

Notice of Cabinet



Date: Wednesday, 6 March 2024 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=5367>

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

27 February 2024

**DEBATE
NOT HATE**



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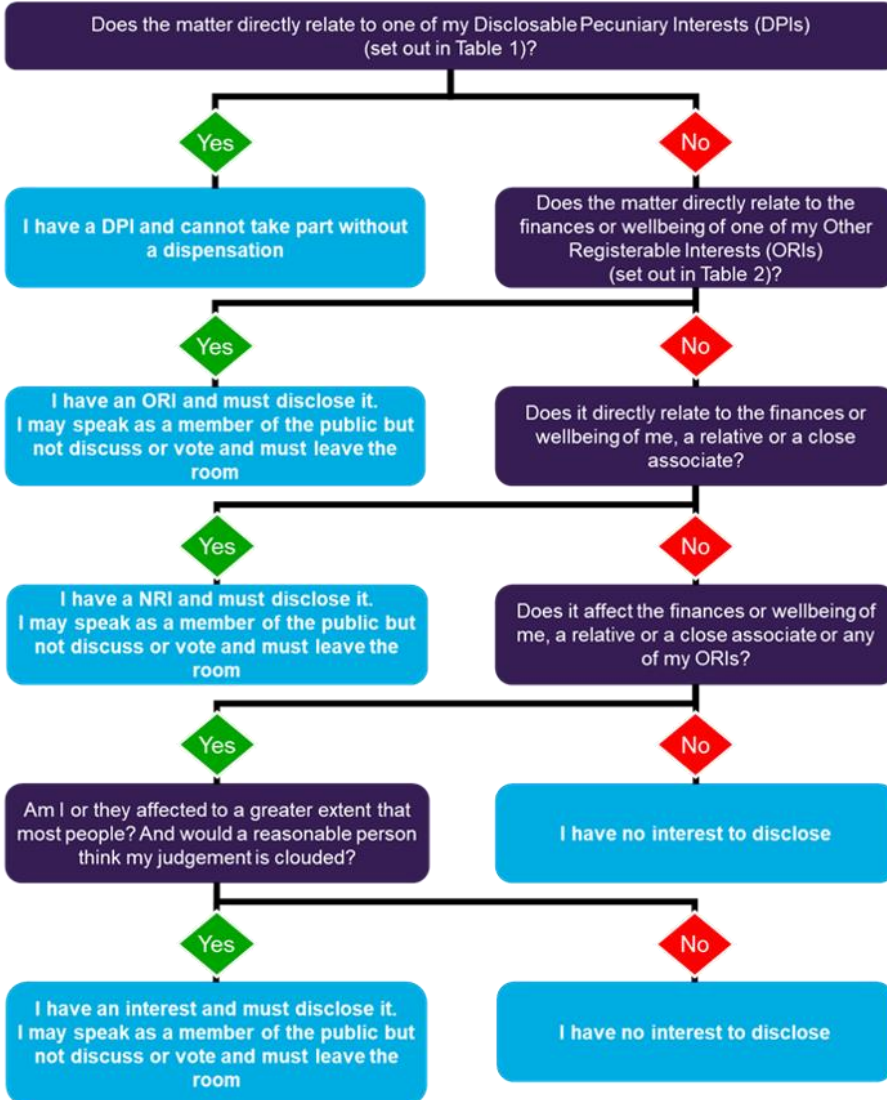
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Maintaining and promoting high standards of conduct

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
(janie.berry@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 7 February 2024.

7 - 24

4. Public Issues

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

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

The deadline for the submission of public questions is 12 noon, 3 clear working days before the meeting.

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

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

5. Recommendations from the Overview and Scrutiny Committees

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

ITEMS OF BUSINESS

6. Climate Progress Report 2022-23

This report presents the fourth annual update to Cabinet on progress towards commitments made in the BCP Council Climate and Ecological Emergency Declaration, made on the 16th of July 2019.

Given the urgency of the climate crisis the Council remains committed to achieving its strategic objectives by the deadlines, ahead of national targets.

The Council recognises that whilst this report is focused on reporting progress made during 2022-23 under the previous administration, changes need to be made if we are to stay on track to meet our ambitious targets.

25 - 124

In addition, the Council also acknowledges the significant lack of national progress in areas such as grid policy and technology adoption; alongside external factors such as the disruption of international supply chains and global inflation, the Council recognises the scale of the challenge and the significant resource required to achieve its ambition.

Evidence of global and local effects of accelerating climate changes are becoming manifest, and this needs a focus also on mitigation to prepare our area for more extreme weather events.

2022-23 progress, a period under the previous administration, in summary:

- Make BCP Council and its operations carbon neutral by 2030 - progress continues to be made, with scope 1, 2 and 3 emissions **reduced by 9.9%** from the 2019 baseline
- Work with the wider community to make the region carbon neutral before the UK target of 2050 – according to most recent data total area-wide emissions for 2022-23 have **reduced by 8.3%** from the 2019 baseline.

In recognition of the urgency to decarbonise, and that progress has not been as rapid as hoped or needed, it is proposed that our priorities during this next reporting period, include clear actions to accelerate progress, interim milestones and funding proposals.

7. **Accommodation BID**

125 - 134

This report outlines proposals for an Accommodation Business Improvement District (ABID) covering the whole of the Bournemouth, Christchurch and Poole region. Cabinet are asked to confirm that the proposals do not conflict with Council policy. They are also asked to instruct the Chief Executive (as Ballot Holder) to put in place arrangements to hold the ABID ballot.

8. **Early Years Single Funding Formula 2024-25**

135 - 154

The Council receives the ring-fenced Dedicated Schools Grant (DSG) to fund several education blocks, including the Early Years block which must be developed into a local Early Years Single Funding Formula (EYSFF). The contents of the formula are highly regulated by the Department for Education (DfE).

A new EYSFF for BCP is required for April 2024. Consultation with the early years sector has taken place and Schools Forum considered the outcome at an extraordinary meeting on 6 February 2024, at which they agreed to recommend the proposed EYSFF to the Council, with no changes.

The DfE notified local authorities of their funding agreement on 29 November 2023, with substantial changes from 2023-24. A group of provider representatives helped to shape the proposal and indicated that their preference was to avoid consulting with the sector during or just before the Christmas break, which Children's Services agreed to.

The governments biggest expansion of childcare entitlements begins this year and the proposed EYSFF includes funding rates for the children of working parents aged 9-36 months for the first time. These changes, along

with a revision to the way children with SEND are funded, introducing a Deprivation Supplement to support our most disadvantaged 9–36-month-old children, a significant uplift in the Council's central functions and the introduction of a contingency fund formed the proposed EYSFF.

31% of providers engaged with the consultation and were, overall, supportive of the proposed EYSFF. The consultation response may be seen in Appendix A.

9. BCP Council's Adult Day Opportunities Strategy 155 - 208

The day opportunities strategy has been co-produced over the past eighteen months with a range of stakeholders and achieved project milestones to inform the final draft for Cabinet approval. This supports a mixed model of day opportunities and the continued need to retain availability of traditional building-based day services alongside further development of community-based options.

The draft strategy and two proposals regarding Tricuro day services were submitted for recent public consultation. The consultation feedback and necessary review of the day opportunities budget in line with Medium Term Financial Plan (MTFP) considerations have led to the recommended options.

10. Our People and Communities: 20mph options appraisal 209 - 240

The purpose of this report is to present the outputs of a review of local and national 20mph initiatives and to seek endorsement for a programme to enable the delivery of 20mph speed limits to create safer neighbourhoods across the three towns and make journeys by all modes safer. This will be achieved in areas through consultation with residents in priority communities, and through the reinstatement of a dedicated 20mph speed limit budget allocation within the Council's Local Transport Plan (LTP) Capital programme.

11. Our Place and Environment: LTP Capital Programme 2024/25 241 - 250

This report sets out and seeks financial approval for investment of the 2024/25 Local Transport Plan (LTP) grant allocation (capital funding) from the Department for Transport (DfT).

The 2024/25 LTP Capital grant allocation is £8.49m comprising £3.1m of Integrated Transport Block (ITB) funding and £5.39m of Highway Maintenance and Pothole funding.

12. Permanent Traffic Order for Livingstone Road, Bournemouth School Street (Ref M103) 251 - 288

A School Street trial was introduced on Livingstone Road, Bournemouth (Pokesdown Community Primary) by way of an experimental traffic order (ETRO). This facilitates for a maximum of 18 months a prohibition of motor vehicles restriction to coincide with the school start and end times each day.

Consultation and engagement ran for the first six months of the trial. The school street has successfully remained in place with the support of the

school and the school community.

A decision is now being sought to make the existing experimental order which expires in August 2024 permanent.

- | | |
|---|------------------|
| <p>13. Residential Disabled Parking Bay Proposals - Sealing of Traffic Order Ref P45 2023</p> <p>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 2024.</p> | <p>289 - 298</p> |
| <p>14. Traffic Order Proposal, LTP Safer Routes to School, Sandecotes Road, P42 M102 2023</p> <p>Subject to approval the proposal shall enable the implementation of new waiting restrictions and improved cycling measures along Sandecotes Road.</p> <p>The proposal is aligned with the BCP Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>This scheme aims to create a safer environment and to encourage more travel, especially to and from Schools, by sustainable modes including such as walking and cycling, thereby reducing congestion and improving health and well-being overall.</p> | <p>299 - 336</p> |
| <p>15. Urgent Decisions taken by the Chief Executive in accordance with the Constitution</p> <p>The Chief Executive to report on any decisions taken under urgency provisions in accordance with the Constitution.</p> | |
| <p>16. Cabinet Forward Plan</p> <p>To consider the latest version of the Cabinet Forward Plan for approval.</p> | <p>337 - 358</p> |

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 07 February 2024 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 J Hanna, Cllr A Martin and Cllr K Wilson

Also in attendance: Cllr P Canavan, Cllr A Chapmanlaw, Cllr D d’Orton-Gibson, Cllr G Farquhar and Cllr M Tarling

Also in attendance virtually: Cllr S Bartlett (Chair of the Overview and Scrutiny Board)

92. Declarations of Interests

There were no declarations of interest made on this occasion.

93. Confirmation of Minutes

The Minutes of the meeting held on 10 January 2024 were confirmed and signed as a correct record.

94. Public Issues

Cabinet was advised that there had been no questions or petitions submitted from members of the public on this occasion but that two statements had been received in relation to Agenda Item 6 (Budget 2024/25 and Medium-Term Financial Plan) and Agenda Item 17 (The Royal Arcade, Boscombe – Bournemouth Towns Fund Update).

Public Statement received from Shaun Hayward and Ruth Crook, Trustees of the People First Forum

You have signed up to our Bill of Rights. This says we have:

- The right to say no
- The right to have our voices heard

Our members with learning disabilities have spoken up about the proposals – 1) Keep 3 centres 2) lose all 8

We did not know about proposal 2.

People with profound and multiple learning disabilities use the centres. They are a very vulnerable group. We think everyone should have their say.

“Nothing about Us, Without Us.”

Our members are upset, fearful and angry. They say you should not close the centres.

People need centres that are:

- Accessible and give us enough space to move freely
- Safe
- Have staff with specialist skills who know us well

"It is terrible, shouldn't shut them down. They should stay open."

"Where will I go to be with my friends?"

"Respect us, listen and keep our centre!"

Public Statement received from Philip Stanley Watts, Civic Society Trustee Heritage Group

This is a statement and plea.

These are challenging times for both BCP members and officers but also local communities.

Boscombe is a vibrant creative community with significant heritage like the royal arcade in a state of disrepair.

Community safety is vitally important, to cut csas officers would be disastrous I urge you not to cut csas and other local initiatives.

95. 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.

96. Budget Monitoring 2023-24 at Quarter Three

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 quarter three 2023/24 projected financial outturn information for the general fund and housing revenue account (HRA) and monitoring of the capital programme.

Cabinet was informed that 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, and that based on the current projections the council is forecasting a surplus of £2.8m for the year with overspending within services offset by savings on central budgets.

Cabinet was advised that delivering to this latest projection remained critical as the medium-term financial plan assumes this level of surplus to achieve balance over the four years of the plan.

RESOLVED that Cabinet: -

- (a) Noted the budget monitoring position for quarter three 2023/24, and the outcomes of the orderly closures of Future Places Ltd and Poole Housing Partnership; and**
- (b) Agreed the delegation for delivery of grants up to £1m as set out in Appendix C.**

RECOMMENDED that Council: -

- (c) Agree the acceptance of grants, delegations for delivery and capital virements for schemes over £1m as set out in Appendix C.**

Voting: Unanimous

Portfolio Holder: Finance

Reason

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.

To comply with the council's financial regulations regarding capital virements and acceptance of grants.

97. Mainstream Schools and Early Years Funding Formulae 2024/25 Report

The Portfolio Holder for Childrens and Young People 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 council received the ring-fenced dedicated schools grant (DSG) to fund the separate early years and mainstream schools funding formulae, and that the contents of each formula are highly regulated by the Department for Education (DfE).

In relation to this Cabinet was advised that the council is to decide the local formulae after considering the recommendations of the Schools Forum.

Cabinet was informed that the early years funding levels for 2024/25 were received from the DfE in late November, and that a consultation with the sector in January was considered with Schools Forum on 6 February.

Further to this Cabinet was informed that a consultation concerning the mainstream schools formula 2024/25 was undertaken with schools in November/December 2023 with the outcome and further work considered by the Schools Forum on 13 December 2023, and that a further meeting on 15 January 2024 provided a recommendation to the council.

RECOMMENDED that Council: -

- (a) Delegate the decision for the early years formula to Cabinet on 6 March to allow time for the consultation with the sector and Schools Forum to conclude; and**
- (b) Agree the local mainstream formula as set out in paragraphs 45 to 47 and appendix 3a, which remains dependent on final**

decisions from the DfE. In the event that these decisions have not been received by the time of the Council meeting, then the final decision is delegated to the Corporate Director for Children's Services in consultation with the Portfolio Holder for Children's Services.

Voting: Unanimous

Portfolio Holder: Children and Young People

Reason

Recommendation 1 is to enable time for the early years funding consultation to conclude, and for Schools Forum to make a recommendation to the council.

Recommendation 2 balances the funding needs of schools with the need to reduce the annual high needs funding gap, recognising the limitations in achieving a higher level of funding transfer from mainstream schools funding.

98. Housing Revenue Account (HRA) Budget Setting 2024/25

The Portfolio Holder for Housing and Regulatory Services 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 informed that the Housing Revenue Account (HRA) is a separate account within the council's budgets that ring-fences the income and expenditure associated with council housing, and that it sets out the proposals regarding increases to rents, service charges and other charges to tenants and leaseholders.

Cabinet was advised that arrangements for these increases are separate to arrangements for increasing fees elsewhere in the council and are set out in law and regulation.

Cabinet was informed that the report also set out plans for expenditure on services to residents, repairs and improvements to homes and the provision of new homes.

Further to this Cabinet was advised that the major changes in building safety and regulation of social housing following the Grenfell Tower fire in 2017 are now being implemented, and that these changes were significant and the report set out the requirements that the council must meet.

In addition, Cabinet was advised that this report also demonstrated how council housing and spending within the HRA supports the council's corporate strategy and objectives.

RECOMMENDED to Council: -

(a) That revenue budgets for 2024/25 and provisionally for 2025/26 to 2028/29 are set using the following principles:

(i) That dwelling rents are increased by 7.7 per cent (CPI for September 2023 + 1 per cent) from 1 April 2024 in line with the Department of Levelling Up, Housing and

Communities Policy statement on rents for social housing published in February 2019 (Rent Policy Statement).

- (ii) That garage, garage bases and parking plot rental charges are increased by 7.7% from 1 April 2024.
 - (iii) That leasehold services are charged to leaseholders in line with actual costs incurred.
 - (iv) That shared ownership dwelling rents are increased in line with lease terms.
 - (v) That the changes to services charges are agreed as set out in appendix 2.
 - (vi) That the bad debt provision is set at £0.4 million.
 - (vii) That the depreciation budget is set at £12.4 million.
 - (viii) That HRA reserves are maintained at a minimum level of 5 per cent of total expenditure in line with good practice at £2.2 million.
- (b) That capital budgets for 2024/25 and provisionally for 2025/26 to 2028/29 are set using the following principles.
- (i) That the planned maintenance programme as set out in Appendix 5 is agreed.
 - (ii) That the major project capital programme as set out in Appendix 6 is noted.
 - (iii) That the 2024/25 budgets of £0.4 million for feasibility works and £3 million for the acquisition of individual properties (Acquire and Repair) are approved.
- (c) The HRA Delivery Plan is approved as set out in appendix 7.

Voting: Unanimous

Portfolio Holder: Housing and Regulatory Services

Reason

HRA rents and other changes along with the HRA Capital Programme are subject to review and require Cabinet and Council approval for rents and charges to be levied.

99. Budget 2024/25 and Medium-Term Financial Plan

The Portfolio Holder for Finance presented a report and an updated addendum, copies of which had been circulated to each Member and a copies of which appear as Appendix 'D' to these Minutes in the Minute Book.

Cabinet were requested to consider and recommend to Council the proposed 2024/25 budget and council tax based on;

- Increasing council tax by 2.99% in 2024/25 in line with the government's annual basic threshold.

- Collecting the full additional 2% Adult Social Care (ASC) precept in 2024/25.
- Implementation of the approved financial strategy.
- £41m of further savings, efficiencies, and additional income generation required to correct the structural £30m deficit inherited from 2023/24 and other pressures, to set a legally balanced budget, and provide the basis of a more financially sustainable council moving forward.

In relation to this Cabinet were informed that the council is projecting to spend £29m more on Special Educational Needs and Disability services in 2024/25 than the funding specifically being made available by government, and that the consequential deficit this creates in the Dedicated Schools Grant (DSG) will mean the council is technically insolvent on 31 March 2024 (as the deficit on the DSG will be greater than the total reserves held by the council with a negative overall general fund position), and that statutory guidance which means the deficit can be ignored by all councils until the 31 March 2026 provides interim protection for the Council.

The Chair of the Overview and Scrutiny Committee, Councillor Bartlett addressed the Cabinet advising that this report had been considered at a recent meeting of the Board.

In relation to this Cabinet were advised that whilst there were no formal recommendations that there had been a comprehensive and rigorous discussion at the Board providing test and challenge of the administration, and that the Board had praised the report for its clarity and expressed thanks to officers.

The Overview and Scrutiny Board Chair summarised the main issues which had been raised on the following areas: -

- Delighted additional funding has addressed some of the points raised
- Childrens safeguarding services
- Day care centres
- Contingency – the amount of contingency
- Impact consequences and the way ahead – cuts in services
- Balanced budget for next 4 years
- Impact of cuts and cost to residents

A number of Councillors addressed the Cabinet raising concerns in regard to the following areas: -

- Pay and Reward and the lack of member involvement.
- Retention of day centres

Comprehensive discussion took place on the report prior to Cabinet recommending the budget to Council for approval.

RECOMMENDED that Council: -

- (a) Undertakes a recorded vote in relation to the following items as required by the Local Authorities (Standing Orders) (England) (Amendments) Regulations 2014.**
- i) Agrees that a net budget of £356.9m, resulting in a total council tax requirement of £258.6m, is set for 2024/25 based on the draft local government financial settlement figures published by government in December 2023.**
 - ii) Agrees an increase in council tax of 2.99% for 2024/25 in respect of the basic annual threshold and the collection of the additional social care precept of 2%.**
 - iii) Confirms the key assumptions and provisions made in the budget as proposed and as set out in Appendix 3.**
 - iv) Agrees the allocations to service areas in the budget as set out in Appendix 5.**
 - v) Agrees the implementation of £41m of savings as set out in Appendix 5a.**
 - vi) Approves the flexible use of capital receipts efficiency strategy as set out in Appendix 6.**
 - vii) Approves the asset management plan as set out in Appendix 8.**
 - viii) Agrees the treasury management strategy (TMS) and prudential indicators as set out in paragraphs 74 to 79 and Appendix 9.**
 - ix) Accepts and supports the formal advice of the chief finance officer on the robustness of the budget and the adequacy of the reserves as set out in paragraphs 95 to 101 and Appendix 10.**
- (b) Approves the implementation of a freeze on all non-essential expenditure from 1 April 2024 and until such time as the Corporate Management Board have provided Cabinet Members with assurance that all the £41m of 2024/25 budget savings have been delivered.**
- (c) Delegate to the Chief Executive, in consultation with the Director of Finance, Leader, and Portfolio Holder for Finance, the allocation of any additional resources that become available through the final 2024/25 local government finance settlement or any other means.**
- (d) Requests that the Corporate Director for Children's Services produces for the April Cabinet a detailed delivery plan to limit the high needs expenditure projections to those included within the DSG management plan presented to the Department for Education and Schools Forum in January 2024.**
- (e) Approves the chief officers' pay policy statement 2024/2025 for consideration and approval by the council in accordance with**

the provisions of the Localism Act 2011 as set out in paragraphs 103 to 105 and Appendix 12.

- (f) Requests that the Director of Finance provides Council with a schedule setting out the rate of council tax for each category of dwelling further to councillors' consideration of the decision required in respect of (1) above and after taking account of the precepts to be levied by the local police and fire authorities, neighbourhood, town and parish councils, and chartered trustees once these have been determined prior to the Council meeting on the 20 February 2024.**

Voting: Unanimous

Portfolio Holder: Finance

Reason

The council is required to set an annual balanced budget presenting how its financial resources, both income and expenditure, are to be allocated and utilised.

