suggested the need for **resident parking permits**, while 3 comments proposed that there should be **priority parking areas for local residents**.



Introduction of discounted parking charges for BCP residents.

Charge county residents less and visitors more.

Give local people discounted parking price.

Tourists and locals should not be paying the same prices.

Consider issuing a permit for residents of BCP as the New Forest does.

Keep annual parking permits for local residents.

The annual pass to beach carparks should include both Poole and Bournemouth. Also should only increase by 3% year on year.

Consider making some car parks available to local residents only during summer season.

What about residence of BCP having preferential access to parking?

3 comments suggested that **on-street parking should be free**. 2 comments proposed that **ANPR technology** be used to monitor car park capacity and parking charges should reflect the demand at different locations. 1 comment suggested that car parks should be **pay on exit**.



No on-street parking machines. Stop putting off locals from parking in the few areas they can park for free.

Use car parking sensors and other IoT devices to gauge how busy the town is at any time. Reward quiet times with lower prices and busy times with higher prices (you've got the tourists 'captured' so take advantage of it!).

Pay on exit.

Other parking comments



121 comments

121 comments related to other aspects of car parking within the local area.

There were 63 comments relating to **car park payment options**. These comments related to the need for different payment options to continue to be available. Comments suggested that pay machines need to **provide cash and card payment options** for those who are unable to or do not know how to make payment via a mobile app, while other comments praised the **ability to pay via an app**, reducing the need to have to return to the car park to extend their stay. However, the surcharge applied to paying via app was criticised, as was different apps being used across different car parks.



Make sure everyone can pay by cash/card/app. Not everyone has a phone!

All car parks should offer the option to pay by cash as well as card/app.

Coin meters!!!!!! Put them back. It discriminates against people with poor eyesight, not wanting to carry bank cards and cannot use the technology - again forcing everyone to fit one mould.

Make sure if one does not have a smart phone they are able pay charges with coins or contactless cards.

We note there is a parking surcharge using the RingGo app - this should be withdrawn as residents should not have to pay a levy above the cost of parking.

If mobile app technology is possible in some BCP council car parks, surely harmonisation should include the installation of this technology in all of the BCP council car parks. It's confusing for visitors and residents, when online options are available in some car parks but not others.

27 comments related to the **enforcement of parking** within the local area.

Comments suggested the need for more wardens to police and issue fines for illegal parking, which in turn would generate additional funds for the council. Comments also suggested that the value of fines should be increased, with the perception that many people park illegally because fines are not high enough to act as a deterrent.



Where there are parking restrictions such as double yellow lines they should be enforced. My friend has often reported drivers who park on the double yellow lines only to be told there is no one to come out.

I have heard on the radio it is cheaper for people to park on the double yellow lines and have a £35 fine for a day at the beach in Bournemouth. If you haven't a vehicle to remove these cars perhaps contact a company that is able to and

pass on the charges to the people who are parking on the double yellows so it is safe for the emergency services.

For those not parking correctly much higher fines to deter such behaviour or sloppy parking in car parks, inventing spaces or just parking where they like.

PLEASE bring in by-laws to enable enforcement of fines for poor parking such as parking on pavements and blocking peoples drives.

11 comments related to the **upkeep and maintenance of car parks**, with the need for increased lighting to improve safety, as well as the need for bike racks and that parking spaces are not wide enough for modern vehicles.



If you insist on increasing the charges then look at the quality of the car parks too. Need better lighting, bigger spaces and resurfacing.

Parking space sizes have remained unchanged for years, when repainting make them a 'little' bit wider for the car sizes of today.

For sustainability, provide bicycle racks in car parks.

6 comments related to the need to provide adequate spaces and Aires for **motorhomes, campervans and other vehicles** to encourage visitors to stay in the area and spend in the local economy.



Motorhome parking provision. Ideally overnight "Aire" style, a few spaces, maybe £10/night and 1-2 nights limit, but within walking distance of restaurants, shops etc.

You should build better overnight parking facilities for HGV lorries complete with toilets and shower facilities.