The meeting was adjourned at 12:47pm

The meeting reconvened at 1:00pm

100. Funding Agreement to support Russell-Cotes Art Gallery & Museum to become an Independent Trust

The Portfolio Holder for Customer, Culture and Communications 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 were informed that in January 2023, Council had voted to apply to the Charity Commission for the transfer of sole trusteeship from the Council to a new corporate entity, a Company Limited by Guarantee (CLG) to operate and manage the charity under Section 73 of the Charities Act 2011.

Cabinet were advised that this report detailed the significant progress made in respect of identifying a mutually acceptable financial settlement between BCP Council as the existing Trustee and the new Trustee, subject to the Charity Commission scheme and Parliamentary Order of State.

Members addressed Cabinet expressing concern with regards to the collection of assets and any potential future disposal and in relation to this a further recommendation was proposed at (f) to ensure consultation with the relevant Portfolio Holder should such a situation arise.

RECOMMENDED that Council approve: -

- (a) An upfront grant of £2million to enable the Russell-Cotes to establish themselves as an independent organisation**
- (b) Asset Transfer of the study centre, Exeter Road storage to the Charity (estimated value £500,000), subject to appropriate overage clause.**

RESOLVED that Cabinet: -

- (c) Approved a one-off grant of £250,000 for building maintenance**
- (d) Approved the transfer of earmarked reserves (currently £299,000 but subject to change prior to vesting date)**
- (e) Delegates authority to the Director of Customer, Arts and Property to conclude the details of the transfer in consultation with the Director of Finance, Director of Law and Governance and Portfolio Holder for Customer, Culture and Communications; and**
- (f) Request that the new CLG Board is encouraged to consult with the Portfolio Holder if there is consideration of disposal of assets and artefacts.**

Voting: Unanimous

Portfolio Holder: Customer, Culture, Communications

Reason

To make financial provision to ensure that the governance change of the Russell-Cotes is financially and organisationally sustainable.

101. The Annual Report of the Pan-Dorset Safeguarding Children's Partnership 2022/2023

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 informed that the Pan-Dorset Safeguarding Children's Partnership (PDSCP) is the statutory body which oversees multi-agency safeguarding arrangements and covers the local Dorset and BCP council areas, and that the report contained a background and introduction to the statutory functions of the partnership and the council's responsibilities which includes the requirements to publish an annual report.

Cabinet was advised that the annual report of the PDSCP was provided as an attachment for consideration by cabinet, and that the annual report detailed reflections on partnership work in 2022/23 including:

- Outlining the findings from a review of the safeguarding arrangements.
- Summarising local and national learning including in relation to Child Safeguarding Practice Reviews.
- Providing an overview of multi-agency training.
- Outlining the funding arrangements for the partnership.
- Providing information from the Child Death Overview Panel.
- Detailing work across the partnership linked to the priority areas for 2022/23.
- Outlining other key developments by the statutory safeguarding partners.

Further to this Cabinet was informed that the report also outlined the agreed revised priority areas for 2023 to 2025, and that the report had been approved by the PDSCP Executive who were the representatives of the Safeguarding partners as outlined in Working Together Guidance. In relation to this Cabinet was advised that the Executive group is chaired by an Independent Chair and Scrutineer who provided support and challenge to the partnership.

RESOLVED that Cabinet noted and approved the overall report, suggesting any further considerations.

Voting: Unanimous

Portfolio Holder: Children and Young People

Reason

The production of an annual report is a statutory responsibility. This has been endorsed by the four statutory partners (Dorset Council, BCP Council, NHS Dorset, Dorset Police) and is being shared with cabinet as part of those governance arrangements.

102. Creekmoor Community Land Trust Affordable Housing Development

The 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 'G' to these Minutes in the Minute Book.

Cabinet approval was sought to support the Creekmoor Community Land Trust to progress a suitable site to deliver 14 new affordable houses in Creekmoor.

It is RESOLVED that Cabinet: -

- (a) Approves the Heads of Terms in appendix 5 and delegates to the Director of Investment and Development in consultation with the Portfolio Holder for Dynamic Places, the Director Finance and the Director Law and Governance to finalise the required documents.**
- (b) Resolves that the council appropriates the land edged red within the plan (appendix 1) for planning purposes pursuant to section 122 of the Local Government Act 1972 and section 203 of the Housing and Planning Act 2016.**
- (c) Note the retention of community housing grant allocation monies totalling £305,760, to compensate the council for the land value.**

Voting: Unanimous

Portfolio Holder: Dynamic Places

Reason

To enable Creekmoor CLT in partnership with Sovereign Network Group to deliver a community led affordable housing scheme.

To present and seek approval of support for the council to support Creekmoor Community Land Trust to progress a suitable site to deliver 14 new affordable houses in Creekmoor.

103. School Admission Arrangements 2025/26 – Determination

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 'H' to these Minutes in the Minute Book.

Cabinet was informed that BCP Council administers admission arrangements for its community and voluntary controlled schools, and that there is a legal requirement to determine the arrangements annually as described in the School Admissions Code 2021 and associated legislation.

In relation to this Cabinet was informed that there are no proposed changes to the admission arrangements for the 2025/26 academic year from those which were publicly consulted upon and determined by the Council for the 2023/24 academic year.

Further to this Cabinet was advised that the local authority must also formulate and publish a scheme to coordinate the admission arrangements for all publicly funded schools within their area for the 2025/26 academic year.

RESOLVED that Cabinet: -

- (a) Considered any comments from Children’s Services Overview and Scrutiny Committee, if any, concerning Schools Admissions Arrangements 2025/2026 for community and maintained schools; and**
- (b) Supported the determination of the arrangements as set out in Appendix 1 and 2 of this report.**

Voting: Unanimous

Portfolio Holder: Children and Young People

Reason

BCP Council is legally required to determine admission arrangements for the 2025/26 academic year for all maintained schools for which it is an admission authority and to agree coordinated admission arrangements for all admission authorities in the area. Arrangements must be determined by BCP Council by 28 February 2024.

104. Childcare Sufficiency Assessment 2023-24

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 'I' to these Minutes in the Minute Book.

Cabinet was advised that the Council has a statutory duty to provide working families of children aged 0-14 (18 with SEND) enough childcare places in its area, where reasonably practicable, and that each year Research and Children’s Services colleagues assess the position of the

market, providing parent's, councillors, schools and private business ward level information as a planning tool to support access or expansion of places where needed, while highlighting areas of concern for the year ahead.

Cabinet was informed that the content of the assessment concluded that the Council is meeting its statutory duties, and that at the time of writing, the quality of our providers stands at 98.5% good or outstanding (compared to 96.5% in England).

Further to this Cabinet was advised that the Government has announced the largest ever expansion of childcare entitlements, through two ambitious childcare programmes to support working families with implementation commences April 2024.

Cabinet was informed that the information and data provided through the Childcare Sufficiency Assessment is vital to support council officers to manage a significant increase in demand over the coming years, as well as supporting private businesses seeking to enter the market and help the Council fulfil its statutory duties, and that the Council has received notification of DfE Delivery Support funding and capital funding to support the expansion of places for early years and primary aged wraparound care.

RECOMMENDED that Cabinet approved the content of the review and the priorities (areas of concern) as set out in the Childcare Sufficiency Assessment 2023 Briefing Paper.

Voting: Unanimous

Portfolio Holder: Children and Young People

Reason

To fulfil the Council's statutory duty to annually assess its childcare market.

105. BCP Council Street Naming and Numbering Policy

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 'J' to these Minutes in the Minute Book.

Cabinet was advised that a single Street Naming and Numbering Policy has been produced to harmonise the 3 legacy authority policies and the charging structures of the legacy authorities, to ensure moving forward BCP has a single policy and a single schedule of fees.

RESOLVED that Cabinet: -

- (a) approved the draft Street Naming & Numbering Policy and the draft single schedule of fees; and**
- (b) Agreed to adopt Section 17 to 19 Public Health Act 1925 in order to bring about a single Street Naming and Numbering Policy for BCP Council.**

Voting: Unanimous

Portfolio Holder: Dynamic Places

Reason

To promote a more efficient service with a single policy and set of procedures and fees associated with Street Naming & Numbering.

106. BCP Council Libraries – Creating a sustainable future

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

Cabinet was advised that local authorities are constantly evaluating the way they deliver services, not only taking account of financial pressures but equally changes in social trends, new technology and the evolving needs of their communities, and that since BCP Council was formed in 2019, there had not been a comprehensive look at our library service to ensure it remains relevant to the needs of our communities and to the circumstances in which the council now operates and that a review is therefore overdue and this report sets out the review framework.

Cabinet was informed that exploring interest in alternative models of delivery may allow libraries to sustain and even improve their offer to communities as hubs for a variety of council/community services, and that a range of models including those that capitalise on the capacity in our communities, and the technology that is now available to support open access, will be explored to inform the final strategy.

RESOLVED that: -

- (a) A public consultation programme is launched to understand the needs of the community going forwards.**
- (b) Options for different delivery models are fully evaluated.**
- (c) Options appraisals for the potential co-location of shared council services, contributing to the development of Community Hubs within libraries, are developed.**
- (d) The proposed timeline for progressing the development of the Library Strategy, (paragraph 38), is supported.**
- (e) A report returns to Cabinet in October 2024 detailing progress and proposals for the future service.**

Voting: Unanimous

Portfolio Holder: Customer, Culture and Communication

Reason

To inform the future library service delivery model.

107. The Royal Arcade, Boscombe - Bournemouth Towns Fund Update

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 'L' to these Minutes in the Minute Book.

Cabinet was advised that BCP Council had successfully secured Town Deal funding to help deliver its Town Investment Plan for the regeneration of Boscombe Town Centre, and that as part of this plan, the council proposed to acquire the 130-year-old historic Grade II listed Victorian heritage building, known as the Royal Arcade and transform it into a destination for retail, culture, leisure, learning, and creative entrepreneurship.

Cabinet was informed that officers have undertaken substantial due diligence, and due to the prevailing economic circumstances, project costs have risen to a level where existing approved council borrowings, Towns Fund and Heritage Lottery Fund grants are insufficient to bridge the gap in funding required to deliver the project.

Further to this Cabinet was informed that like many local authorities, the council is facing unprecedented financial challenges and needs to look carefully at council spend, ensuring that the statutory services that its most vulnerable residents rely on are maintained, and that the council must make sure it has a secure a sustainable financial future, and that means looking ever more carefully at where it invests.

Cabinet was informed that the purpose of this report is to advise that officers can no longer recommend support for the project beyond progression of the council's planning application for the scheme and to seek approval for the reallocation of the remaining Towns Fund grant to other approved Town Deal projects, and that progressing the planning application may help to facilitate the private sector taking the scheme forward and engagement with stakeholders will continue to ensure the local community's aspirations for the Royal Arcade are realised.

Further to this Cabinet was informed that reprofiling the Towns Fund grant, earmarked for the Royal Arcade, across other approved projects within the Boscombe Towns Fund programme will help to safeguard their delivery in the face of high inflation impacting costs and a challenging economic climate.

It is RECOMMENDED that Council:-

- (a) approve option 2 to progress the scheme to planning approval only and request that DLUHC approve the remaining Towns Fund Grant for re-allocation across the remaining programme.**
- (b) authorise officers to submit a Project Adjustment Request to DLUHC for reallocation of the remaining Royal Arcade grant towards other approved Boscombe Towns Fund projects.**
- (c) delegate agreement of the grant re-profiling to the Director of Investment and Development, the Chief Operations Officer, Director of Finance and Director of Law and Governance in consultation with the Leader of the Council and Portfolio Holder for Dynamic Places.**
- (d) approve the removal of £3.4m council prudential borrowing from the capital programme originally approved as part of the Towns Fund Update Cabinet paper on 11 January 2023.**

Voting: Unanimous

Portfolio Holder: Dynamic Places

Reason

The making of a compulsory purchase order required to progress the project relies on there being no financial impediments to delivery of the scheme.

The use of further council PWLB borrowings to bridge the funding gap would place unacceptable pressure on the council's capital and revenue budgets.

Currently there is no alternative identified funding stream that will meet the existing grant funding timescales.

The council is accountable for the Towns Fund grant and will need to ensure that it is properly invested within the required timescale to deliver intended outcomes.

108. Dolphin Shopping Centre Poole Update

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 'M' to these Minutes in the Minute Book.

Cabinet was advised that the report concerns the subsisting Development Agreement (DA) dated 26th May 2017 between BCP Council and Legal and General Assurance Pensions Management Ltd (L & G) (**the parties**) covering Dolphin Centre, Towngate Centre, Link Mall and Kingland Crescent, Poole

In relation to this Cabinet was informed that due to the downturn in the retail market, the works required by the 2017 DA became unviable and L & G did not carry them out, and that this report is provided to update Cabinet and Council on the status of the 2017 DA and seeks approval to release the parties from their obligations under it in return for the financial settlement outlined in the Exempt report at Appendix 1.

Voting: Unanimous

Portfolio Holder: Dynamic Places

It is RECOMMENDED that Council: -

- (a) To approve the release of the parties from their obligations under the Development Agreement dated 26th May 2017, subject to the financial settlement outlined in paragraph 21 to 23 of the Exempt Report at Appendix 1.**
- (b) To delegate authority to the Corporate Director for Resources, Chief Operations Officer, the Director of Finance, the Director of Law and Governance and the Corporate Property Officer in consultation with the Portfolio Holder for Dynamic Places and the Portfolio Holder for Transformation and Resources to explore terms and make recommendations in a future cabinet report for a further head lease restructure to facilitate an**

alternative scheme on the Development Agreement site with L & G or its successor.

Reason

1. Paves the way for the parties' consideration of an alternative head lease restructure that would facilitate an appropriate mixed-use development on the DA site and adjacent sites (including the council's own multi storey car park) underpinned by the provision of new homes.
2. For the reasons set out in paragraphs 2 to 6 of the Exempt Report at Appendix 1.

109. Christchurch Area Speed Limit Amendments (S101 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 'N' to these Minutes in the Minute Book.

Cabinet was requested to consider the representations received following the advertisement of the Traffic Order and to approve the making and sealing of the Order.

In relation to this Cabinet was informed that the proposals will enable the implementation of a new and reduced speed limits at the following locations:

1. Burley Road, Winkton – 40mph proposal.
2. A337 Lymington Road and Ringwood Road, Highcliffe and Walkford – Revocation of the existing 40mph speed limit to enable this section to become 30mph by way of existing street lighting.

RESOLVED that: -

Cabinet approve the Traffic Orders as advertised, to enable the order to be made, sealed and to implement the speed limits which are outlined in this report and appendices.

- (a) **Burley Road, Winkton – 40mph as advertised.**
- (b) **A337 Lymington Road and Ringwood Road, Highcliffe and Walkford – Revocation of the existing 40mph speed limit as advertised to enable this section to become 30mph by way of existing street lighting.**

Voting: Unanimous

Portfolio Holder: Climate Response, Environment and Energy

Reason

The proposed speed limit changes have strong community support and were well received in the consultation process. They meet the needs of the Department for Transport 'Setting Local Speed Limits' advice for local authorities to consider the needs of communities locally.

All road users will benefit from an increased level of road safety resulting from the reduction in speed limit. Lower traffic speeds are expected to

make people feel safer when walking and cycling thereby encouraging people to do so.

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

Cabinet was advised that no urgent decisions taken in accordance with the Constitution since the last meeting of the Cabinet.

111. Cabinet Forward Plan

Cabinet was advised that the latest Cabinet Forward Plan had been published on the Council's website, and that an updated Forward Plan would be published on the 22 February which would include a number of updates including the addition of the report on Transformation.

The meeting ended at 2.45 pm

CHAIRMAN

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CABINET



Report subject	Climate Progress Report 2022-23
Meeting date	6 March 2024
Status	Public Report
Executive summary	<p>This report presents the fourth annual update to Cabinet on progress towards commitments made in the BCP Council Climate and Ecological Emergency Declaration, made on the 16th of July 2019.</p> <p>Given the urgency of the climate crisis the Council remains committed to achieving its strategic objectives by the deadlines, ahead of national targets.</p> <p>The Council recognises that whilst this report is focused on reporting progress made during 2022-23 under the previous administration, changes need to be made if we are to stay on track to meet our ambitious targets.</p> <p>In addition, the Council also acknowledges the significant lack of national progress in areas such as grid policy and technology adoption; alongside external factors such as the disruption of international supply chains and global inflation, the Council recognises the scale of the challenge and the significant resource required to achieve its ambition.</p> <p>Evidence of global and local effects of accelerating climate changes are becoming manifest, and this needs a focus also on mitigation to prepare our area for more extreme weather events.</p> <p>2022-23 progress, a period under the previous administration, in summary:</p> <ul style="list-style-type: none"> • Make BCP Council and its operations carbon neutral by 2030 - progress continues to be made, with scope 1, 2 and 3 emissions reduced by 9.9% from the 2019 baseline • Work with the wider community to make the region carbon neutral before the UK target of 2050 – according to most recent data total area-wide emissions for 2022-23 have reduced by 8.3% from the 2019 baseline. <p>In recognition of the urgency to decarbonise, and that progress has not been as rapid as hoped or needed, it is proposed that our priorities during this next reporting period, include clear actions to accelerate progress, interim milestones and funding proposals.</p>

Recommendations	<p>It is RECOMMENDED that Cabinet:</p> <ul style="list-style-type: none"> a) Notes the Climate Progress Report 2022-23 b) Agrees to join the UK100 initiative and adopt the Net Zero by 2045 pledge thereby clearly defining the previous commitment of ‘before 2050’ for our area-wide target c) Agrees the proposal to set interim reduction targets for the Council owned estate, specifically the priority emission sources of Council buildings and energy supply. In addition, we will look to establish targets for energy use in homes and road transport reduction in order to validate that both our corporate and area-wide targets are achievable d) Agrees to look at funding proposals, including ‘invest to save’ and consider a revolving fund for energy improvements in Council-owned buildings and other projects e) Notes the proposal to establish a Carbon Neutral Steering Group, to bring services together and to find solutions to carbon reduction challenges across the corporate estate f) Renew our work with external partners to shape and set interim targets towards the area-wide commitment to Net Zero g) Creating interactive dashboards to highlight targets and progress towards the internal and area-wide goals h) To agree to the delivery of carbon literacy training (with or without accreditation) for officers and members, business and community, which will empower decision making to meet carbon neutral targets and initiatives.
Reason for recommendations	<p>This report informs on progress made to date and proposes the next steps of climate actions that the Council will commit to in order to deliver on the ambitions of a carbon neutral Council by 2030 and a carbon neutral region ahead of the UK’s 2050 target.</p>
Portfolio Holder(s):	<p>Councillor Andy Hadley, Portfolio Holder for Climate Mitigation, Environment and Energy</p>
Corporate Director	<p>Graham Farrant, Chief Executive</p>
Report Authors	<p>Isla Reynolds, Director of Marketing, Communications and Policy Gail Scholes, Interim Head of Policy, Sustainability and Inclusion Neil Short, Strategic Lead: Climate, Resources and Sustainability Becky Beaumont, Sustainability Officer</p>

Wards	Council-wide
Classification	For Recommendation

Background

1. On 16th July 2019, BCP Council declared a Climate and Ecological Emergency and committed to becoming carbon neutral across Council operations by 2030 and to work with partners to set a target date for when the Bournemouth, Christchurch and Poole region can be made carbon neutral, ahead of the UK target of 2050. An annual report is required to update on progress towards achieving these targets. This is provided at Appendix 1.

Progress Report 2022-23: Headlines

2. The Council has continued its progress to meet its 2030 commitment for a carbon neutral organisation in reducing scope 1, 2 and 3 emissions by 9.9% since 2019 and the Council remains committed to making further reductions. This figure is in part due to the ceasing procurement of green electricity and the additional buildings that have been added to the council's energy contract, increasing both electricity and gas consumption. For this latter reason, the baseline needs to be amended to reflect the changes to the council's emissions and future forecasts.
3. The commitment for a carbon neutral area before 2050 has seen slow but steady progress made. Latest data shows an 8.3% reduction since 2019. Whilst the trend is in the desired direction, the pace needs to be accelerated if the Council and wider area are going to meet their ambitions. Interaction with partners and facilitating exchange of knowledge and good practice needs re-energising.

Membership of UK100

4. As previously instructed by Cabinet, the merits of membership of UK100 have been reviewed. It is proposed that, in recognition of the urgency to decarbonise, the Council join the UK100 group of local authorities and commit to its Net Zero membership pledge. Whilst this is not legally binding, it signals the Council's intention to step up activity and allows access to assistance and networking between local authorities, which would not otherwise be available.
5. Most of the necessary requirements are already fulfilled, including a Net Zero Council operations by 2030 pledge. However, the Council must adopt a new target for a Net Zero area by 2045, which is 5 years earlier than the current endpoint. Full details of the pledge are at Appendix 1, Part 3. This pledge would require further pathway modelling to assess the practicalities of delivery, this will constitute an additional action for 2023/24 reporting.

Action on Priority Emission Sources

6. The Progress Report identifies the Council's own Scope 1 and 2 emission sources that are largest or increasing across its portfolio. Accordingly, urgent consideration

should be given to directing resources towards these if progress is to be made by 2030. (see detail in Appendix 1) These are: Council buildings (owned and operated) and procurement of energy supply contracts (which ensures a future energy supply that is secure, cheaper, and greener).

7. To address these priority sources, it is proposed to establish a Carbon Neutral Steering Group. This will bring services together to find co-ordinated solutions to carbon reduction challenges across the corporate estate. To further support the Group, it is proposed that reserves allocated for climate activities will be used to fund carbon reduction projects, including energy efficiency or renewable generation installations on Council buildings.

Climate Action Plan 2019 update

8. The draft Climate Action Plan presented to Cabinet in 2019 consisted of 153 suggested actions to meet the Climate and Ecological Emergency Declaration commitments. A public consultation followed to establish which actions had support before activities commenced. To date, almost 50% of the actions have been, or are on track, to be completed. A full update of outcomes is included in Appendix 1 Part 4. A revised set of priorities will be formulated in the coming year.

Options Appraisal

9. **Option 1:** Cabinet notes the Climate Progress Report and agrees the proposals to take forward the Council's climate activity.
10. **Option 2:** Cabinet rejects the Climate Progress Report and the proposals, which will impact the momentum of the Climate Programme and risk the Council not meeting its 2030 carbon neutral target.

Summary of financial implications

11. Funding has been identified to enable the Sustainability Team to appoint to two posts, from within the existing establishment, to address corporate carbon reduction and adaptation planning. These will be in place in 2024/25. In addition, reserves for climate activities have been increased to £1m in recognition of increasing activity in this area. Proposed focusing on reducing energy use in Council assets would have the co-benefits of reducing pressure on the Council's revenue budget and improving comfort for staff and visitors.
12. The proposed revision of the area-wide target from the year 2050 to 2045 is a recognition of the need to accelerate activity. This target relates to area-wide emissions, most of which are out of the Council's direct control, relying on national legislation change and action. By making this pledge, the Council is committing to playing its part in this wherever possible but anticipates there are no additional financial implications. If this situation changes, then specific implications on finances will be brought forward appropriately for consideration at that time. Membership of the UK100 initiative, a condition of which is the revising of the target, will bring positive benefits and opportunities that will enable the Council to network, learn, build capacity and assist in emissions reduction.

Summary of legal implications

13. Legal implications in delivery of any projects referenced within this report or appendices will be considered on a case-by-case basis and early engagement with the Council's Legal Team will be sought. In addition, the Council is obliged to sufficiently take account of the Climate and Ecological Emergency in the development of the new Local Plan, or risk legal challenge.

Summary of human resources implications

14. During 22/23, the Sustainability Team has been moved to the Marketing, Comms and Policy Directorate, a central location within the organisation, which provides an opportunity to embed sustainability and climate action at the heart of Council strategy, policy, and operations.

Summary of sustainability impact

15. To establish impact on sustainability and other Corporate Plan objectives, Decision Impact Assessment ref. 618 has been completed and the report proposals have achieved a low carbon footprint, as the proposals support the climate agenda. The report seeks to reduce emissions through, behavioural change, building retrofit improvements, encouraging active travel, reducing waste, reducing pollution, creating green jobs, regenerating the natural environment, and enabling communities to live healthy lives.

Summary of public health implications

16. Climate change will result in increasing heatwaves, extreme weather events, floods, disease, and increased cancer risk. The measures proposed to reduce climate change will help to mitigate against these dangers and additional benefits from those actions can also have a direct positive health effect (e.g., increased fitness from walking or cycling and better air quality from reducing car journeys).

Summary of equality implications

17. An EIA conversation/screening document has been completed. It concludes that the Annual Report itself has no negative equalities implications but potentially some positive outcomes, for example addressing health inequalities or protecting older people from extreme temperatures. Resulting actions may require individual assessments to be carried out before commencement.

Summary of risk assessment

18. We must further our knowledge of Climate Vulnerability and Risk of the possible effects of climate change on our area. Failing to achieve the Climate and Ecological Emergency declaration commitments will contribute to an increasingly hostile global and local environment. Not achieving targets will result in the Council failing to meet

its commitments under the Climate and Ecological Emergency Declaration and therefore not helping global efforts to keep climate warming below 1.5°C to avoid further environmental damage, population displacement, biodiversity loss and risk to life. The Council will also face reputational damage from negative publicity (locally, nationally, and internationally). However, if we act in a timely manner, many of the actions to tackle climate change will contribute to social, economic, and environmental benefits, reducing the likelihood of actual and perceived risks. Risk assessments will be carried out for individual Climate Action projects as required, on a case-by-case basis.

Appendices

Progress Report Appendix 1 contains:

- Part 1: BCP Council Climate Progress Report 2022-23
- Part 2: Technical Appendix
- Part 3: The UK100 initiative
- Part 4: Action Plan update



Climate Action Progress Report

2022-2023

Foreword

This report, my first as Portfolio Holder with responsibility for climate mitigation, presents progress made in the financial year 2022/23 to reduce our greenhouse gas emissions. It also provides a timely opportunity to review the progress made over the four years since the Council declared a Climate and Ecological Emergency, and to propose setting targets for the year ahead.

It is clear from the recent COP28 meeting that global progress to address climate change is problematic and painfully slow, whilst at the same time the 2023 Synthesis Report from the Intergovernmental Panel on Climate Change concluded:

'Human activities, principally through emissions of greenhouse gases, have unequivocally caused global warming, with global surface temperature reaching 1.1°C above 1850-1900 in 2011-2020. Global greenhouse gas emissions have continued to increase, with unequal historical and ongoing contributions arising from unsustainable energy use, land use and land-use change, lifestyles and patterns of consumption and production across regions, between and within countries, and among individuals.'

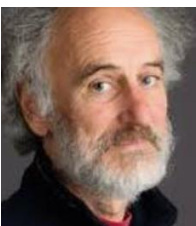
'Human-caused climate change is already affecting many weather and climate extremes in every region across the globe. This has led to widespread adverse impacts and related losses and damages to nature and people... Vulnerable communities who have historically contributed the least to current climate change are disproportionately affected.'

From this analysis, we must learn that urgent action by everyone in our society is required. Whilst we must redouble our efforts to reduce carbon dioxide emissions, we also need to implement mitigation measures to deal with more extreme climate events now and anticipated for our coastal area, to create localised and resilient energy supply, to consider what we eat, how we travel, and how we conserve available resources to aid our communities.

To this end, I am pleased that the report clearly sets out the progress made by the Council, and in the wider Bournemouth, Christchurch and Poole area to reduce emissions since 2019. Progress is positive in most sectors, but not as great as it needs to be, which is why the report recommends those sectors where our limited finances should be concentrated in the years ahead.

I want this Council to play an enabling and supportive role to help residents and businesses achieve this and together reap the benefits of a low carbon economy – lower bills, improved health and reduced climate risk. The choices we make now in our everyday lives will determine whether we turn our backs on the fate of our planet, its people and wildlife, or if we stand united to deal with the consequences of a changing climate caused by our past and present decisions.

Councillor Andy Hadley
Portfolio Holder for Climate Mitigation, Environment and Energy



Climate Action Progress Report 2022-2023

Contents

Part 1: Progress Report 2022-2023 Executive Summary	1
Global trends	4
Climate change	4
Ecological change	4
What does Climate Change mean for the UK?	5
Performance Overview	9
Strategic Aim 1 – BCP Operations	9
Strategic Aim 2 – BCP Area Wide.....	12
Progress and Achievements	18
Part 2: Technical Information.....	28
Strategic Aim 1- BCP Operations.....	28
Strategic Aim 2 – BCP Area-Wide	62
Part 3: Membership of UK100	66
Part 4: Action Plan Update	67
Acronyms.....	90

Part 1: Progress Report 2022-2023 Executive Summary

On 16 July 2019, BCP Council declared a Climate and Ecological Emergency. The headline commitments of this were:

Strategic Aim 1: make BCP Council and its operations carbon neutral by 2030.

Strategic Aim 2: work with partners to set a target date for when the Bournemouth, Christchurch and Poole area can be made carbon neutral, ahead of the UK target of 2050.

This is the fourth report charting progress towards these aims and illustrates that although we are moving towards our goals, we are not doing so fast enough, as the effects of a changing climate are being felt around the world and here in the UK.

The Council's emissions in 2022/23 are estimated at 44,455 tCO₂e (9.9% below 2019 levels).

BCP area-wide emissions at 2021 (published 2023) are estimated at 1,545,920 tCO₂e (8.3% below 2017 levels, published 2019).

However, given the significant lack of national progress in areas such as electricity grid policy and technology adoption; alongside external factors such as the disruption of international supply chains and global inflation, the council recognises the scale of the challenge and the significant resource that is required to achieve its ambition.

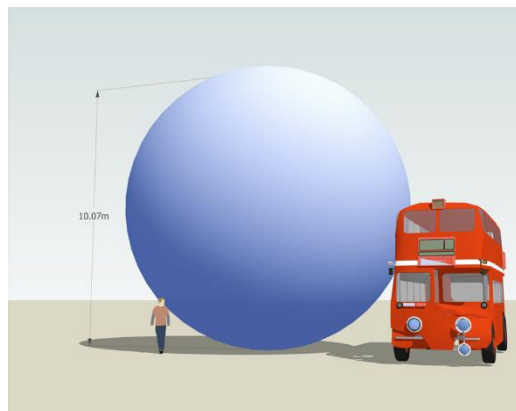


Figure 1 : One Tonne of CO₂

During the forthcoming 2024-25 reporting period we will have the opportunity to embed policy and guidance on reaching our ambitions to be a carbon neutral council, decide upon new priority actions, and setup the frameworks and structures to enable delivery.

Channels for Council policy and guidance.

The New Local Plan
The Council's New Corporate Strategy

Strategic Priorities

Sustainable Environment
Dynamic Places
Connected Communities
Brighter Futures
Fulfilled Lives

Summary of Operational Emissions

Previous reporting years have provided a solid foundation of BCP's operational emissions. This report improves on the original emissions baseline through the availability of better data. Whilst this is progress, we now need to focus on improvements for recording more accurate data, such as

EPCs (Energy Performance Certificates) and DEC's (Display Energy Certificates). Where scope 3 data was available, it was included to reflect our ability to influence these emissions. Better data security and the onboarding of additional scope 3 emissions demonstrates we are committed to improving our monitoring, reporting and mitigation of the emissions categories within our ability to lever and influence. It is also worth noting that regional data is subject to a 12–18-month data lag, this is unfortunately out of the control of the Council.

Priorities for 2024-25 reporting year

Recommendations for Council buildings (owned and operated / leased out)

Establish which buildings the Council is retaining as the organisation transforms, and via energy surveys (DECs and EPCs) what improvements are needed to make them as energy efficient as possible. Propose a fund and produce business cases for 'spend to save' investment for reducing demand and improving energy use in Council buildings. Enhancements will include improvements to the building fabric, heating systems and opportunities for renewable generation of energy. This will reduce gas and electricity use, and interim targets will be set between now and 2030. The Council also needs to look to making effective multi-functional use of buildings in its control. Our ambition is to maximise opportunities to generate renewable energy, particularly solar PV. Several studies have been carried out on Council buildings to establish what can be done and we aim to move forward with this at pace.

Recommendations for energy supply

Set up a Carbon Neutral Steering Group to explore procurement and use of energy to green the supply and find opportunities for energy reduction. To ensure a future energy supply for the Council operation and our region that is secure, cheaper and greener, the Council must pursue opportunities for self and local renewable generation of electricity to compliment current procurement arrangements, and interim targets will be set between now and 2030. It will continue to investigate opportunities for heat networks in the area and renewable heat sources such as air/ground/water source heat pumps and geothermal energy.

Home energy use

The Council must make best use of available schemes and funds to assist householders reduce their energy use. Free to use schemes such as LEAP (Local Energy Advice Partnership) home visits and ECO (Energy Company Obligation) insulation grants will be promoted and awareness raising activities, such as the information sessions and booklets provided recently by the Household Support Fund, will be made widely available. Information on energy saving practices will be communicated via Council channels and those at risk from fuel poverty will be assisted by the BCP Affordable Warmth Partnership and partner organisations.

Reducing road vehicle transport emissions

To make progress, the Council must continue to enhance the infrastructure to enable residents and visitors to make safe, sustainable travel choices, particularly for short journeys. We need to build on the success of existing schemes. We will continue to work with Beryl on micro-mobility solutions for cycling and scooting. With Morebus, we will aim to increase public transport use via the Bus Service Improvement Plan and continue to work with Joju to increase public EV charging points for the growing number of electric vehicles. We also need to encourage walking, scooting and cycling to school, integrated ticketing, the Co-wheels car-share scheme, and workplace schemes to liftshare and use sustainable transport modes.



Beryl bikeshare, has proven popular and effective, to provide more opportunities for cycling, wheeling and walking, with 33% of users transferring trips from motor vehicle journeys.

Leading by example

It is recommended that BCP join the local authorities that have signed the UK100 membership pledge (see Appendix 1: Part 3 UK100 for details). This pledge will define our area-wide target as being 2045, rather than 'before 2050' and shows that we recognise the urgency of the Climate and Ecological Emergency. Whilst not legally binding, our membership will signal to others our intention to achieve Net Zero as soon as practicable. We will communicate our emission reduction progress more clearly and make data readily available on our website in a 'dashboard' format (see below).

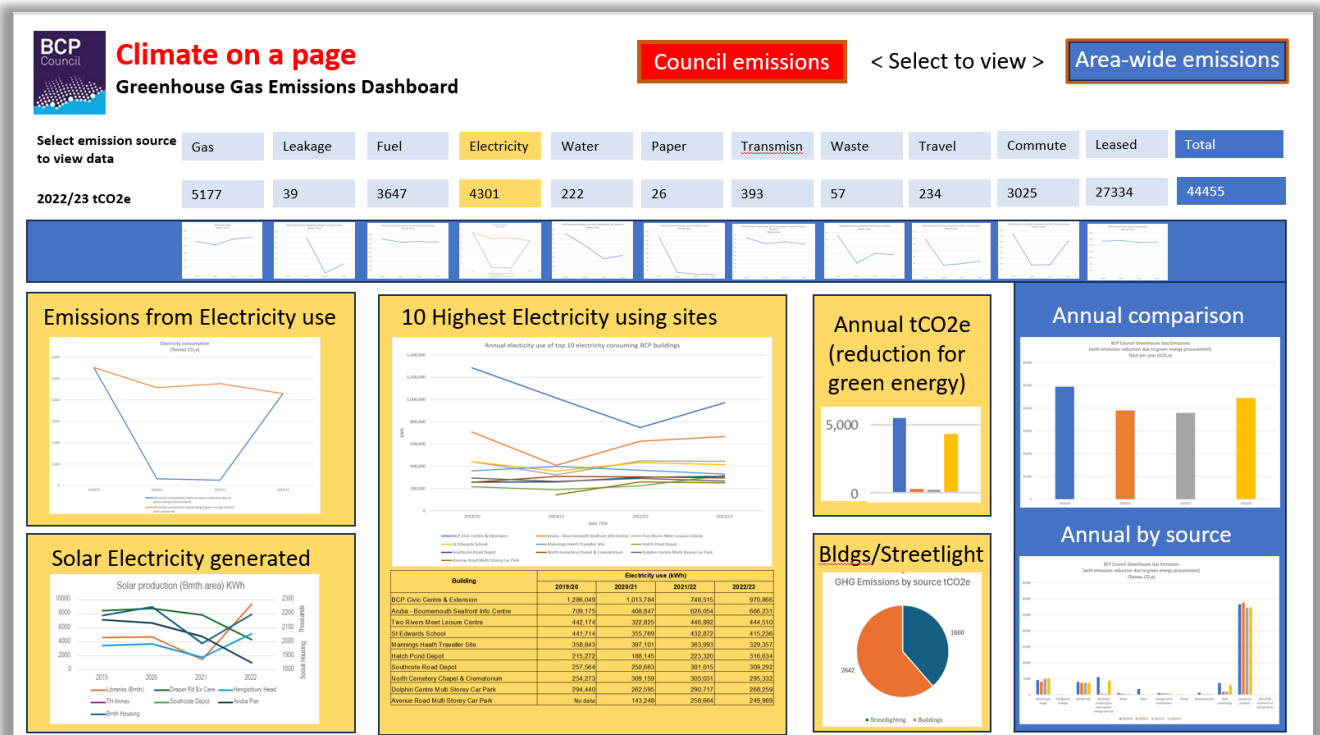


Illustration above shows how the information in this Annual Progress Report could be displayed as a 'dashboard' on the Council website.

Global trends

Climate change

Seven years ago, almost all countries signed up to the Paris Agreement to set the world on a pathway to limit global warming to 1.5 °C. While this historic document spurred on action in many areas around the globe, the world is not on track to meet the agreement's aim. As identified by the Intergovernmental Panel on Climate Change (IPCC), global temperatures have already risen by 1.1°C¹.

The United Nations (UN) warned this November that even if countries meet their current pledges, the world is likely to warm by 2.5 °C by the end of the century, and countries' current policies put global warming closer to 3 °C, the UN's Emissions Gap Report shows².

This jump in global temperatures represents a very serious and sharp anomaly in the context of the last 500 million years of global temperature change and the effects are expected to be significant and serious for the world's population.

Ecological change

Wildlife populations around the globe have on average decreased by 69% since 1970³. Latin America and the Caribbean have seen the most substantive collapses since 1970, however this is because in Europe and North America significant reductions in biodiversity had already occurred prior to 1970. The state of the natural environment is already far worse on these continents.

Biodiversity is declining faster than at any time in human history⁴. One million plant and animal species are now threatened with extinction, with many expected to disappear within decades⁵.



“In my lifetime, 2/3 of wildlife species globally have been lost. More than 42,100 species are at a risk of extinction⁶ with climate change being responsible for many of these situations.”

Vikki Slade, Leader of the Council

¹ International Panel on Climate Change, [AR6 Synthesis Report: Climate Change 2023](#), March 2023

² United Nations, [Emissions Gap Report 2023](#), November 2023.

³ World Wide Fund for Nature, [Living Planet Report 2022](#).

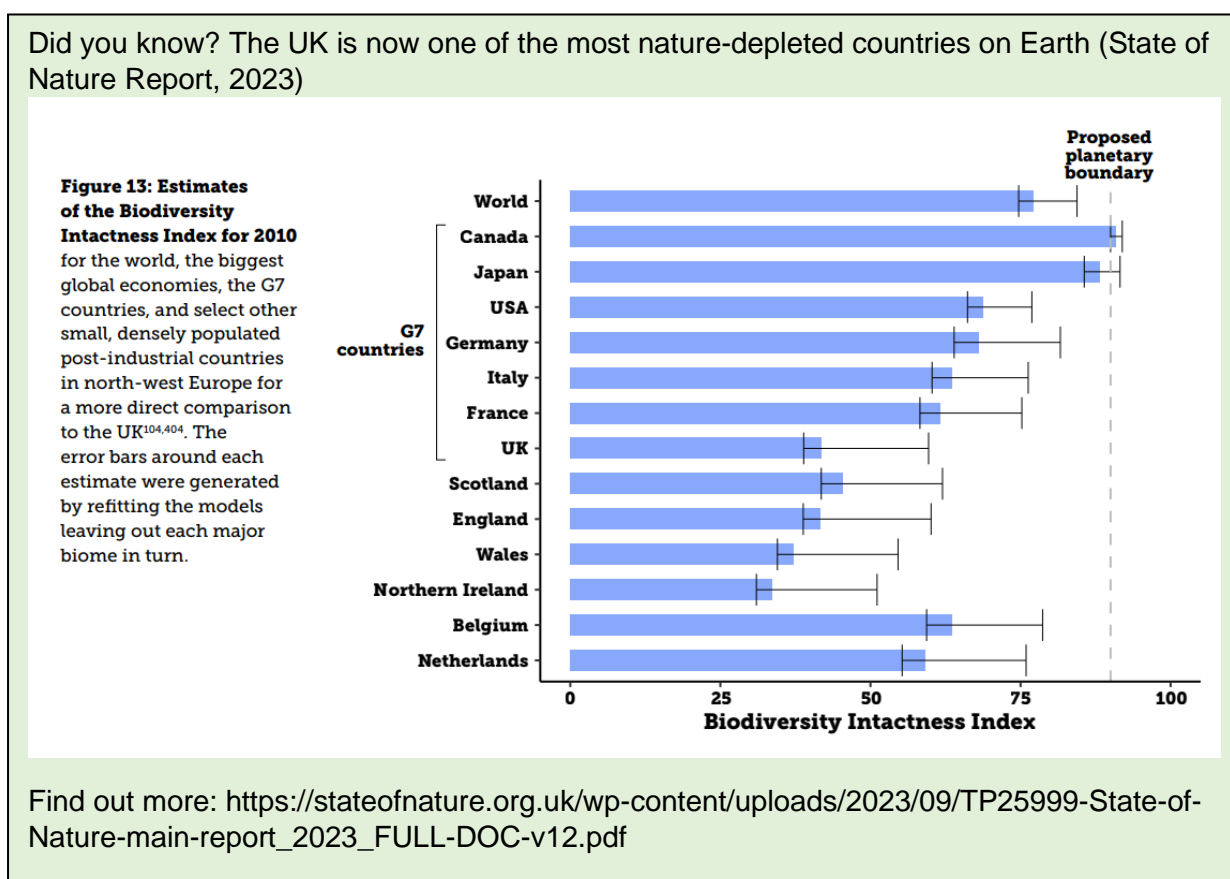
⁴ [The economics of biodiversity: the Dasgupta review, Headline messages](#). February 2021

⁵ IPBES, [Global assessment report on biodiversity and ecosystem services](#), 2019.