4 comments were that **more car parking spaces** were required in the local area, while 8 comments were that the council should **stop selling car parks** to housing developments.



BCP Council should stop selling and developing flats on existing surface car parks, thereby reducing parking availability and increasing the number of vehicles residing in the town centre areas.

I am opposed to selling of parking spaces. I note that almost £1 million pounds of revenue is generated across the BCP region annually from parking charges. Selling of car parks feels like a short term gain at the expense of long term prosperity.

More parking needed at popular beaches and in Broadstone.

To ensure the survival of BCP as a tourist and trading area, parking spaces need to be increased maintained with lower fees.

2 comments related to **road safety** and shared spaces.



I would like to see less traffic. Since moving here going out has become a dread when roads are congested. I have had more accidents and near misses. Not my fault but people who don't look or are in a rush.

Old Christchurch Road needs better measures in place. Shared places do not work. Shops need parking, cannot drive down that road at times with all the illegal parking.

Other topic



16 comments

16 comments related to the **merging of councils** and that they did not want it to happen, particularly Christchurch residents.



We need our own council in Christchurch. We should not have joined BCP.

I HATE being put in with Bournemouth and Poole. I and many, many others voted to not do so.

5.9 Equalities comments

Respondents were asked: “Are there any positive or negative impacts of this proposal that you believe that BCP Council should take into account in relation to equalities or human rights? If so, are you able to provide any supporting information and suggest any ways in which the organisations could reduce or remove any potential negative impacts and increase any positive impacts?”

542 respondents wrote comments with the main themes that emerged outlined in the table below.

Note that some comments include multiple points and may be coded against more than one theme.

Themes

Equality Impacts identified	Number of comments
Negative impact on those with accessibility requirements - makes car use less affordable	138
Negative impact on disabled without blue badge	127
Reduced access to amenities/ leisure activities / medical appointments etc.	119
Negative impact on disabled with a blue badge	118
Negative impact on older people	106
Already have financial pressures and this adds to it	82
Negative impact on low socio-economic groups/ low income	67
Other negative impact - parking accessibility related	61
Cash/card options at pay machine important or leads to digital exclusion	57
Negative impact on businesses due to less people visiting high streets/town centres because of the cost	47
Negative impact on wellbeing	36
Negative impact on pregnant people / people with young children / single parent families	28
Negative impact on women (e.g. safety using alternative modes / parking elsewhere or more likely to be carers	21
Negative impact on human rights	17
Negative impact on safety – makes car use less affordable, alternative methods not as safe	15
No negative equality impacts identified	8
Negative impact on carers	8
Negative impact on young people	6

Negative impact on religion	4
Negative impact on race	4
Negative impact on LGBTQ+	1
Other comment themes	
Other including off topic and negative comments	121
Off topic - other parking related	48
Mitigating action suggestion	41
Anti-equalities	35
Want resident concessions	29

When considering equality impacts the Council observes the 9 protected characteristics of the Equality Act 2010 as well as the Human Rights Act 1998 and several local characteristics. These are listed below:

- **Disability**
- **Gender Reassignment**
- **Marriage and Civil Partnership**
- **Pregnancy and Maternity**
- **Race**
- **Religion or Belief**
- **Sex**
- **Sexual Orientation**
- **Current/Former Members of the Armed Forces**
- **Carers**
- **Children in care and care experienced young people**
- **Socio-Economic Status**
- **Local business or community organisations**
- **Human Rights**

Not all of these have been highlighted in responses however they will be considered as part of an equality impact assessment process. Responses are categorised under these headings below in order of frequency of comments.

Impact on Disability



362 comments

362 comments related to the belief there would be a negative impact based on **disability**, including **people who qualify and don't qualify for a blue badge** and also **those with a range of accessibility needs**, not just physical/mobility based. It is felt that the changes will disproportionately impact those who don't have the same options as others to use alternative modes of transport including being able to park further away where it may be cheaper or free. Some of the reasons why are captured in the comments below:



Accessibility is a human right. Pursuing policies that deter car use discriminates against those who rely on their vehicles for accessibility and safety. Cars provide protection for the weather and allow people who are not so mobile to transport their goods home safely and conveniently. 20% of the UK population are disabled, yet only 4% hold blue badge cards.