⁶ Red List of Threatened Species: International Union for Conservation of Nature (IUCN). **2017 edition**

The significance of these reductions cannot be overstated: no bees and insects mean no crop pollination, resulting in no food for human populations. In short, if we damage the living world, we damage our ability to live healthy, productive lives, and risk the ability for life to exist at all. The ecological emergency is just as urgent and significant, if not more so, than the climate emergency.

The world's response to the ecological crisis is the development of The Global Biodiversity Framework, a landmark agreement made at the UN Biodiversity Conference in December 2022⁷. The plan aims to halt and reverse the loss of nature by 2030 and achieve recovery by 2050.



What does Climate Change mean for the UK?

Rising summer temperatures and increasing instances of drought events.

In the UK, we are increasingly seeing hot and dry conditions during the summer. 2022 was the hottest year on record for the UK and July 2022 was the driest month for England since 1935 with only 56% of its average rainfall for the month⁸. As a result, drought was declared by the Environment Agency for many parts of the UK.

Impacts:

- Uncertain changes to crop growth and food security
- Reduced water availability and risks to supply

⁷ [UN Biodiversity Conference News](#)

⁸ MET Office, [Climate change, drought and water security](#), 22 February 2023

- Increased risk of subsidence
- Impacts on nature, and survival of species^{9,10}

Increased frequency of heatwaves

Heatwaves are 30 times more likely to occur than before the industrial revolution. A new record hottest temperature for the UK of 40.3 °C was recorded in July 2022, along with new records for Wales and Scotland¹¹. The five heat episodes of 2022 resulted in 2,985 excess deaths¹².

Impacts:

- Increased risks of heat-related health conditions and mortality
- Increased transport disruption, e.g. rail buckling, road melting
- Inadequacy of current building design leading to increased energy demand for cooling

Increased heavy winter rainfall and floods

The UK has become wetter over the last few decades, although with significant annual variation.

Impacts:

- Increased risk of building and structural damage due to river flooding and surface water saturation
- Increased travel disruptions and dangerous driving conditions
- Overwhelmed urban drainage systems

Sea level rise

Sea level has risen by 18.5cm since the 1900s, but the rate is increasing with over 60% (11.4cm) occurring in the last 30 years¹³. Further sea level rise this century is inevitable, but by how much depends on human greenhouse gas emissions. We need to prepare for extreme weather events including tidal surges.

Impacts:

- Increased coastal erosion and flooding
- Increased damage to residential properties, economic assets, infrastructure and agricultural land
- Increased risk/damage or loss to natural flood defences such as salt marsh and sand dunes
- Increased Expected Annual Damages (economic damages)

⁹ World Wide Fund for Nature, [9 UK Species affected by climate change](#), 21 August 2023

¹⁰ Morecroft, M.D & Speakman, L (2015) [Biodiversity Climate Change Impacts Summary Report](#).

¹¹ MET Office, [What is a heatwave?](#)

¹² UK Health Security Agency, [Heat mortality monitoring report 2022](#), updated July 2023.

¹³ MET Office, [State of the UK Climate 2022](#), 27 July 2023

Ecological decline

The UK is already one of the most nature-depleted countries in the world and the decline is continuing. 19% of species have been lost since 1970 and 1 in 6 species face the threat of extinction¹⁴.

Impacts:

- Decreasing well-being
- Risks to the economy
- Risks to food security



Photo: Cliff erosion protection scheme 2021

Impacts for residents of Bournemouth, Christchurch and Poole

As an urban coastal community, on the South Coast, we are vulnerable to many of the impacts identified above.

We are surrounded by areas of recognised special natural importance, and these are vulnerable to the anticipated weather extremes.

We are duty bound to contribute to efforts to mitigate the growing crisis, but there are direct local benefits for individuals and the community from taking early action.

The latest UK Climate projections (UKCP18) indicate that the South of the UK will experience:

- Wetter winters and drier summers with an increase in the frequency of extreme rainfall events
- Milder winters and hotter summers with an increase in the likelihood of heatwaves and hot spells
- Reduction in snow fall during winter
- Shifts in growing seasons
- Increase in humidity
- Sea level rise of up to 0.74m
- Projected increase in flood risk and
- Potential for more intense storms.

Some high risks resulting from this include:

- Increase in coastal erosion and flooding
- Risk to infrastructure services (water, energy, transport, ICT)
- Overheating causing increased incidences of heat exhaustion, dehydration and other heat related illnesses
- Risks to energy supply
- Increased demand for water irrigation for crops

¹⁴ State of Nature Partnership, [State of Nature Report 2023](#)

- Impact on agricultural and forestry productivity
- Risks to terrestrial species and habitats
- Soil erosion and
- Flooding of vulnerable assets (e.g., buildings in flood zones) - such as schools, care homes, children's homes & centres etc.



Photo: Town Common heathland fire, Christchurch, June 2017. Credit: Robin Harley.

Did you know? Last year, through the Nature Recovery Project with The Parks Foundation, 120 trees, 1,400m² of thicket, 2,800 bulbs, and 600m² of wildflower plugs and seeds were planted across 11 urban parks.

Building on this work, the collaborative two-year Green Heart Parks project is delivering enhancements for nature in 14 local community parks. Visit The Parks Foundation's website to find out more: parksfoundation.org.uk/events/

Performance Overview

Strategic Aim 1 – BCP Operations: make BCP Council and its operations carbon neutral by 2030.

Progress: The Council has reduced its own greenhouse gas emissions by 9.9% since 2019.

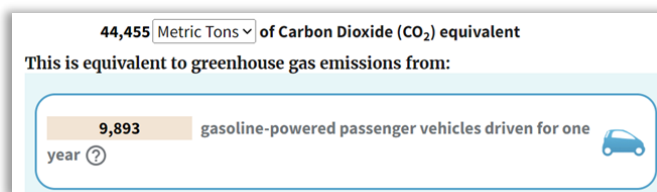
The UK has been slow to respond to its Net Zero targets and we are now lagging behind in policy, decarbonising the grid, EV infrastructure and technology. Whilst we recognise that we should have achieved a reduction of 30% or more by 2023, we now need a plan that helps to mitigate against the lack of progress and resets our carbon neutral pathways.

Carbon emissions from Council operations account for around 2-3% of the BCP area-wide footprint, but the council does not have complete control over all of these emissions, and it is critical that we show leadership in this area.

BCP council greenhouse gas emissions inventory 2019-23

Scope	Sector	GHG Emissions (tonnes CO ₂ e)				% Change between 2019 & 2023
		2019/20	2020/21	2021/22	2022/23	
1	Natural gas usage	4,570	4,112	4,898	5,177	+13.3
1	Refrigerant leakage	No data	138	6	39	-71.4
1	Vehicle fuel	4,000	3,652	3,732	3,647	-8.8
2	Electricity consumption (with reduction for green energy procurement)	5,524	312	244	4,301	-22.1
3	Water	458	332	182	222	-51.6
3	Paper	1,764	111	31	26	-98.5
3	Energy lost in transmission	469	397	421	393	-16.1
3	Waste	110	33	60	57	-48.1
3	Business travel	576	168	191	234	-59.4
3	Staff commuting	3,630	885	905	3,025	-16.7
3	End-of-life treatment of sold products	0.20	1.10	0.45	0.20	0
3	Leased out property	28,264	28,812	27,194	27,334	-3.3
TOTAL (with emissions reduction due to green energy procurement)		49,365	38,953	37,864	44,455	-9.9
TOTAL (illustrating if green energy had not been procured)		49,365	43,217	42,380	44,455	-9.9

Note: Scope 3 emissions are impacted by external factors and so the Council has less ability to reduce emissions from these areas.



www.epa.gov

The Council procured varying amounts of green electricity from renewable sources during the years 2020-2022 and the resulting reductions in emissions are taken account of in the tables and graphs in this report (see above). In line with the Government's environmental reporting recommendations, figures illustrating what the emissions would have been if green energy had not been procured are also shown for transparency. Due to financial pressures green energy procurement ceased in 2022 but has contributed to our climate response by removing 8,781 tonnes CO₂e from the Council's total greenhouse gas emissions between 2019 and 2023.

The preceding table clearly shows that although Council operations' emission levels have rebounded since the pandemic lockdowns, only one source has exceeded the pre-2020 level – natural gas use in Council owned and operated buildings. This was partly the period when returning to work was complicated by the requirement for increased ventilation, heating on and windows open.

Although accounted for by the acquisition of additional buildings and the fuel supply not decarbonising in the way that electricity is able to, this nevertheless identifies gas use as a priority for action. In addition, it plays a major role in the Council's largest single emission source; leased out buildings, and whilst the Council may not control fuel use in these buildings, building fabric and type of heating system has a significant bearing on consumption. Leased-out buildings include BCP homes, some of our leisure centres and other assets and generate 61% of Council greenhouse gas emissions.

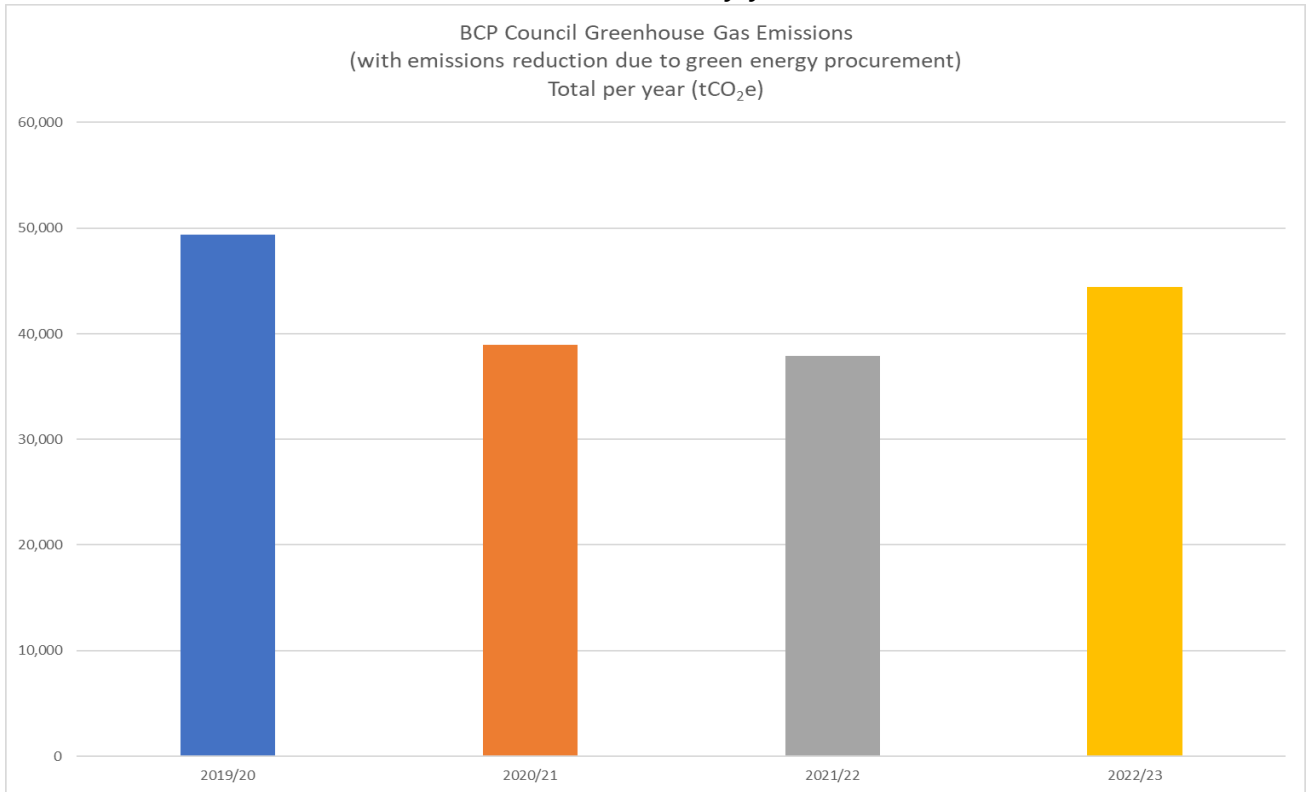
Recommendations for Council buildings (owned and operated / leased out)

Establish which buildings the Council is retaining as the organisation transforms, and via energy surveys (DECs and EPCs) what improvements are needed to make them as energy efficient as possible. Propose a fund and produce business cases for 'spend to save' investment for improving energy use in Council buildings. Enhancements will include improvements to the building fabric, heating systems and opportunities for renewable generation of energy. This will reduce gas and electricity use, and interim targets will be set between now and 2030. The Council also needs to look to making effective multi-functional use of buildings in its control. Our ambition is to maximise opportunities to generate renewable energy, particularly solar PV. Several studies have been carried out on Council buildings to establish what can be done and we aim to move forward with this at pace.

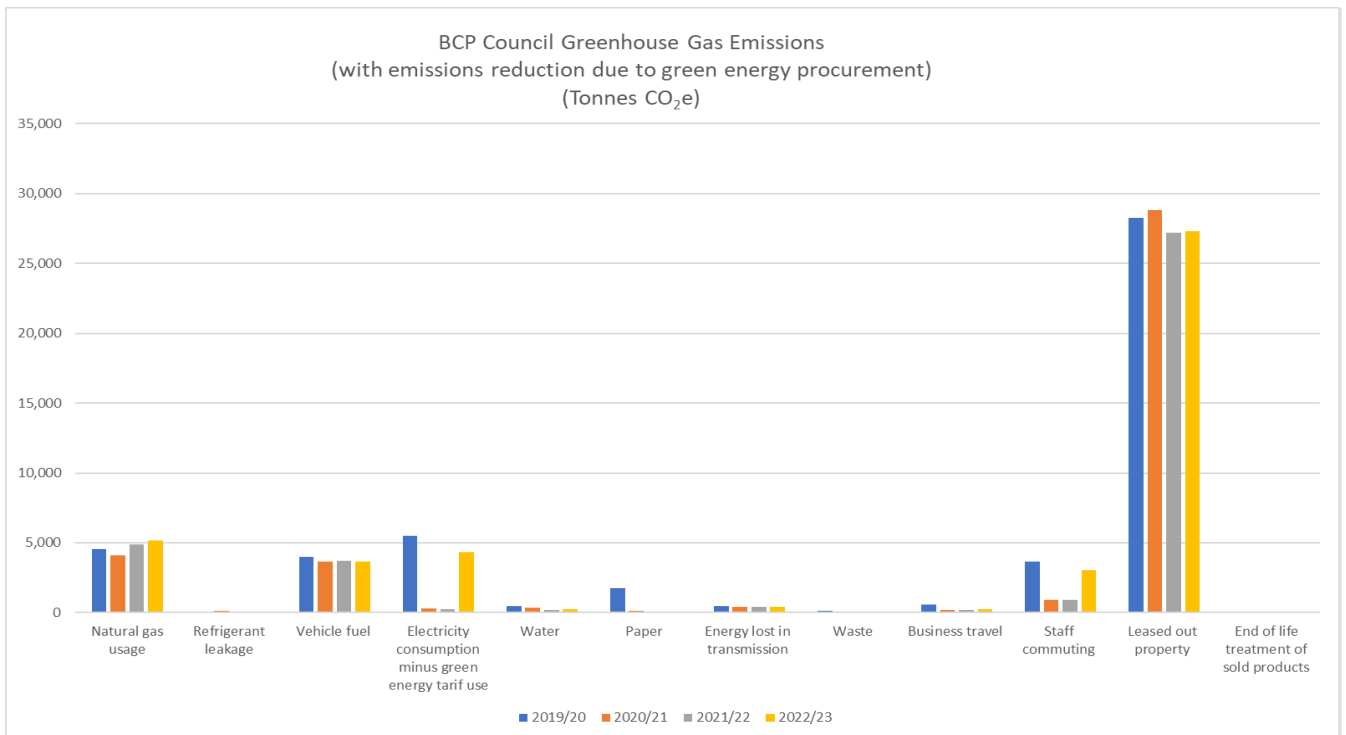
Recommendations for energy supply

Set up a Carbon Neutral Steering Group to explore procurement and use of energy to green the supply and find opportunities for energy reduction. To ensure a future energy supply for the Council operation and our region that is secure, cheaper and greener, the Council must pursue opportunities for local renewable generation of electricity to compliment current procurement arrangements, and interim targets will be set between now and 2030. It will continue to investigate opportunities for heat networks in the area and renewable heat sources such as air/ground/water source heat pumps and geothermal energy.

Total GHG emissions from BCP council activities by year



BCP Council Greenhouse Gas emissions by activity by year



Strategic Aim 2 – BCP Area Wide: work with partners to set a target date for when the Bournemouth, Christchurch and Poole area can be made carbon neutral, ahead of the UK target of 2050

BCP area wide greenhouse gas emissions have decreased by 8.3% since 2017¹⁵.

Emissions from all sources have decreased, with the exception of waste management, which has fluctuated (included in Scope 3). However, whilst the major sources of residential buildings and road transport have reduced since the baseline year, these reductions are small, indicating the challenges associated with addressing these sources. There is still much work to be done, together with partners, including setting interim targets, to achieve a carbon neutral area.

Leading by example

The Council proposes to join the many local authorities that have signed the UK100 membership pledge (see Appendix 1: Part 3 UK100 for details). This pledge will reinforce the importance of this agenda, including defining our area-wide target as being 2045, rather than 'before 2050' and shows that we recognise the urgency of the Climate and Ecological Emergency. Whilst not legally binding, our membership will signal to others our intention to achieve Net Zero as soon as practicable. UK100 is a cross-party membership organisation that supports the most ambitious councils to go further and faster on their Net Zero and Clean Air targets. It recognises that local authorities have a unique leadership role in tackling the climate crisis. UK100's role is to foster collaboration by facilitating knowledge-sharing between members, partnership-building and provide leadership and outreach mentoring.

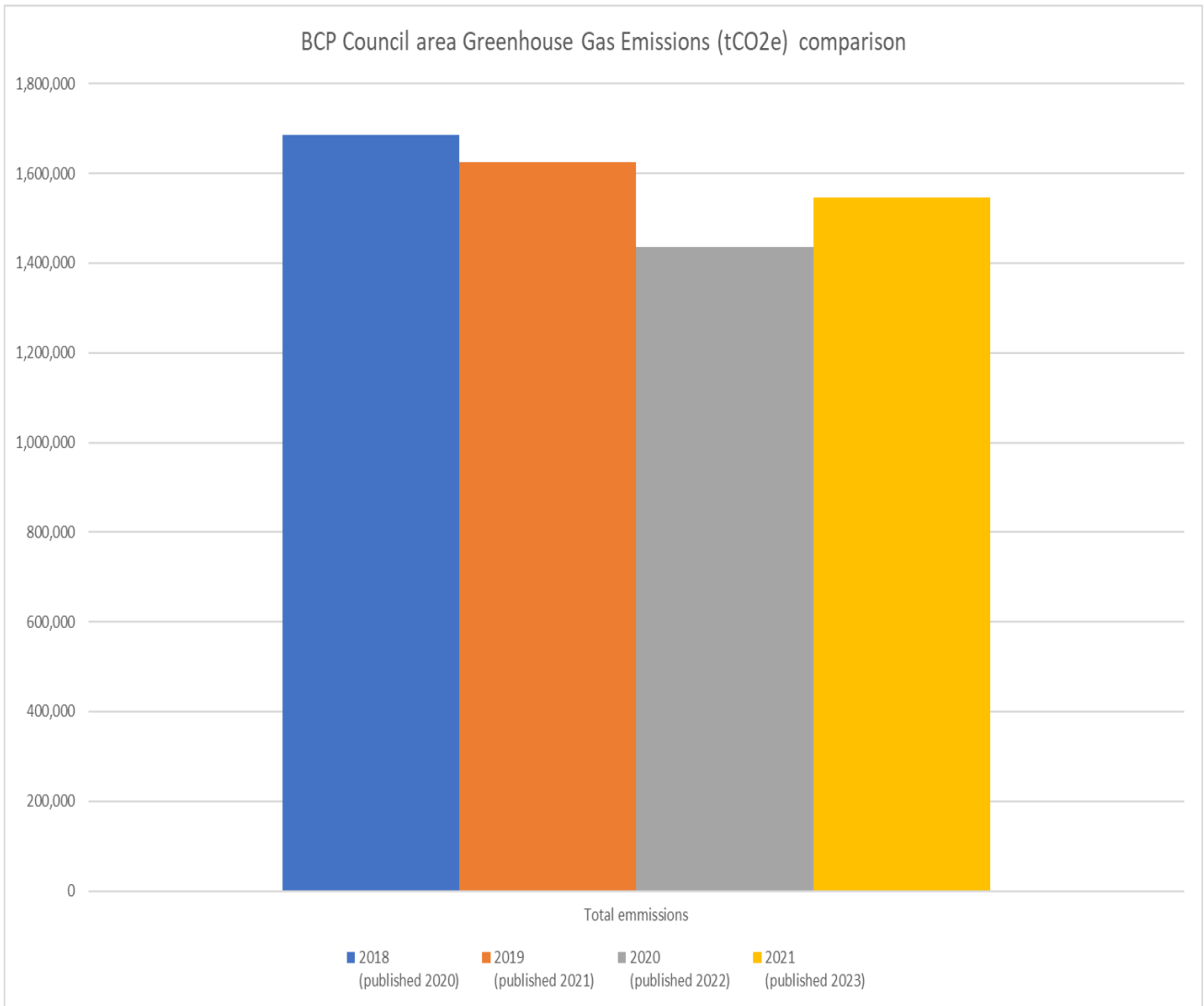
BCP area-wide greenhouse gas emissions comparison 2019-23

Sector	GHG Emissions (tonnes CO ₂ e)				% Change between 2019 & 2023
	2019/20	2020/21	2021/22	2022/23	
Industry	231,300	205,600	178,200	194,100	-16.1
Commercial	112,300	93,700	80,300	87,500	-22.1
Public Sector	97,000	88,400	73,100	83,100	-14.3
Domestic	546,200	520,300	513,100	523,600	-4.1
Transport	406,700	434,700	339,300	392,000	-3.6
LULUCF Net Emissions	-1,200	-1,200	-1,100	-1,000	-16.7
Agriculture	13,300	12,900	12,900	9,000	-32.3
Scope 3	280,940	270,760	239,020	257,620	-8.3
TOTAL	1,686,540	1,625,160	1,434,820	1,545,920	-8.3

Estimated Scope 3 includes: waste, water use & treatment, purchased goods & services LULUCF = land use, land use change and forestry

¹⁵ According to the most recent government data from 2021 (published in 2023).