Many individuals with disabilities and long term health conditions may be unable to travel by other forms of transport. Increased parking costs as a result of the proposed changes could have an adverse financial impact and lead to decreased community access and wellbeing.

It's not accessible or inclusive. I said previously public transport is not accessible for all people with low vision. Find it hard to use buses people with various mental health conditions may not use buses and cannot afford taxis. Therefore, being able to use their own vehicles enables them to access society in the same as everyone else. Increasing fees is excluding our most vulnerable members of society as does restricting their minimum time able to park. Not all disabilities are visible and not all are entitled to blue badges.

Removing the shorter parking times just serves as a way to extract more money from those who have limited mobility and limited options to park for journeys that do not require lengthy visits e.g. opticians appointments, blood donations etc. these are appointments that would take less than 1hr and now double the cost to make the visit. This is not acceptable.

The availability of roadside parking in low season is very helpful for those with mobility problems. The proposal appears to reduce this by one month a year because currently such roadside parking is restricted in high season.

As a mitigating action, respondents mentioned the following:

- **Cheaper/free parking for those with disabilities**

- A buggy service when there are restrictions that compliment park and ride schemes, to help those with mobility issues get closer to where they want to be
- Offer discounts when shopping in certain stores
- Drop off/ pick up areas outside doctors, hospital, central interest points etc. or 15 mins free parking for drop off/pick up
- More blue badge spaces / designated blue badge car parks
- Leave shorter time options in place

Impact on Socio-Economic Status



149 comments

149 comments related to the belief there would be a negative impact based on **socio-economic status**, with 67 comments conveying a concern for **those on low incomes** and 82 comments expressing how this adds further financial pressures on top of the cost of living crisis.



The proposal changes will make negative impact on me. I will have to limit my visits where I can relax and enjoy. Do not make the changes. Is so hard to living at the moment all the prices going up and this makes me depressed.

Higher prices stops those with less money being able to do free activities such as a day at the beach. Lack of car parking stops the less abled from being able to do activities as no where to park.

Does it make it fair for all conurbations to be using same tariffs and times. Some areas are certainly more wealthy than others. Would this be creating a further divide between the haves and have nots.

Those in protected groups who are unable to work, work part-time or in lower paid jobs due to their qualifying status of protected groups, will find the financial impact far greater and potentially more isolating.

As a mitigating action, respondents mentioned the following:

- **Reconsideration of the Sunday charges and moving of the low season to keep these as cheaper parking options for those struggling with finances**
- **Discounted weekly parking tickets**

- Community care share scheme
- Improved public transport so cheaper method of transportation
- Annual parking permit across all of BCP

Impact on Age



112 comments

112 comments related to the belief there would be a negative impact based on **age**, with 106 comments of these about the **impact on older people**. These concerns are demonstrated in the comments below:



As far as I can see there is no positives to this idea. Most pensioners are on very low income and some poor mobility therefore the only pleasure they get is to go local where there is free or affordable charges. If they can not afford to do this they will end up lonely at home. Isolation and depression soon sets in.

Older people can't wait for buses in rain & wind for an hour for a bus so use cars to go to town.

Our elderly and disabled residents are going to feel more and more isolated.

The young and elderly have more specific needs which won't be addressed unless they've got disabled status, and their carers are already dealing with enough.

As a mitigating action, respondents mentioned the following:

- Cheaper/free parking for those over pension age
- Validated parking when using leisure facilities
- Drop off/ pick up areas outside doctors, hospital central interest points etc.
- Parking pass/scheme for pensioners on pension credit

Impact on Local business or community organisations



47 comments

47 comments related to the belief there would be a negative impact to **local businesses or community organisations** with a perception that an increase in parking charges would **reduce footfall** in high streets and town centres. There was also a concern about the affordability element for people parking for work. This is captured in the comments below:



I feel it will have a negative impact for shops and local small businesses and change the footfall numbers.