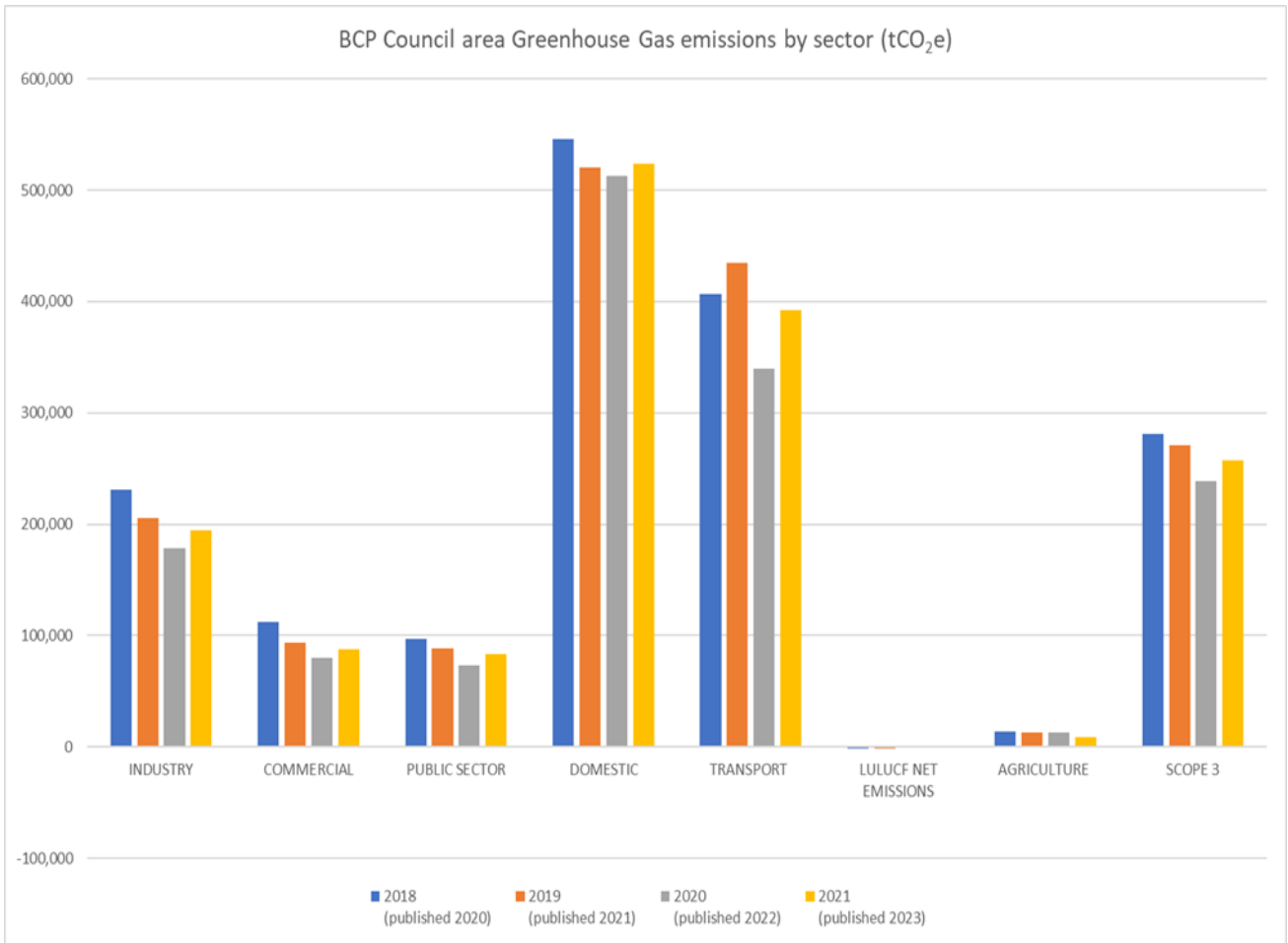
Comparison of total area-wide emissions by year



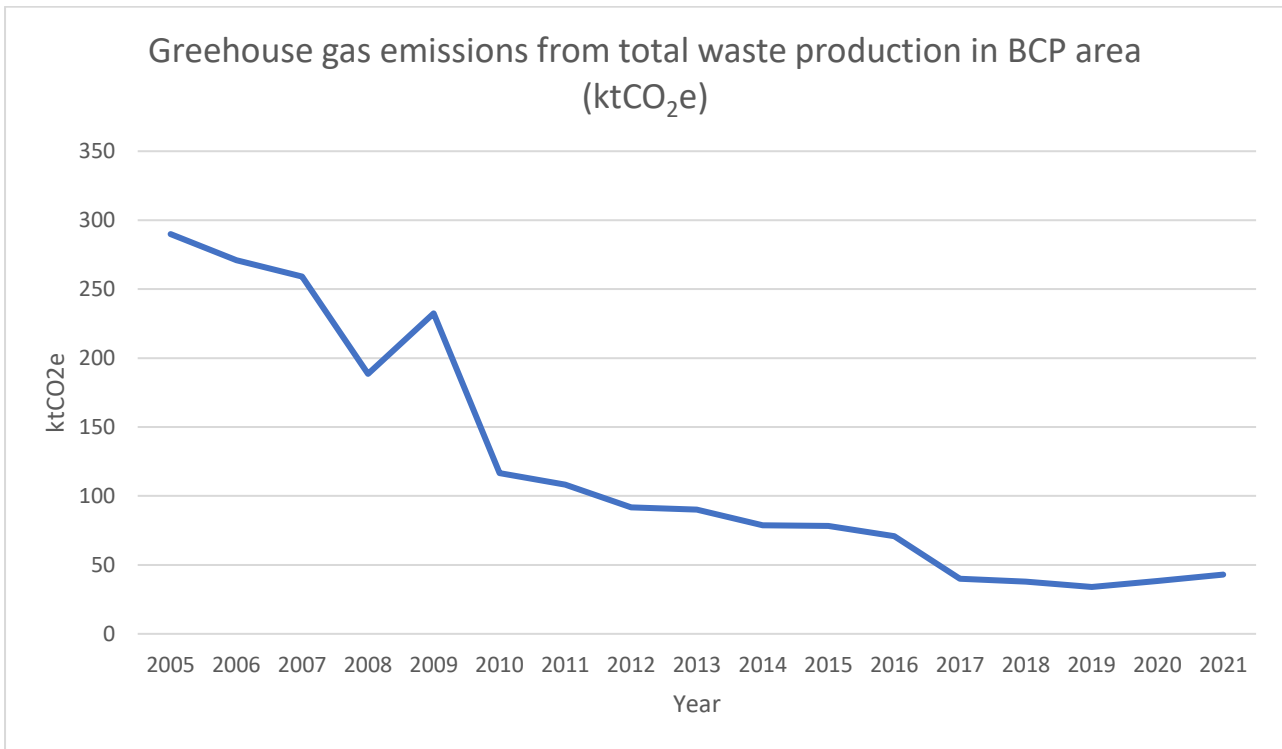
The graph above clearly shows the effect of Covid-19 and the lockdowns on emissions during 2020, and also that progress is not as fast as it needs to be. Greenhouse gas emissions in 2021 (published 2023) have increased from the pandemic year but still show a decrease from previous years, therefore showing an overall trend of decreasing area wide emissions. An estimated Scope 3 is included in these figures.

The chart below shows the trends over the past four years for each sector. The vast majority follow the same trend with the exception of waste management (included in Scope 3) which produced more emissions in 2021 than the baseline year.

Comparison of area wide emissions by sector per year



Waste is the only sector for which emissions have increased (by 14%) overall since the baseline year. However, since 2005 (the first date for which data is available) emissions from waste have decreased by 85%, (see graph below) so the recent increase is assumed to be a temporary fluctuation in the trend.



Data source: Department for Energy Security and Net Zero, Table 1.1 Local authority territorial greenhouse gas emissions estimates 2005-2021

Last year, the Council recycled over 88% of all material in household recycling bins. The remainder were items that could not be recycled. You can help to increase our recycling rate, by keeping items like nappies, food waste and polystyrene out of your recycling bin.

Cut waste by buying less or second-hand, reducing packaging, using 'bags for life' and refillable cups and bottles, returning plastic wrap to supermarkets, reducing food waste, and using reusable nappies (they could reduce your nappy bill by an average of £500 per baby!)

Find out more ways to prevent waste at: <https://www.bcpCouncil.gov.uk/bins-waste-and-recycling/waste-prevention>

Residential buildings and road transport are consistently the biggest sources of emissions in the area, making up approximately 70% of total emissions. In 2021, residential buildings accounted for 39% and road transport for 29% of emissions. Gas usage in residential buildings accounts for around 72% of household emissions. Reducing fuel use in homes and road transport is therefore a priority, not just for climate change but for fuel poverty, health, cost of living and air quality.

Recommendations for home energy use

We need individual householders to recognise what they can do to save money and help the planet. The Council must make best use of available schemes and funds to assist householders reduce their energy use. Free to use schemes such as LEAP home visits and ECO insulation grants must be promoted and awareness raising activities, such as the information sessions and booklets provided recently by the Household Support Fund, must be made widely available.

Information on energy saving practices can be communicated via Council channels and those at risk from fuel poverty assisted by the BCP Affordable Warmth Partnership members.

Recommendations for reducing road vehicle transport emissions

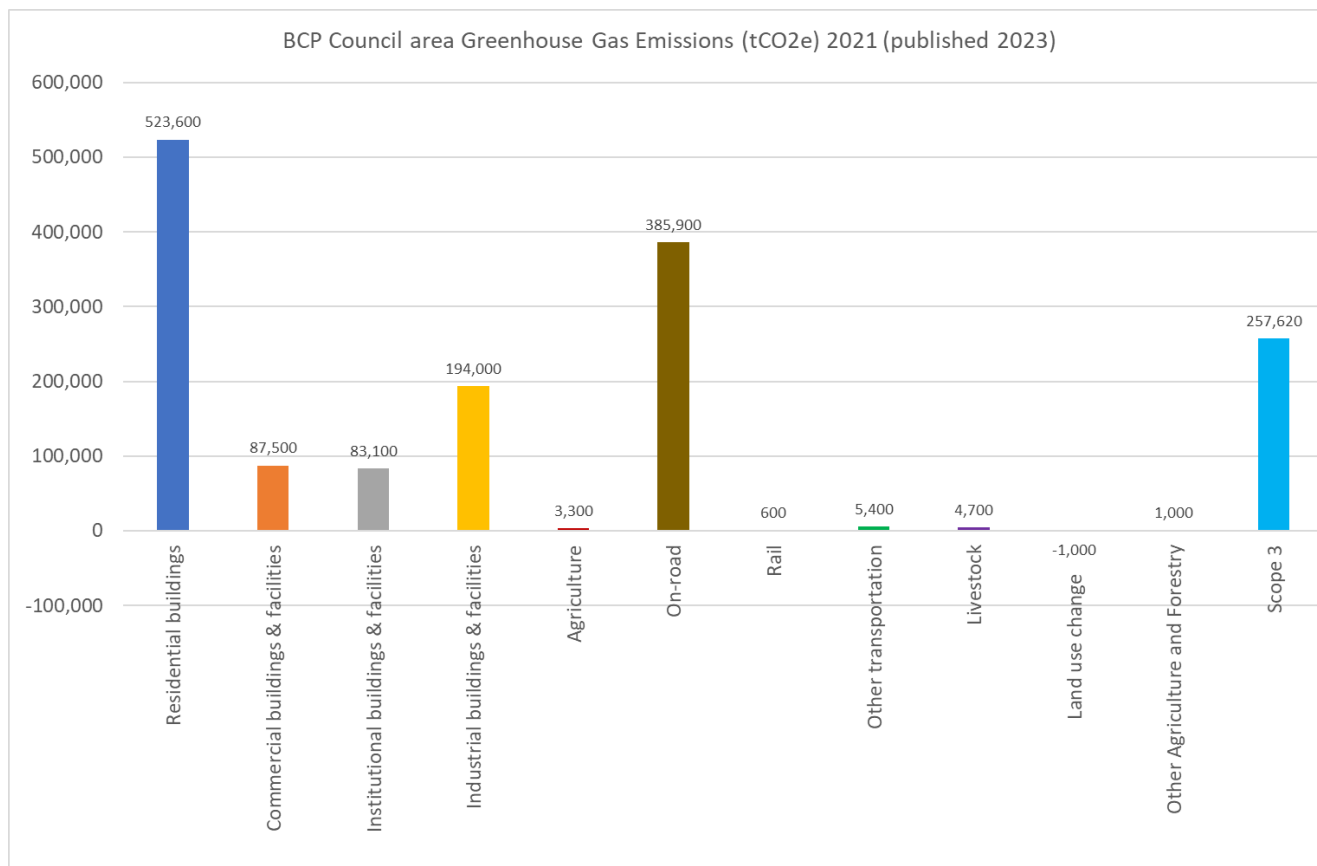
Encouraging people to think of the impact of their journey choices is important. The Council must continue to provide the infrastructure to enable residents and visitors to make safe, sustainable travel choices, particularly for short journeys. Building on the success of schemes such as Beryl bikeshare, which has proven popular and effective, to provide more opportunities for cycling and walking, and the Quality Bus Partnership which has sustained bus services, against national trends. We need more people to take advantage of national £2 single bus fare, and these investments to reduce congestion, and improve health. We will continue to work with Beryl on micro-mobility solutions for cycling and scooting. We will aim to increase public transport use by via the Bus Service Improvement Plan and continue to increase availability of public EV charging points for the growing number of electric vehicles. We also need to encourage walking, scooting and cycling to school and elsewhere, integrated public transport ticketing, car-share schemes, and workplace schemes to support lift-share and use of sustainable transport modes.



Photo: Recently installed charging point at Westhill car park

Did you know? We have made permanent our first four 'School Streets'. These attempt to lessen the chaos at the school gate, and their introduction increased active travel by 11.5% whilst significantly reducing car usage and CO₂ emissions. Two more School Streets are in trial with more planned for 2024.

BCP area-wide greenhouse gas emissions for each sector 2021 (published 2023)



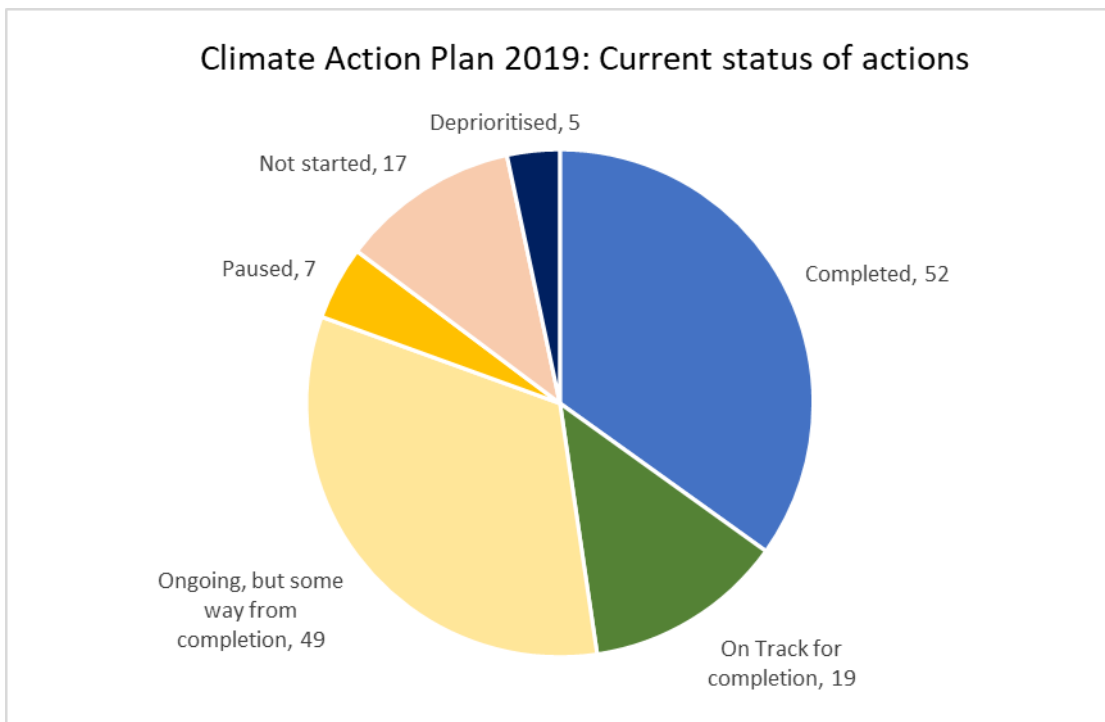
Note: Area-wide Scope 3 emissions have been estimated as the national data source used previously has not been updated. Full details of this can be found in the Technical information.

Did you know? The Council can assist local businesses with reducing their carbon emissions through funding from the UK Shared Prosperity Fund. Access to the decarbonisation platform, Climate Essentials, for a year will help businesses to measure scope 1, 2 and 3 emissions and set achievable reduction targets, while a match-funded grant scheme is available to help applicants implement changes that support their decarbonisation efforts. Find out more at: <https://www.bpcouncil.gov.uk/business/business-support-and-advice/uk-shared-prosperity-fund/funding-for-business-decarbonisation>

Progress and Achievements

Climate Action Plan 2019

This report provides the opportunity to revisit the Climate Action Plan drawn up and presented to Council on 17 December 2019 and subject to a public consultation to establish support for the possible actions. Since that time, services have been working on the actions and the resulting progress is shown in the chart below. 48% of the actions have been or are on track to be completed, 32% are ongoing with more work needed before they near completion, and 20% are either paused awaiting action before they can continue, such as legislation changes, or are not seen as a priority for funding.



The full list of actions and outcomes is presented in Appendix 1 Part 4: Action Plan Update further on in this report, but a selection of completed actions are detailed below for information.

Climate Action Plan 2019 excerpt to illustrate some completed outcomes

Completed action examples	Outcomes
Encourage energy-efficient/renewable energy retrofitting of homes	Advice was given to residents as part of the Cost-of-Living response community events to help them understand ways to reduce energy use and costs. An energy advice booklet was produced and distributed and insulation grant schemes such as Healthy Homes Dorset have been promoted via social media. Household Support Funding, UK Shared Prosperity Funding and HUG2 funding, all include promotional elements.