It may also negatively impact on people who work in lower paid jobs in town centres some of whom will have protected characteristics You need to explore this and any potential reduction in impact with community groups directly.

As a mitigating action, respondents mentioned the following:

- **Those working in a town centre to be able to buy monthly car park passes**

Impact on Pregnancy and Maternity



28 comments

28 comments related to the belief there would be a negative impact based on **pregnancy or maternity or people with young children or single parent families** due to the impracticality of alternative transport modes, which is captured in the comments below.



By making parking less accessible due to higher costs, it puts an extra burden on pregnant women who may be unable to use public transport due to many of the conditions that come with pregnancy (SPD, morning sickness), on parents (particularly mothers) who have buggies and children that need to use the car.

I would think pregnant women who need to use a car and drop things off or collect things would be disadvantaged by loss of shorter parking times.

Those with young children, currently use the “free” periods for recreation, exercise and social contact which would be lost in the new proposals.

I feel it would be detrimental to... parents with young children where using a bus would be very difficult if not impossible.

Impact on Sex



21 comments

21 comments related to the belief there would be a negative impact based on **sex**, all relating to **women**. This includes safety issues as well as being more likely to have caring responsibilities, as demonstrated in the comments below:



We also feel it impacts negatively on women who tend to 'trip chain' in support of children on the one hand and care for elderly parents on the other. See <https://genderdata.womenmobilize.org> for more info on this.

As a female, I need to know that I can park safely and near to my destination.

For woman it is safer to drive home rather than use a bus, especially if there is a walk at the end.

Impact on Human Rights



17 comments

17 comments related to the belief there would be a negative impact based on **human rights** which are captured in the comments below:



You will disenfranchise large swaths of the community by making it impossible to make full use of the amenities they pay for and are entitled too enjoy. You will limit their human rights to enjoy their lives and community.

There are a lot of people who rely on their car for transport. Many journeys are not possible by bus, or would take so long it is not viable. Some evening bus routes do not run late enough so car use is necessary. Evening parking fees should reflect this... There are many reasons why a lot of people can't cycle and need their car. This should never be forgotten.

As a mitigating action, respondents mentioned the following:

- **Resident concessions (41 comments were made about this)**

Impact on Carers



8 comments

8 comments related to the belief there would be a negative impact on **carers**. This was particularly noted where the people they care for don't have blue badges.



Negatively impacts... carers who have to shop for those they care for and have limited time to do so, but will have to pay more to accessing shops on behalf of the cared for person.

Consider the community of families - not just those who are legally challenged or diverse and qualify for badges etc. Families consist of trips that can't use public transport, such as Elderly who like to be picked up by family rather than travel at night or in the busy public, who make the trip together. Families who have children and equipment, especially single parents who struggle to go to leisure spaces on public transport

As a mitigating action, respondents mentioned the following:

- **Free 1 hour parking for carers**

Impact on Religion or Belief



4 comments

4 comments related to the belief there would be a negative impact based on **religion or belief** due to changes to Sunday parking charges.



Charging on Sundays will keep some Christians from attending church.

Removing Sunday free parking is going to negatively affect church going and be a negative for religious groups.

Impact on Race



4 comments

4 comments related to the belief there would be a negative impact based on **race**, for example where English might not be someone's first language when trying to understand the parking arrangements and also where people may live in campervans as an alternative lifestyle, such as those from the travelling community. One respondent also felt there was a link to race and low socio-economic groups:



The proposal also disproportionately affects those on low incomes, who are disproportionately more likely to also be of BIPOC origin, and so this policy change has a clear adverse consequence on non-white racial groups.

As a mitigating action, respondents mentioned the following:

- **Designated parking for people living in campervans.**

Impact on Sexual Orientation



1 comment

1 comment related to the belief there would be a negative impact based on **sexual orientation** as increasing parking fees would limit access of visiting the Bournemouth Triangle area.