Continue the Local Energy Action Partnership scheme to help residents save energy at home	Between 2019 and 2023, the LEAP scheme and associated initiatives have assisted over 2000 households to save energy and maximise income. The scheme will continue to operate for at least 3 more years.
Promote low carbon grants to businesses	Through Low Carbon Dorset, 211 grants for energy-efficiency and renewable energy improvements were given (many to BCP businesses). And now through the Shared Prosperity Fund we have a business support function to develop decarbonisation action plans together with grants.
Investigate community tree-planting and biodiversity enrichment programmes	'Green Heart Parks' scheme enables community growing, tree planting and wildlife conservation in 14 locations across BCP, following previous nature recovery project in 8 urban parks identified as having most ecological recovery potential. 'Adopt a tree' scheme is being considered for the Urban Forest Strategy.
Work with Environmental Finance and Vivid Economics to better understand the value of parks and open space for nitrate absorption and carbon sequestration and encourage investment in this.	A Natural Capital Account has been produced by Vivid Economics to better understand the value of parks and open space for carbon sequestration, putting an estimated total value of our greenspaces at £231,000 pa in benefits. Green Finance Project is considering habitat banking opportunities to attract significant finance for creation or restoration of habitats.
Consider enhancing 'Cycle to work' scheme discounts to facilitate increased cycling to work, and 'get back on your bike' training for less confident cyclists	Staff save between 23 - 39% of the cost of a new cycle up to £3,000 by using the 'Cyclescheme' salary sacrifice initiative. We will Continue to enhance the Council's 'Cycle to work' scheme and consider increasing the limit to £5,000 (under certain conditions) to allow staff to purchase an electric cargo bike. Bikeability training has been available but has now ceased.
Conduct a review of the Council's vehicle fleet	The Council's Sustainable Fleet Management Strategy and Fleet Asset Replacement Programme (approved in 2021) will see the replacement of core vehicles, plant and equipment as they come to the end of their economic life. Where possible electric vehicles are being purchased. The Sustainable Fleet Management Strategy will be refreshed in 2025.
Seek to implement measures to reduce staff car use	Measures implemented include parking charges, discounts on public transport, Secure cycle storage, additional showers and changing facilities, discount on new cycles, discounts on use of beryl bikes/scooters, car club and car sharing.
Explore development of an extended network of EV charging points for Council use to provide certainty of provision	52 EV charging points for Council use are installed on the corporate estate.
Investigate replacement of Council vehicles with zero emission EVs or hydrogen vehicles, or alternatives	There are now 50 EVs in the Council fleet, including 6 electric refuse collection vehicles. Two new electric-assist cargo bikes will shortly be used on the Seafont.

where practicable, such as cargo-bikes	
Consider rolling out 'School Streets,' where streets around schools become pedestrian and cycle access only at school run times	The 'School Streets' pilot scheme is operating at four schools, closing the road directly outside to help reduce road danger and improve air quality locally. The four pilot School Streets are being made permanent and two further trial School Streets are currently in operation, with further trials being planned for next academic year.
Develop a BCP Walking and Cycling Strategy 2020 -2035 and expand cycle network and storage facilities at major destinations	The DfT Active Travel Fund granted £1.4 million to BCP Council to provide improvements to local walking and cycling infrastructure. The Local Cycling and Walking Infrastructure Plan was approved in May 2022. Beryl pedal, E-bike, E-scooters accounted for 610 thousand journeys (over 2.1m Km in 2 years) - 31% of E scooter journeys replaced road transport journeys – a reduction equivalent to 90t of CO ₂ . A cycle storage pilot is in progress in Poole Town Centre. A further £3.78m has been secured for ATF4 activities in 2023/24.
Consider installing electric vehicle charging points across the conurbation	Network of 130+ chargers being installed and operated by Joju/Mer. Following a successful bid for government LEVI funding, the Council will implement phase 3 of the EV Charging Programme on-street facilities.
Procure new residual waste disposal and non-residual waste processing contracts exercising where possible the proximity principle	The Council has sought to reduce the distance our waste travels. The residual waste contract (for Bournemouth & Christchurch) will result in a proportion of the residual stream being treated at Canford, Poole to produce a Compost Like Output, with the remainder taken to a new Energy from Waste facility in Somerset. Our green, wood, food waste and street sweepings will continue to be treated and recycled locally at Hurn.
Engage with staff, residents, schools and visitors on waste reduction and recycling initiatives and campaigns	Bin 'hangers' were delivered to all residents at Christmas 2022 and 2023 advising of recycling materials, 3 compost giveaways held, waste staff educated on recycling, reuseable nappy incentive scheme continued, Waste e-newsletter sent monthly, Leave Only Footprints scheme supported. BCP Schools Environment Award was launched in 2022 to give students the opportunity to learn about and develop environmentally conscious behaviours. Additional work with clubs and societies continues.
Support and promote community waste reduction and reuse initiatives such as sharing and donation of materials	Community initiatives supported include War on Waste, Give or Take, Repair Cafes, Win on Waste, Dorset Reclaim, Julia's House. The Council runs a 'New to You' facility with volunteers to encourage reuse of items received at the recycling centres.

<p>Promote cost-effective energy improvements to businesses</p>	<p>Action included in BCP Futures - Economic Development Strategy. Grants supplied by Low Carbon Dorset have been accessed by many BCP businesses. In 2022, funding was obtained by the Council to allow 250 BCP businesses to sign up to Climate Essentials. This helps businesses set up carbon pledges and work towards net zero. This has been further boosted by the UK Shared Prosperity Fund.</p>
<p>Promote consistency in decision-making to ensure that we are consistent in communicating and acting on this emergency</p>	<p>The Decision Impact Tool is used in decisions, reports, procurements policies and strategies.</p>
<p>Monitor and communicate progress via a Climate Emergency Annual Report</p>	<p>Annual Reports have been produced for each year following the Climate and Ecological Emergency Declaration</p>



Photo: Parks Foundation. Wildflowers at Winton

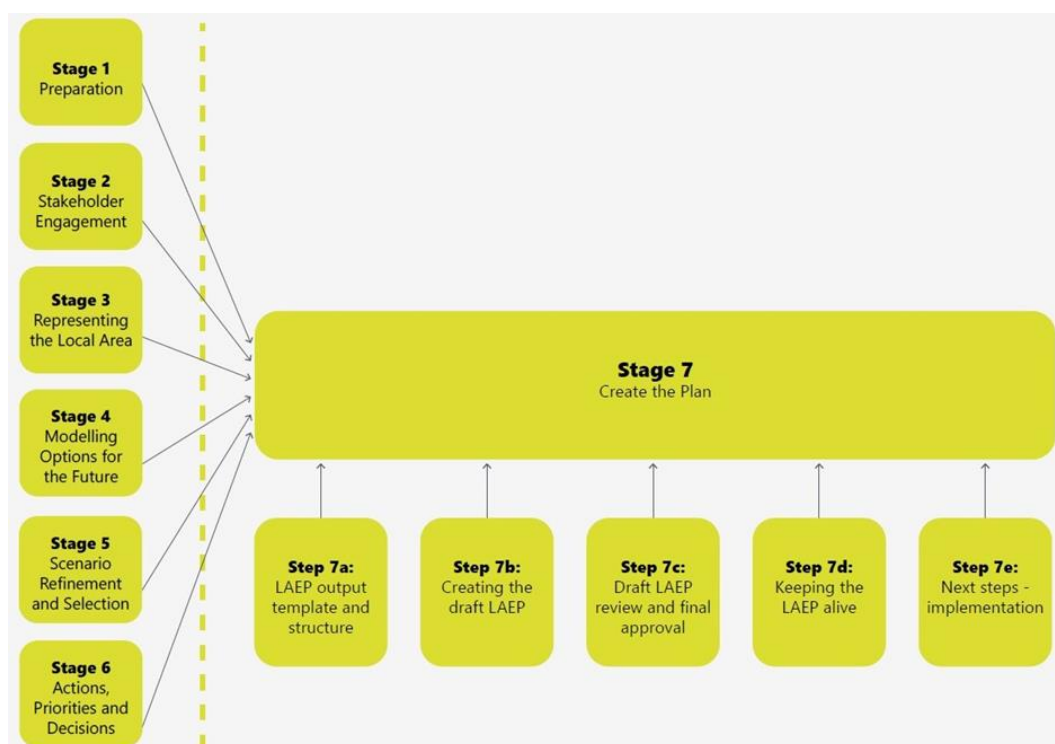
Further progress in tackling climate change

Recent initiatives undertaken by BCP Council services include:

Local Area Energy Plan

In order to progress our commitment to work with others towards a carbon neutral area by 2050, work has begun on a Local Area Energy Plan (LAEP) for the BCP area. A LAEP is a whole-energy-system approach, led by local government, with the collaboration of key stakeholders, which will help identify the most cost-effective integrated plan to contribute to timebound national and local net zero targets. The LAEP process uses the 7-step LAEP methodology (below) developed by Energy Systems Catapult, an independent research and technology organisation whose mission is to accelerate Net Zero energy innovation.

The LAEP will underpin the Council's climate and ecological emergency response and act as a framework to inform policy, planning, investment, reporting, monitoring of results and continuous improvement. It will focus on recommending solutions in a form ready to implement, and a roadmap and action plan with options for further longer-term implementation. Activity to create the BCP LAEP will be completed by the end of 2024.



Urban Forest Strategy

This innovative evidence-based strategy proposes an exciting vision for the future of trees in the BCP area until 2050. It identifies opportunities to manage the challenges and impacts of urban development and climate change for current and future generations in both the public and private realms. The council's first Urban Forest Strategy was developed using the feedback and comments received in a tree and woodland public survey carried out in autumn 2022. Alongside this feedback, the council facilitated two stakeholder workshops, which included representatives from council

departments, local businesses, charities and tree specialists. A public consultation was launched in early November 2023 and ran until 17 December 2023.



Council housing energy efficient new builds

A number of Council new-build housing schemes with energy efficiency measures and opportunities for wildlife have been built recently, including:

- Nine apartments and two houses completed on Wilkinson Drive in September 2023. Built to Passivhaus principles and including ground source heat pumps, triple glazing, hedgehog houses, swift bricks, bat boxes and bee biomes.
- Construction of twenty-four Passivhaus certified apartments on Herbert Avenue in October 2023. The homes are low energy, triple glazed, have electric heating, air source hot water cylinder, mechanical ventilation with heat recovery (MVHR) and bat and swift boxes.
- Twenty-two low energy Passivhaus certified homes built in Alice Gardens in June 2023. Each house has triple glazing, air source heat pump heating and hot water and MVHR.
- 62 new build apartments completed on Canford Heath, benefiting from three solar PV arrays with a combined 43.5kW power output, plus 5 no. Tesla Powerwall 13.5kWh batteries to store energy for when PV is not generating. EPC Average rating (B) 87 with Environmental impact (CO₂) rating (B) 91. A Biodiversity Mitigation Plan is in place, with a combination of 4 Bird boxes and 8 Bat boxes installed across the tree lined site.



Photo: Passivhaus energy efficient homes at Alice Gardens

Public Transport

The National Bus Strategy (NBS) tasked councils with responsibility for transport (called Local Transport Authorities – LTA's) to jointly work with bus companies in their area to set out how bus services in their area could be improved. Councils were also required to enter into formal arrangements with local bus operators called Enhanced Partnerships (EP). Funding for the BCP partnership was confirmed in November 2022 of around £8.9 million over three years. Faster and more reliable bus journeys are vital to improve the number of people using buses. The main scheme to be funded in BCP is a bus enhancement scheme between Bournemouth Station and Bournemouth Square including improved passenger facilities. As part of match funding agreements, MoreBus have invested in 18 new buses, with more to come.

Funding has also been allocated to five other neighbourhood initiatives throughout the BCP area. The schemes are now being developed with consultation and engagement due shortly. Works to improve safety and security at Poole bus station are underway and CCTV linked to the main BCP control room will be installed in 200 bus shelters. The increase in one local service, combined with a targeted fare offer has resulted in a 134% increase in the number of people using that route (over 11,000 additional journeys per month) which is exactly the aim of the NBS. The three-year project has a target to increase the number of annual bus trips in the BCP area from 17 million to 28 million. By improving our public transport offer and with existing bus users making more trips and new passengers joining them, this will make a significant contribution to our Climate Change action.

Flooding and Coastal Erosion

The Flooding and Coastal Erosion Risk Management (FCERM) team have been involved in joint authoring of the draft BCP Local Plan policies relating to flood risk, coastal change risk & Sustainable Urban Drainage to support BCP's development agenda for the next 15 years. A Strategic Flood Risk Assessment (SFRA) is also in preparation to support the Local Plan, which includes a new assessment for BCP's open coast to establish the risk from wave action. A new Christchurch Bay and Harbour FCERM Strategy is in preparation for managing flood & coastal erosion risks for the next 100 years in a sustainable way from Hengistbury Head to Hurst Spit, as is a new integrated cliff management strategy for all of the BCP area sea cliffs and chines. The team

is also preparing a new beach management plan that will draw together historic information on how beaches between Sandbanks and Hengistbury Head have been managed, to create a single reference for how the beach is managed to ensure it provides its vital coast protection function.

There is also a study to explore how to improve management of the sand dunes at Sandbanks. Capital projects include replacement of Bournemouth's existing 53 timber groynes and construction of a new replacement of Hengistbury Head Long Groyne - a critical shoreline stability structure; and Poole Bridge to Hunger Hill Flood Defence Scheme, designed to avoid £161million damages in the Old Town area of Poole during the lifetime of scheme. Asset management activities include developing new digital coastal and inland FCERM asset management systems, cataloguing all FCERM assets across the BCP area; refurbishment of Hamworthy Eastern Seawall to extend life by 30 years; and repairs required to Kinson Dam to reduce flood risk within the Kinson catchment. Find out more on the FCERM website: <https://twobays.net/>



Photo: Hengistbury Head Long Groyne

Sustainable Transport

The BCP Car Club operated by Co-wheels currently has 11 vehicles operating, and developer funding has been secured to provide a new e-Car Club vehicle in central Poole. The Council has applied for Local EV Infrastructure (LEVI) capital funding to increase the provision of public EV charge points with the specific aim of improving provision for residents with a high reliance on on-street parking. Subject to funding, the Council aims to deliver circa 200 x standard (7kW) chargers and aspires to install up to a further 56 x fast (22kW) chargers and 47 rapid (50kW) chargers to support the delivery objectives of the recently adopted BCP Council Public Electric Vehicle Infrastructure Strategy (PEVIS). This includes the provision of 11x fast chargers at existing Car Club locations, to facilitate the transition to a fully electric E-car club fleet within the conurbation. BCP Council's Bike Share scheme was introduced in 2019 with aims of reducing carbon emissions, traffic congestion and encouraging a cheap, healthy and environmentally friendly form of transport. Over 213,000 users have hopped on a Beryl bike, e-bike and e-scooter so far. They've undertaken 1,810,000 journeys, covering a staggering distance of 6,400,000 km. That's 160 times around the World! A third of these journeys have replaced a vehicle trip saving of 240 tonnes of carbon so far.

Working with local businesses

BCP's Towards Net Zero event held in September 2022 provided local businesses with the opportunity to learn about the benefits of a circular economy. Information was also available about

BCP's Carbon Reduction Project for business, which provides free help to Small and Medium-sized businesses, including introduction to the Climate Essentials platform which helps businesses measure, track and reduce their carbon emissions.



Photo: Delegates at Lush Cosmetic's Green Hub during BCP Towards Net Zero business event

Walking and cycling routes

Progress continues to be made on a range of cycling and walking routes across the conurbation, including:

- Installation of two four-metre-wide pedestrian and cycle bridges at the railway bridge on Glenferness Avenue.
- New cycle and pedestrian crossing installed at Serpentine Road roundabout.
- Start of trialling the School Streets Initiative at Oakdale Junior School in Poole, the sixth school in the area to join the scheme.
- Completion of new cycle route between Rigler Road and Hincliffe Road in Poole.
- Completion of 3.7km of sustainable travel route along Queen Anne Drive and Magna Road in Poole.



Photo: New crossings at Serpentine Road roundabout

Helping businesses decarbonise

BCP Council has been working with Climate Essentials since 2022 to provide local businesses with an online tool to create a bespoke decarbonisation plan. The user enters their baseline data, then the platform calculates emissions across scopes 1, 2, and 3 and separates data into four sections: Energy, Transport, Products and Services, and Waste. Businesses on the programme have access to one-to-one support sessions with Climate Essentials' climate science experts. These help businesses use the Climate Essentials platform to its maximum capacity, understand their carbon data and answer questions related to businesses operations or decarbonisation goals. Following the submission of the business' baseline data, they can then go on to complete their carbon reduction plan by making reduction targets. These targets demonstrate to organisations how taking different actions will impact their carbon emissions and uses their data to quantify potential carbon savings. Businesses can make long term carbon reduction plans by indicating the actions they will take to reduce emissions and specify their intended timeframe.



The first campaign that BCP Council worked on with Climate Essentials ran from June 2022 to May 2023 funded by Additional Restrictions Grant, Stream 4. During that campaign, 29 organisations completed their carbon emissions tracking across 57 sites, accounting for 22,332 tonnes of CO₂e emissions. Of these, 13 organisations went on to complete their reduction targets to save 762 tonnes of CO₂e. The current campaign, funded by the UK Shared Prosperity Fund, started in September 2023 and is expected to run until March 2025. From the £2.4 million awarded to BCP Council, £250,000 has been allocated to the decarbonisation scheme, providing a Low Carbon Economic Development Officer, 80 licences for Climate Essentials, and a match-funded grant scheme to support local businesses to make changes to reduce their carbon impact. There are currently ten organisations signed up and entering their baseline data, while two of these have set their reduction targets, completing their plans. Although this campaign is ongoing, over 500 tonnes of CO₂e emissions have been mapped, and 22 tonnes of CO₂e has been pledged to be saved. The match-funded grant scheme is available to all businesses located within Bournemouth, Poole and Christchurch, which have an active decarbonisation plan, for amounts between £500 and £5,000.

Making Homes Warmer

The Council worked with the energy experts at Ridgewater Energy and a number of funding sources in 2022-23 to deliver improvements to resident's homes that save energy and cut carbon emissions. These included the Council's Household Support Fund that provided 101 home visits, replacement gas boilers, and efficient white goods. 10,000 Energy and Money Saving booklets were produced and distributed at presentations and via partner agencies. 308 insulation measures were installed in homes and 2,300 small energy saving measures were distributed on LEAP home visits. This activity is estimated to save £686,000 per year on energy costs and avoid 972 tonnes of CO₂ per year.

Part 2: Technical Information

Strategic Aim 1- BCP Operations: Carbon neutral organisation by 2030 – emissions calculations

The Council reports on sources of carbon emissions over which it has financial control. The Council has financial control over a service if it has the ability to direct the financial and operating policies of the service with a view to financially managing its activities, e.g. setting budgets, managing expenditure and/or obtaining income.

We are improving our methodology each year and so have adjusted figures from previous years to ensure they are the most accurate possible.

Leased-out buildings (BCP homes, some leisure centres and other leased-out buildings) remain the largest contributor to our total, generating an estimated 61% of our emissions.

To understand and help reduce our emissions, they are categorised under the headings of Scope 1, 2 and 3. These are illustrated below.