Other equality impacts

A series of other equality impacts were also identified which aren't unique to one protected group.

119 comments were made about the reduction in **access to amenities / leisure activities / medical appointments** and a negative impact upon **people's participation in society** due to the cost.

57 comments were made about the **importance of having cash and card options** available in car parks to avoid **digital exclusion**.

A further 36 comments specifically mentioned a negative impact on **wellbeing**, captured in the comment below:



For those of us with anxiety and autism spectrum disorders accessing natural areas such as the beach, steamer point and the rivers can be extremely helpful in managing day to day life. If you have to pay £2+ for a 10 minute walk during your lunch break this becomes very expensive during a time when many are already struggling with the cost of living.

There were also 15 comments around **safety issues**, such as more cars parking in residential roads or more blue badge holders parking on double yellow.as a result of the changes.

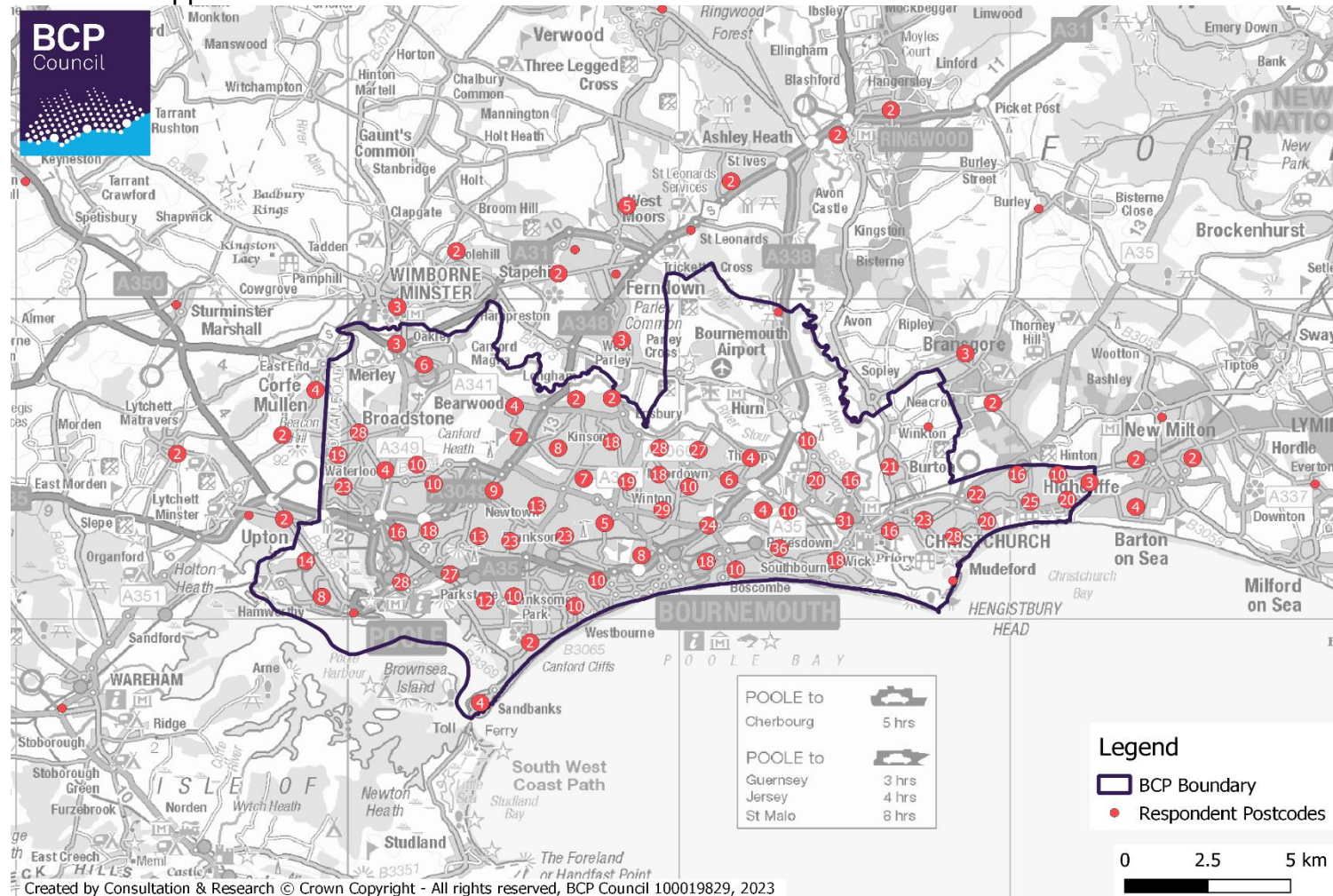
6 Respondent profile

Group	Breakdown	Number of respondents	%
Respondent type	Lives in Bournemouth	468	32%
	Lives in Christchurch	392	26%
	Lives in Poole	480	32%
	Works in the BCP area	169	11%
	Visitor to the BCP area	101	7%
	Business / organisation	43	3%
	Town or Parish council	1	0%
	Other	45	3%
Age	16 - 24 years	22	2%
	25 - 34 years	87	6%
	35 - 44 years	194	14%
	45 - 54 years	256	18%
	55 - 64 years	303	22%
	65 -74 years	278	20%
	75 - 84 years	111	8%
	85+ years	9	1%
	Prefer not to say	126	9%
Gender	Female	759	55%
	Male	436	31%
	Prefer not to say	190	14%
Sexual orientation	Straight / heterosexual	949	71%
	Gay / Lesbian / Bisexual / other	52	4%
	Prefer not to say	332	25%
Disability	Yes – limited a lot	110	8%
	Yes – limited a little	217	16%
	No	836	61%
	Prefer not to say	199	15%
Ethnic group	White British / English / Welsh / Scottish / Northern Irish	1073	79%
	All minority ethnic	48	4%
	Prefer not to say	236	17%
Religion	Christian	504	38%
	No religion	494	37%

	All other religions/beliefs	29	2%
	Prefer not to say	313	23%
Pregnant / Returned from Maternity/Paternity leave	Yes	22	2%
	No	1088	81%
	Prefer not to say	231	17%