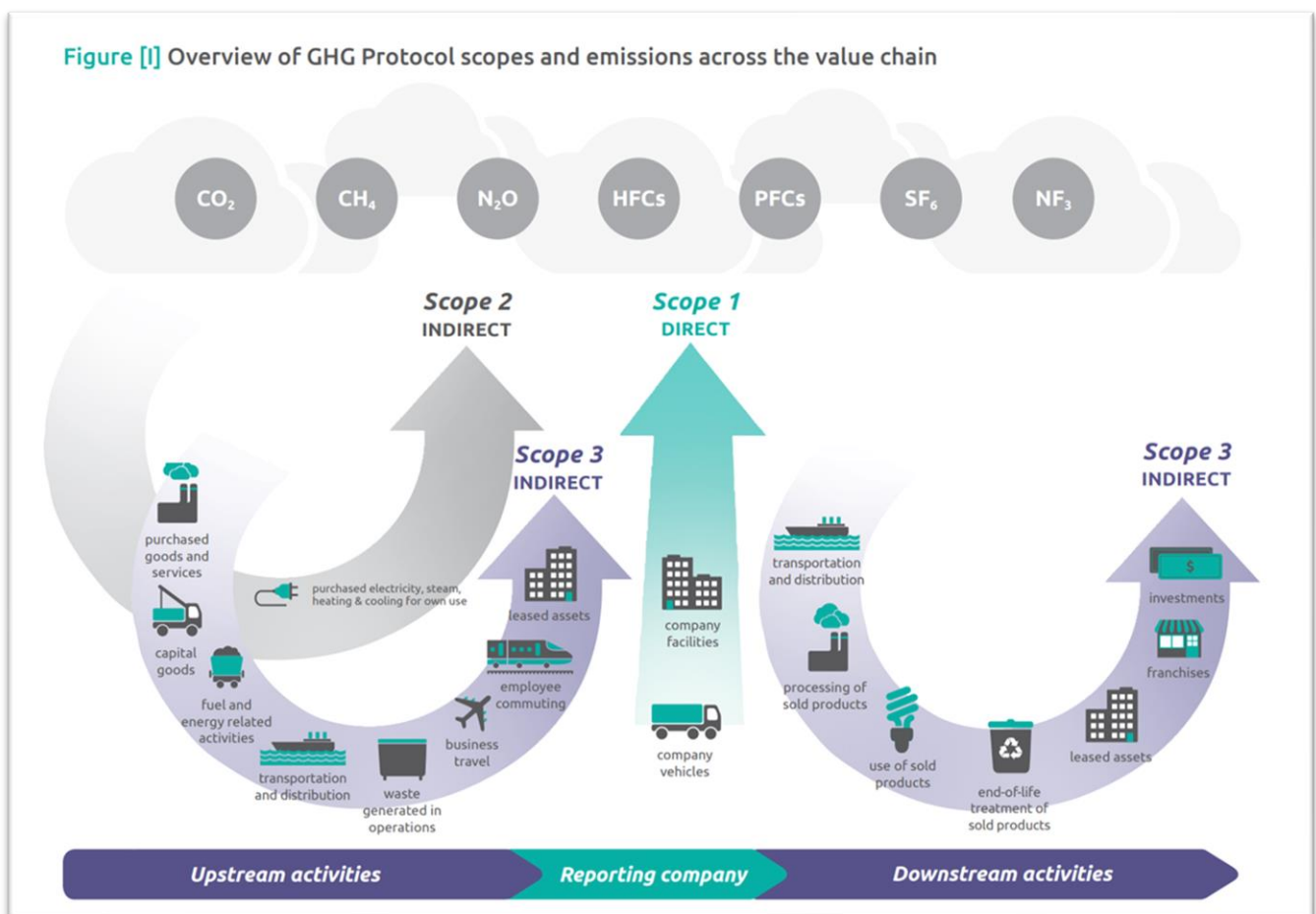
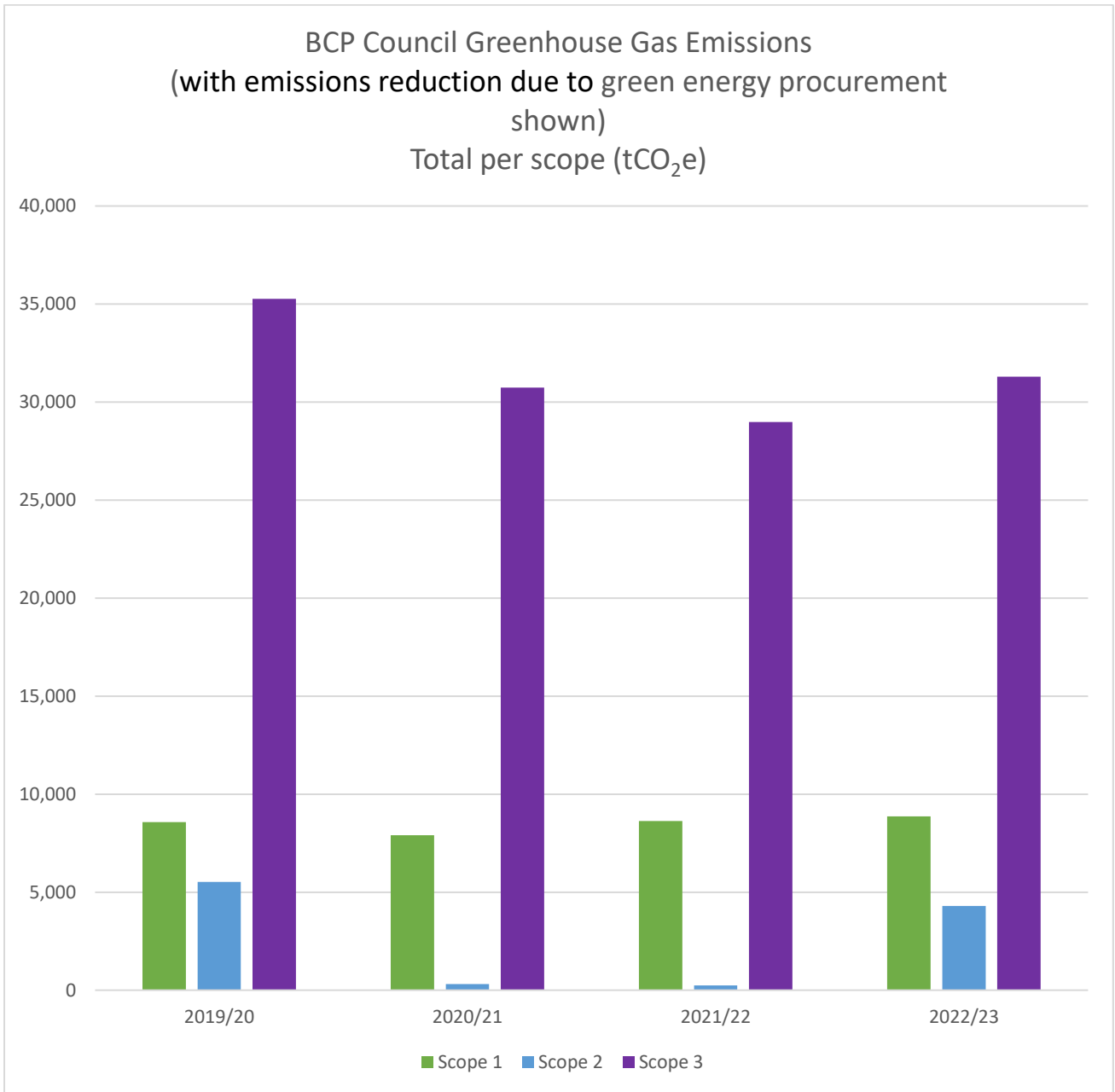
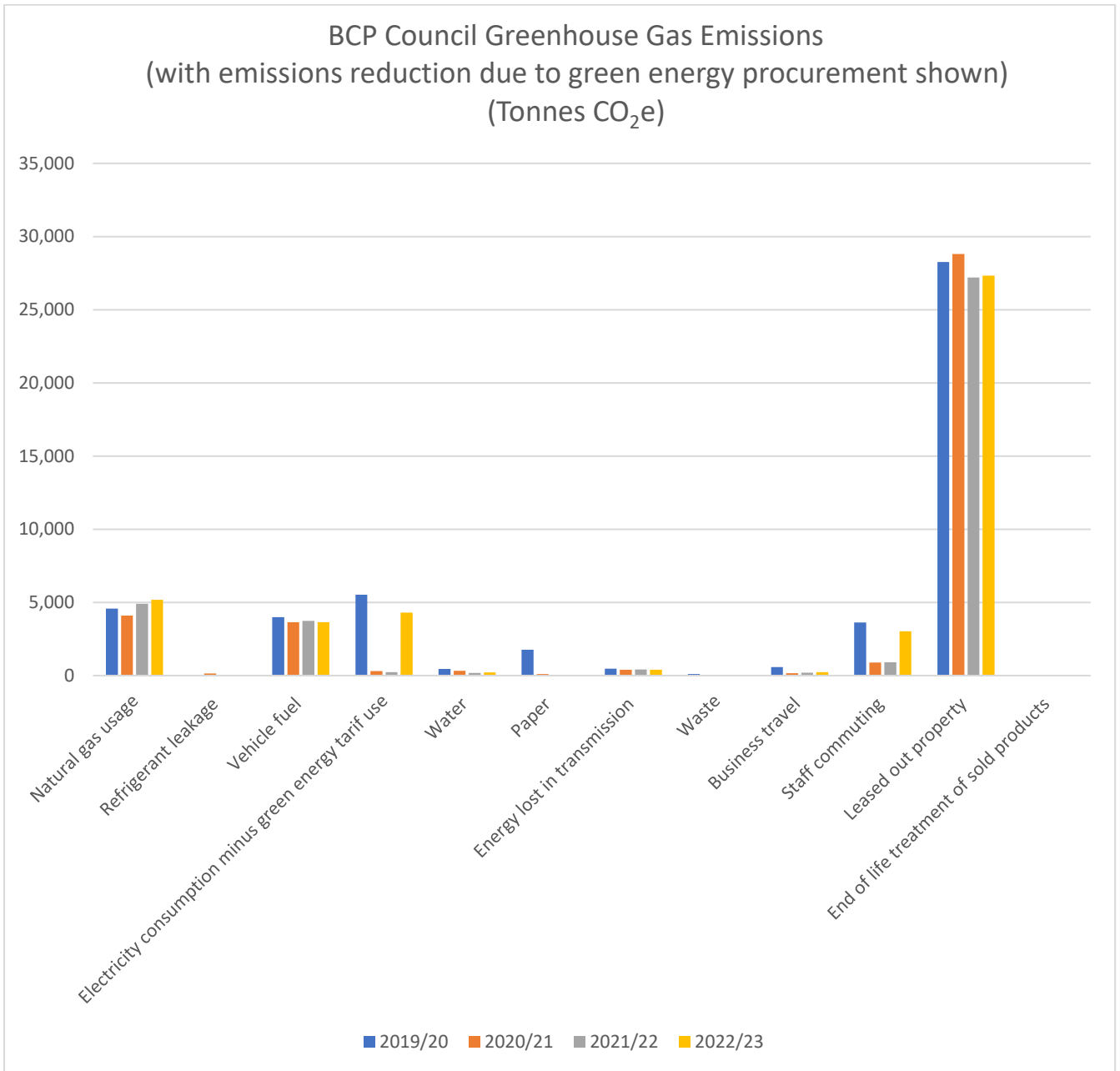


Image: Scope3_Calculation_Guidance_0[1].pdf (ghgprotocol.org)

Scope 1, 2 and 3 GHG gas emissions by year



BCP Council Greenhouse Gas emissions by activity by year



BCP council greenhouse gas emissions inventory 2019-2023

Scope	Sector	GHG Emissions (tonnes CO ₂ e)				% Change between 2019 & 2023
		2019/20	2020/21	2021/22	2022/23	
1	Natural gas usage	4,570	4,112	4,898	5,177	+13.3
1	Refrigerant leakage	No data	138	6	39	-71.4
1	Vehicle fuel	4,000	3,652	3,732	3,647	-8.8
2	Electricity consumption (with reduction for green energy procurement)	5,524	312	244	4,301	-22.1
3	Water	458	332	182	222	-51.6
3	Paper	1,764	111	31	26	-98.5
3	Energy lost in transmission	469	397	421	393	-16.1
3	Waste	110	33	60	57	-48.1
3	Business travel	576	168	191	234	-59.4
3	Staff commuting	3,630	885	905	3,025	-16.7
3	End-of-life treatment of sold products	0.20	1.10	0.45	0.20	0
3	Leased out property	28,264	28,812	27,194	27,334	-3.3
TOTAL (with emissions reduction due to green energy procurement)		49,365	38,953	37,864	44,455	-9.9
TOTAL (illustrating if green energy had not been procured)		49,365	43,217	42,380	44,455	-9.9

Did you know? Through our IT device choices and policies, we have driven down greenhouse gas emissions:

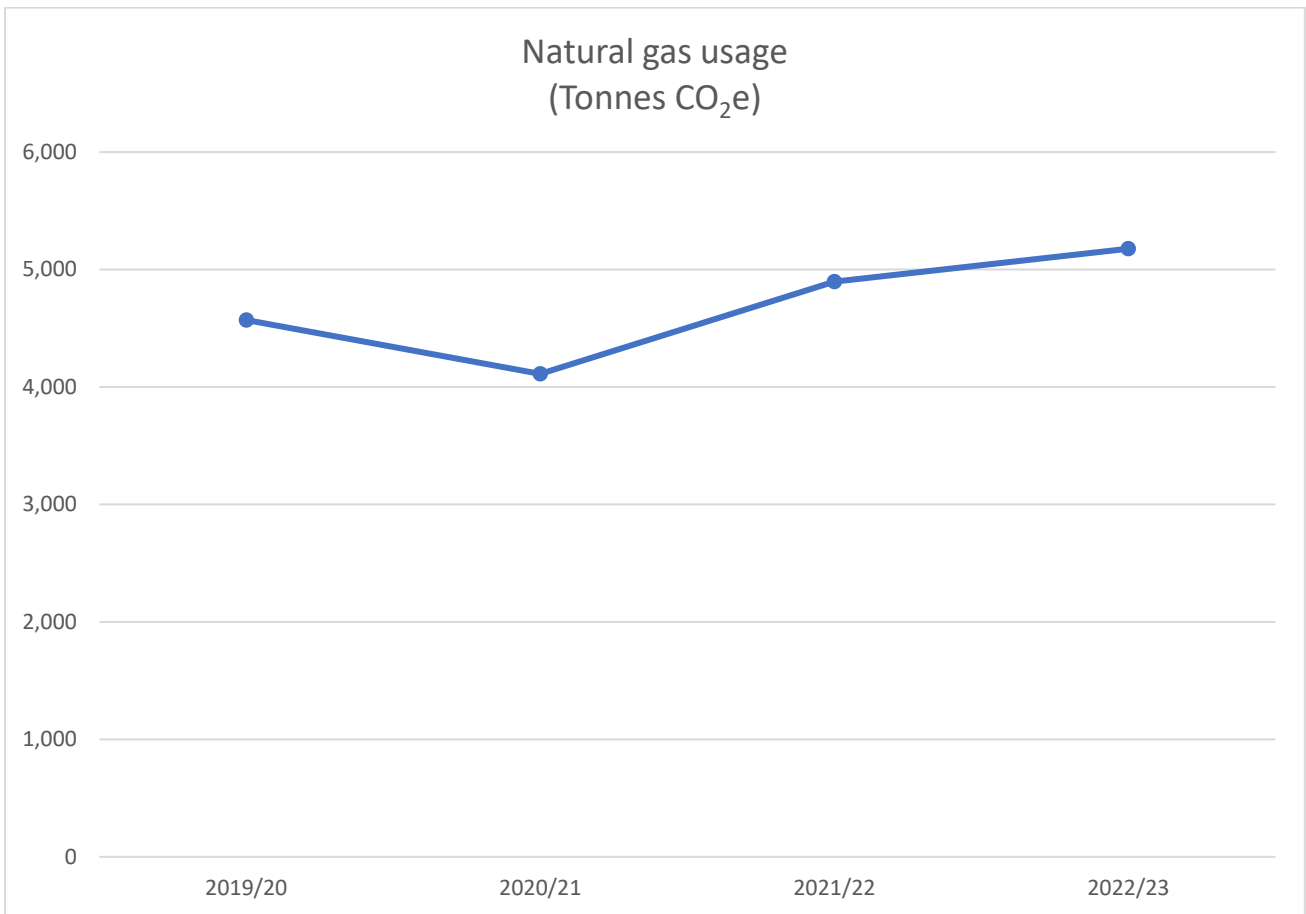
- Significantly reduced the number of printers thereby reducing resource use
- Embraced a paperless approach to documentation with online sharing and editing
- Continuing to promote virtual meetings and conferences to reduce travel
- A cloud-first approach to data storage - considerably more energy efficient than on-premise alternatives
- Use of an IT supplier able to recycle and reuse redundant devices
- Continuing to reduce the need for corporate mobile phones.

BCP Council Scope 1 emissions examined

- Natural gas
- Refrigerant leakage
- Vehicle Fuel: Diesel and Hydrogenated Vegetable Oil (HVO)

Natural gas

BCP Council emissions from natural gas usage 2022/23



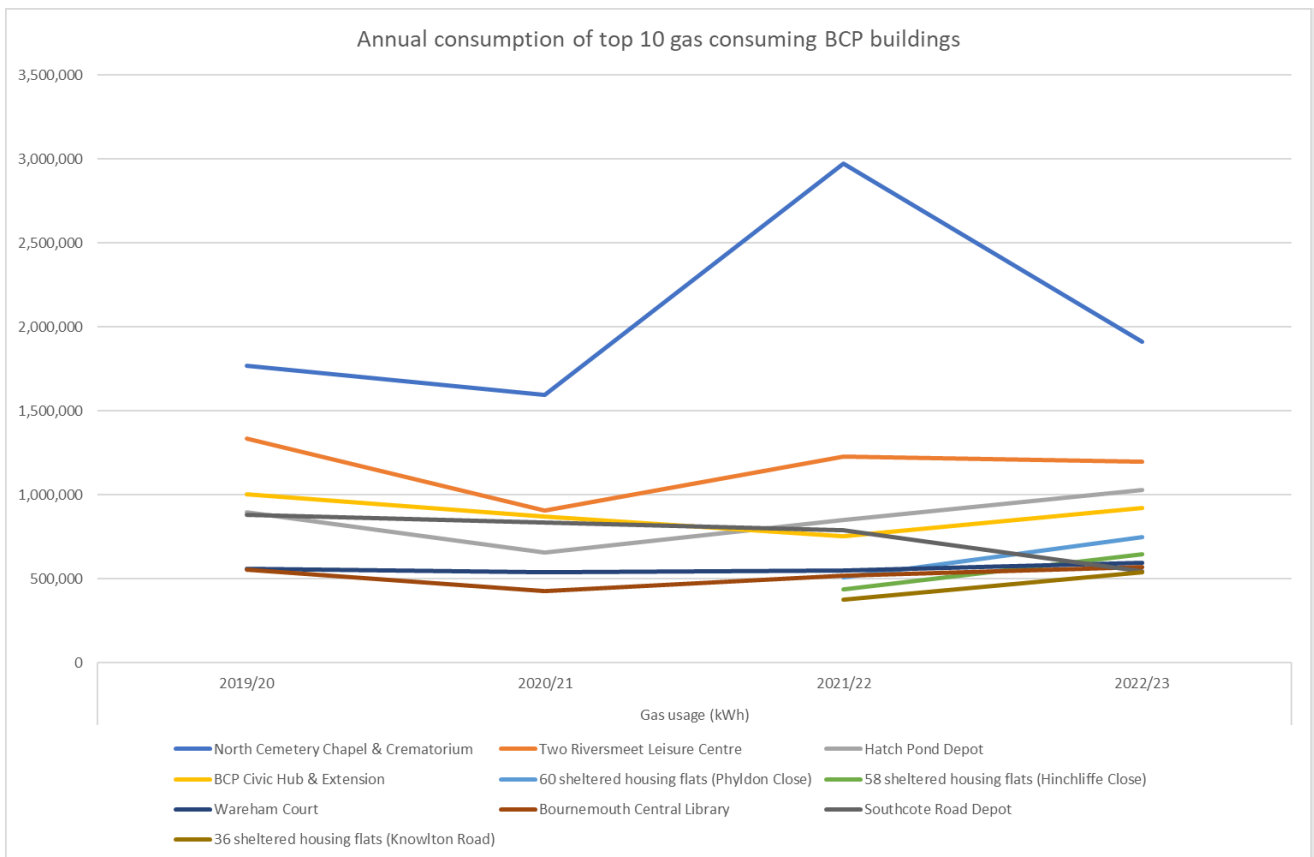
Trends

It was expected that gas consumption would fall during the pandemic and then increase to a point afterwards. However, gas usage has continued to increase beyond the pre-pandemic levels.

Sheltered housing previously run by Poole Housing Partnership moved over to the Council's energy services platform on 1st October 2021. This has made a large contribution to the increase in gas usage from 2021/22 onwards.

BCP Council emissions from natural gas usage 2022/23

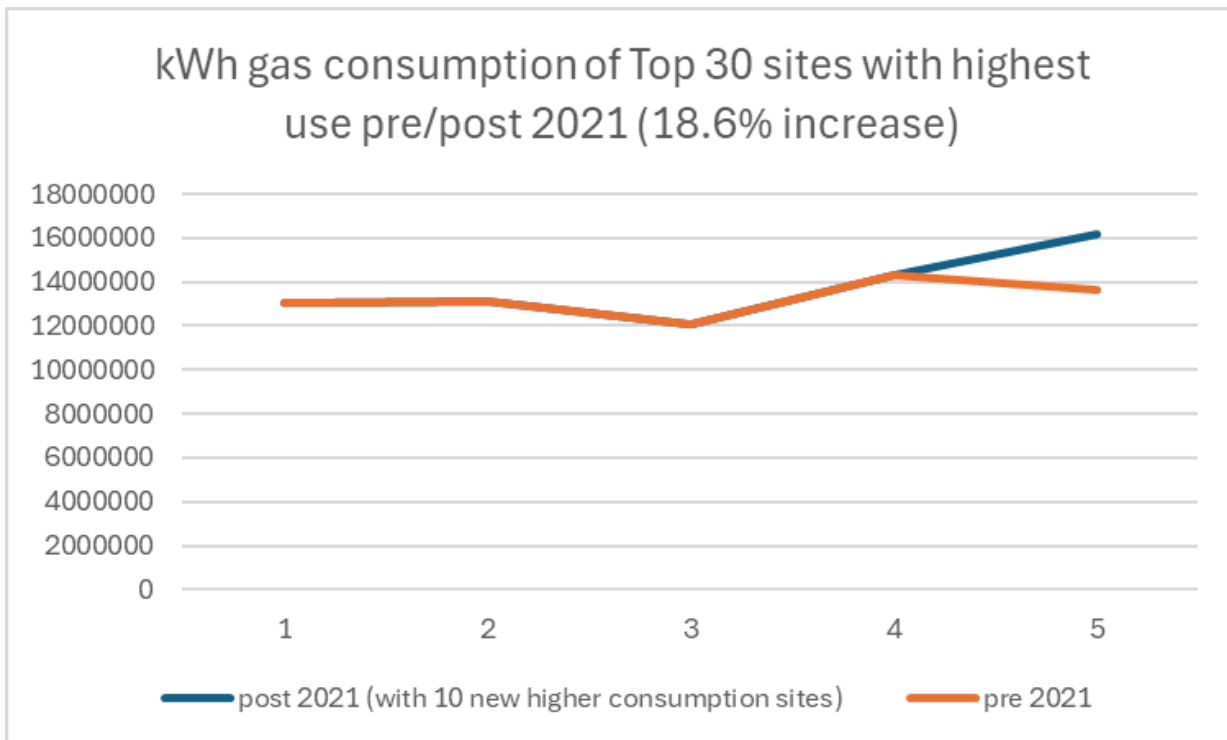
	2019/20	2020/21	2021/22	2022/23
Consumption (kWh)	24,856,991	22,362,370	26,739,876	28,761,648
Emissions (tCO ₂ e)	4,570	4,112	4,898	5,177



*Data prior to 2021/22 not available for sheltered housing

Building	Gas usage (kWh)			
	2019/20	2020/21	2021/22	2022/23
North Cemetery Chapel & Crematorium	1,771,098	1,595,755	2,973,243	1,910,371
Two Rivers Meet	1,336,555	905,735	1,228,718	1,200,282
Hatch Pond Depot	897,175	656,635	848,704	1,028,648
BCP Civic Hub & Extension	1,002,142	871,460	752,512	920,630
60 sheltered housing flats (Phylidon Close)			507,281	749,670
58 sheltered housing flats (Hinchliffe Close)			435,322	649,001
Wareham Court	562,399	539,283	552,294	597,465
Bournemouth Central Library	554,940	425,728	519,046	568,337
Southcote Road Depot	883,508	837,702	789,734	544,940
36 sheltered housing flats (Knowlton Road)			376,815	537,879

The impact on gas consumption of the additional sites now included in the Laser energy contract can be further illustrated by comparing the cumulative kWh gas use of the top 30 highest-consuming sites before and after 2021 (see below). 10 new sites replaced those previously in the top 30 of highest users, and the increase in gas use compared to the sites previously included is 18.6%. As an indication of the effect of recently added sites on the whole estate this is further reason to step up measures to improve efficiency of gas use in Council buildings and use of low carbon alternatives.