Served in UK Armed Forces	Previously served in UK Armed Forces	70	5%
	Not previously served in UK Armed Forces	1061	78%
	Prefer not to say	228	17%

7 Map of respondents

1,104 respondents provided a valid postcode – 949 of these are postcodes within the BCP boundary and 65 are outside of it. Postcodes have been mapped below:



8 Email responses

Six email responses were received in response to the consultation. The full emails have been shared with the appropriate officers for consideration.

The main points of these emails are summarised below.

- Concerns about increased prices when leaving their car overnight in Christchurch mean that they would no longer do this when the new charges apply.
- Revenue should be increased from visitors, not residents and avoid wasting money on things like painting roads when it is no better than before.
- Council Tax payers should be given preferential rates during the summer months.
- Parking in shopping areas should be free, to encourage the local economy, as in the large out of town shopping centres.
- Consider discounted rates for disabled people and their carers, and have disabled parking in locations where they can appreciate the views as many disabled residents are unable to leave their vehicles.
- Several other councils have a card scheme, similar to blue badge cards, where you set the time of arrival, and have a limited period of free parking. This should be considered to help locals rather than penalize them.
- South Poole Chairs Liaison Group have received a significant number of concerns that 24 hour Overnight parking will increase bad behaviour, encourage crime and cause a real problem for residents. This concerns a number of roads with on street and off street parking near the beaches in Poole. It is also found that the majority do not pay for car parking.
- Please think of those who are disabled with little income and find it hard to pay for parking. They want to go out and enjoy trips to the beach and other areas and not be confined to their homes. If the parking season is shortened, they will not be able to afford and enjoy trips out. More people will suffer mental health problems and retailers will suffer and more shops will have to close.
- Charges to park cars in the centre of Weymouth are around a quarter of those in Bournemouth and Poole.