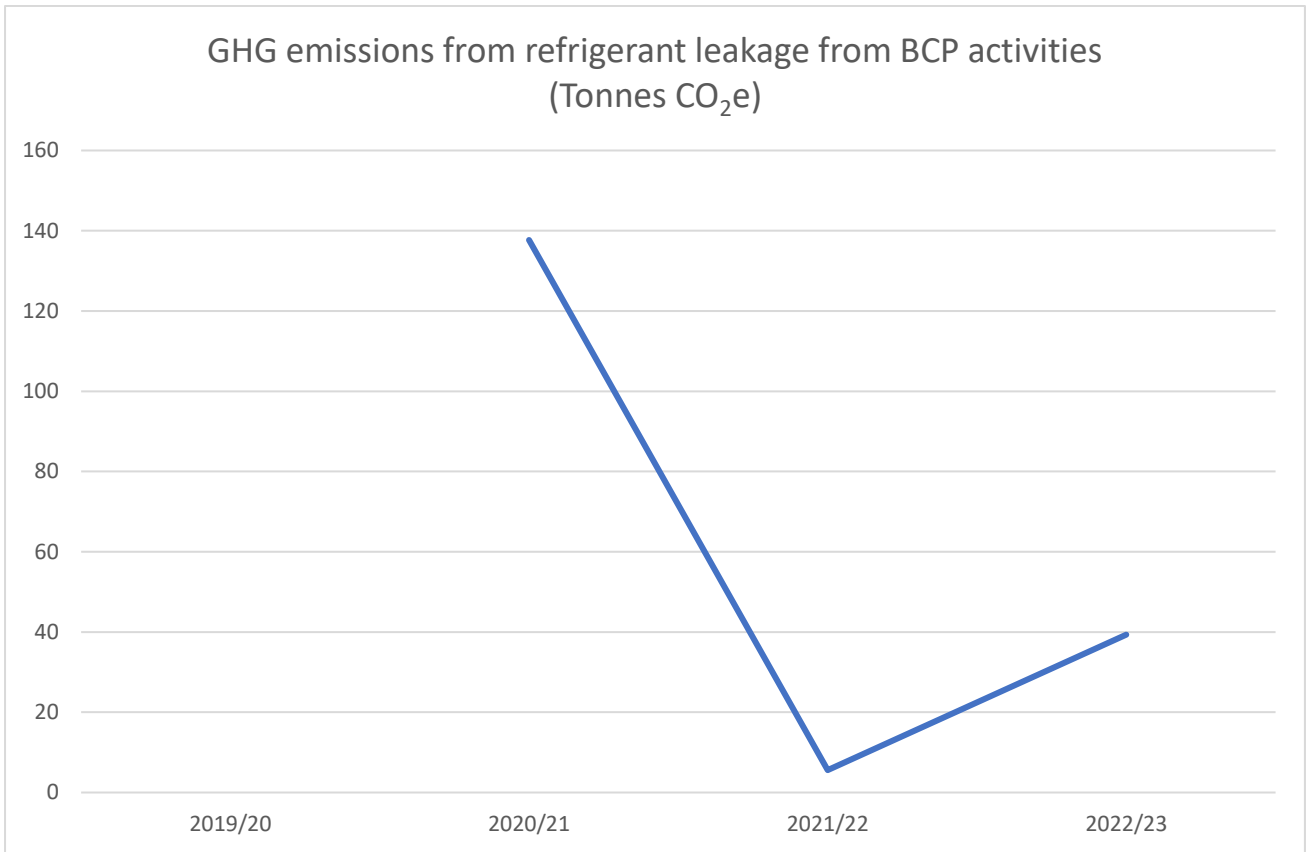
Methodology

Emissions are calculated from Council consumption figures provided by Laser, the Council’s energy services provider. The emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.](#)

Refrigerant leakage

Refrigerant gases can leak from units such as air conditioning units, fridges and freezers.

BCP Council emissions from refrigerant leakage 2022/23



Trends

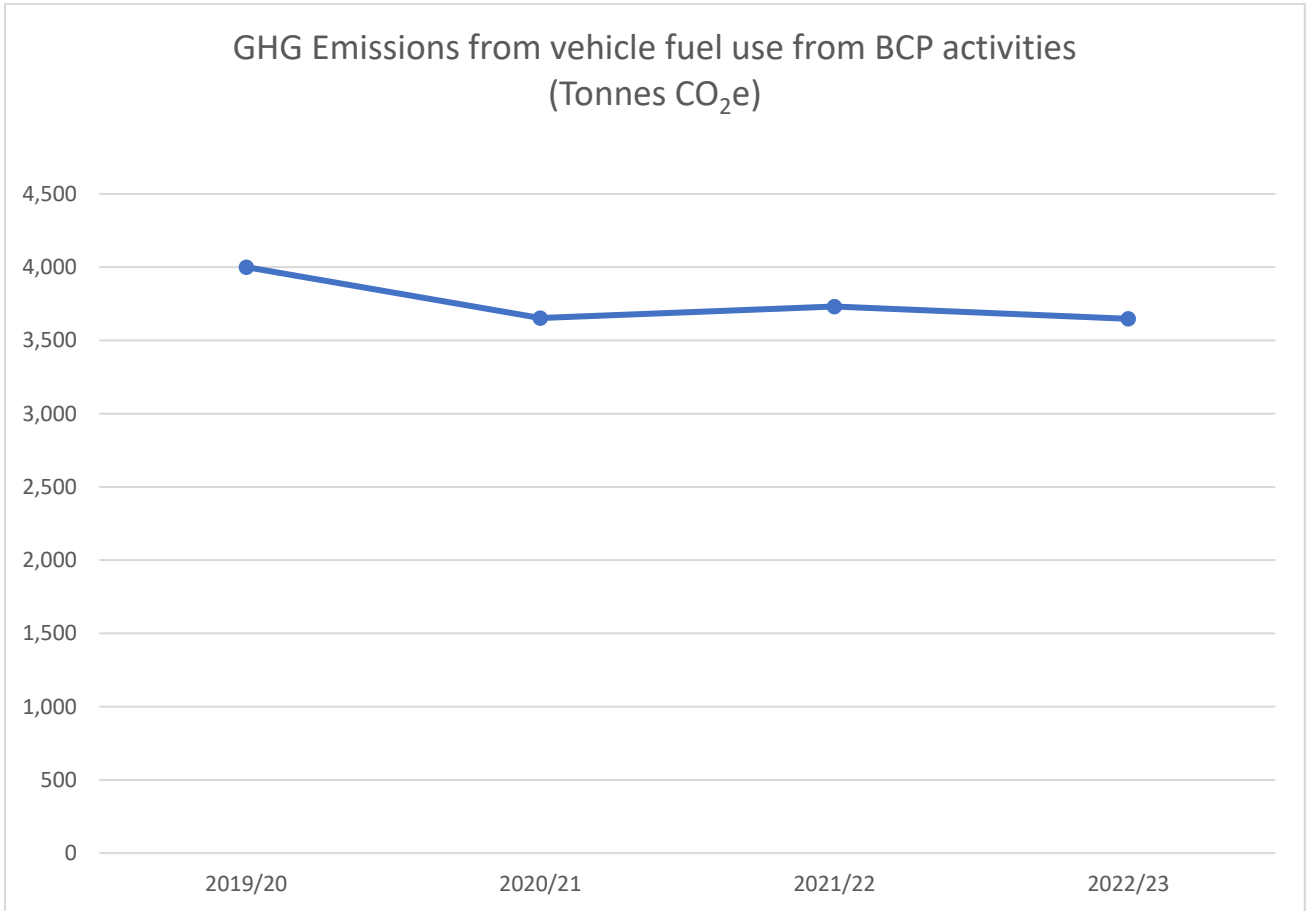
The frequency of top ups is relatively unpredictable as they are required due to faults or wear and tear. Consequently, the above results should not be interpreted as a legitimate trend. However, when the opportunity arises, the Council has switched to refrigerants with considerably lower GHG emissions.

Methodology

Emissions are calculated using data from our contractors on the amount and type of refrigerant used during top ups. The appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set](#) is then applied to arrive at the GHG emissions figure.

Vehicle Fuel: Diesel and Hydrogenated Vegetable Oil (HVO)

BCP Council emissions from vehicle fuel usage 2022/23



Trends

The variation over the four years is relatively minor. There are a variety of factors that could contribute to these fluctuations:

- Service redesign (changing locations vehicles operate from)
- Internalisation of contracts
- Newer vehicles – better fuel economy
- Shifts towards home working
- Seasonal service demands (projects such as cleaner greener safer)

Methodology

Emissions are calculated from data provided by the Council's Procurement team. This includes fuel delivered to all Council depots for use in our fleet vehicles, Landtrain fuel and fuel purchased via Fuelcards at service/petrol stations. The appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set](#) is then applied to arrive at the GHG emissions figure.

BCP Council Scope 2 emissions examined

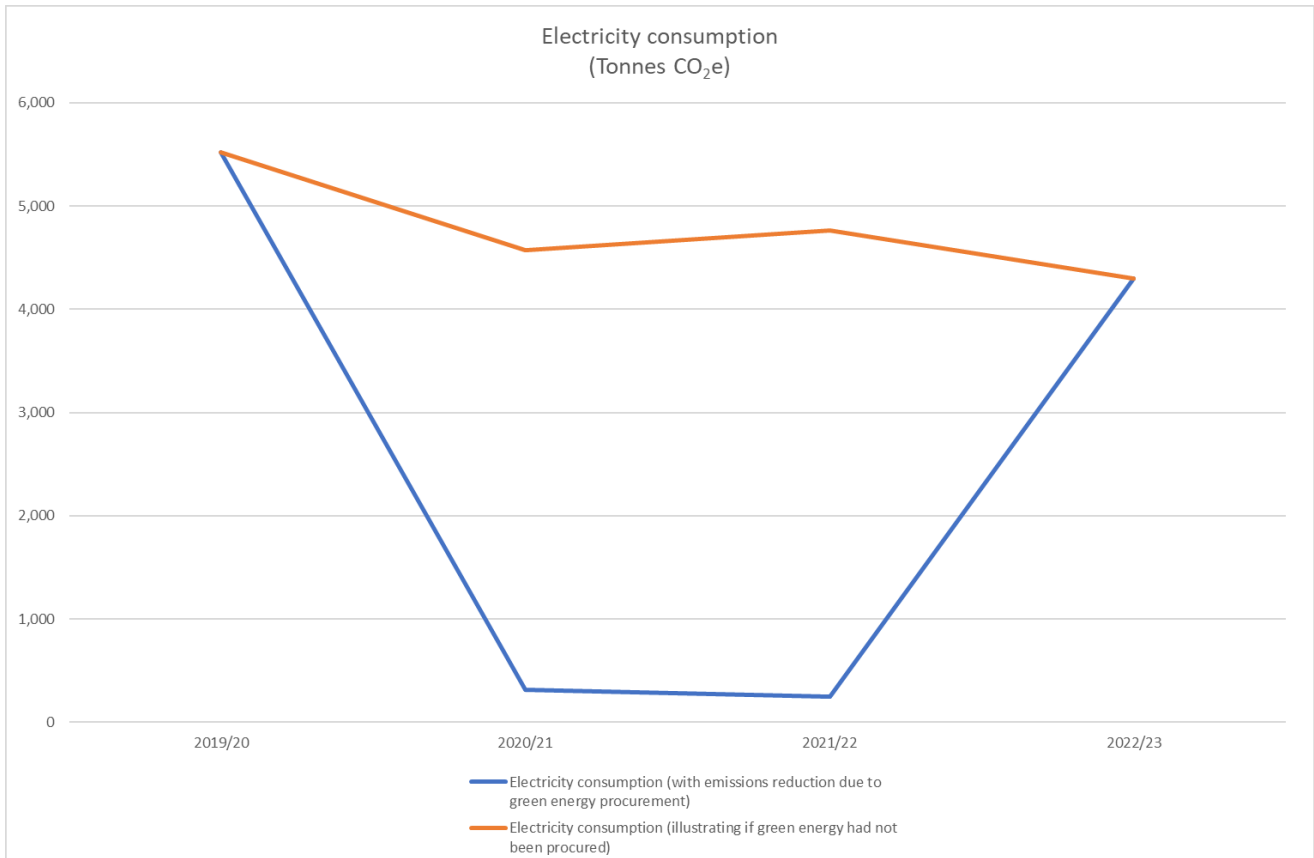
- Electricity use

Electricity used in buildings and streetlighting

This includes electricity used in Council buildings and that used for street lighting (including traffic signals).

We adhere to the Government’s environmental reporting standard to show what our emissions would have been had we not bought green electricity in the years 2020-2022. This can be seen in the chart below.

BCP Council emissions from electricity usage 2022/23



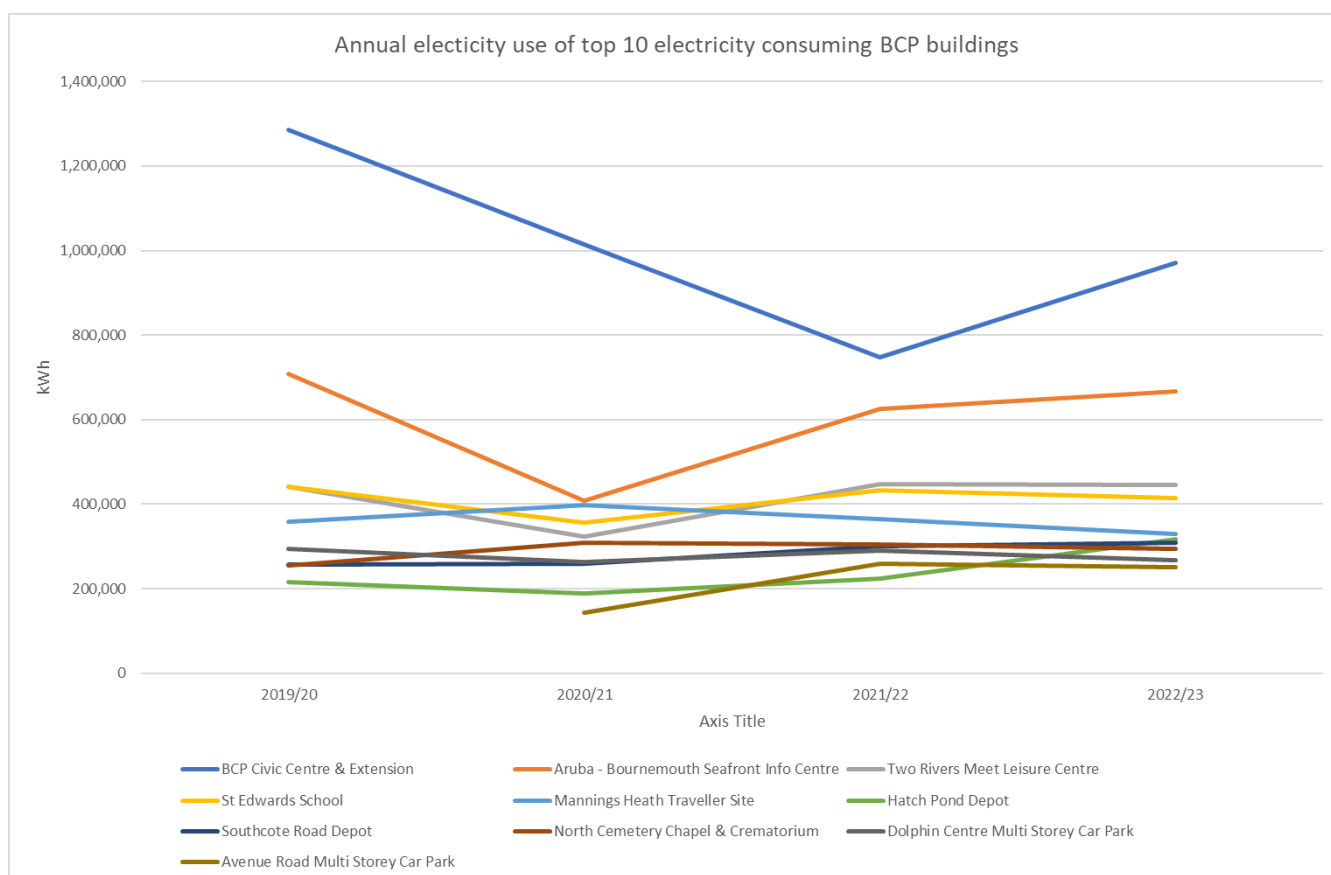
Trends: buildings

BCP Council emissions from electricity usage in buildings 2022/23

	2019/20	2020/21	2021/22	2022/23
Consumption (kWh)	12,490,079	11,083,920	13,602,891	13,661,529
Emissions (tCO ₂ e)	3,192	2,561	2,888	2,642

Emissions resulting from electricity usage in our buildings has decreased over the four-year period. However, although electricity consumption itself decreased during the pandemic, during the two most recent years the consumption has risen. It should be remembered that as we migrate to electric vehicles and electric heating, demand will increase accordingly. As the above figures illustrate, despite the increased consumption, emissions have fallen from the baseline year largely due to decarbonisation of the electricity supply.

Annual electricity use in the 10 highest consuming buildings



Annual electricity use in the 10 highest consuming buildings

Building	Electricity use (kWh)			
	2019/20	2020/21	2021/22	2022/23
BCP Civic Centre & Extension	1,286,049	1,013,784	748,515	970,866
Aruba - Bournemouth Seafront Info Centre	709,175	408,847	626,054	666,231
Two Rivers Meet Leisure Centre	442,174	322,825	446,892	444,510
St Edwards School	441,714	355,769	432,872	415,236
Mannings Heath Traveller Site	358,843	397,101	363,993	329,357
Hatch Pond Depot	215,272	188,145	223,320	316,634
Southcote Road Depot	257,564	258,663	301,015	309,292
North Cemetery Chapel & Crematorium	254,273	309,159	305,031	295,332
Dolphin Centre Multi Storey Car Park	294,440	262,595	290,717	268,259
Avenue Road Multi Storey Car Park	No data	143,248	258,664	249,989

Note: These figures do not include energy generated from onsite Solar panels where these are installed.

Trends: streetlighting

BCP Council emissions from electricity usage in streetlighting 2022/23

	2019/20	2020/21	2021/22	2022/23
Consumption (kWh)	9,119,964	8,721,784	8,818,493	8,582,052
Emissions (tCO ₂ e)	2,331	2,015	1,872	1,660

Emissions from operating streetlighting and traffic signals has steadily decreased over the last four years. This is primarily due to the roll out of LED lighting which uses less energy than conventional lighting and decarbonisation of the electricity supply.

Other factors that have affected energy usage and emissions include:

- changes in the number of assets due to highway improvement works
- fluctuations in daylight hours affecting the number of hours streetlights are illuminated

Note: Figures include Christchurch streetlights, about 14% of the Dorset PFI contract. Further work is planned to reduce streetlighting after midnight in the coming year.

Methodology

Emissions are calculated from consumption figures provided by Laser, the Council's energy services provider. The emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.](#)

BCP Council Scope 3 emissions examined

- **Goods and services: Water and paper**
- **Energy lost transporting electricity**
- **Waste**
- **Business travel**
- **Commuting**
- **End-of-life treatment of sold products**
- **Leased out buildings**

This is the fourth year we have gathered data and calculated the GHG emissions for our activities. We will compare our performance every year against our first year of data (the baseline) from 2019/20.

Each year our performance in terms of GHG emissions is likely to change due to a number of factors. The primary factor is a change in how we operate or the scale at which we operate. Changes may also occur due to new data availability or methodology improvements (either within the Council or at a government level such as DESNZ or formerly BEIS).

To calculate BCP Council Scope 3 emissions, the Greenhouse Gas Protocol Standard¹⁶ has been used. This is a comprehensive global standardised framework used to measure and manage greenhouse gas (GHG) emissions; it is the only internationally accepted method for companies and organisations to account for these types of emissions.

Nine out of the fifteen GHG Protocol Scope 3 categories apply to BCP Council. Two have been merged into a single category (purchased goods & services and capital goods), however, we currently are only able to assess water and paper consumption/treatment due to the nature of data that can be collected through our current procurement system. The waste category is also slightly different from that specified in the GHG Protocol. We have included wastewater with water supply as the two are so closely linked.

To calculate the GHG emissions of an activity involves measuring either a weight, volume, distance, or similar metric associated with the activity. This measurement is then multiplied by an emission (or conversion) factor giving the amount of GHG emissions released because of that activity.

For example, to calculate the GHG emissions associated with the purchase of water during a financial year, the volume of water used during that period is multiplied by the emission factor. In most cases we have used emission factors published by Government Departments. The resulting number expresses the GHG emissions in tonnes CO₂e which means the number of tonnes of carbon dioxide with the same global warming potential as the combination of GHG gases released into the atmosphere from that particular activity.

¹⁶ Greenhouse Gas Protocol, [Technical Guidance for calculating Scope 3 emissions](#), World Resources Institute and World Business Council for Sustainable Development, 2013

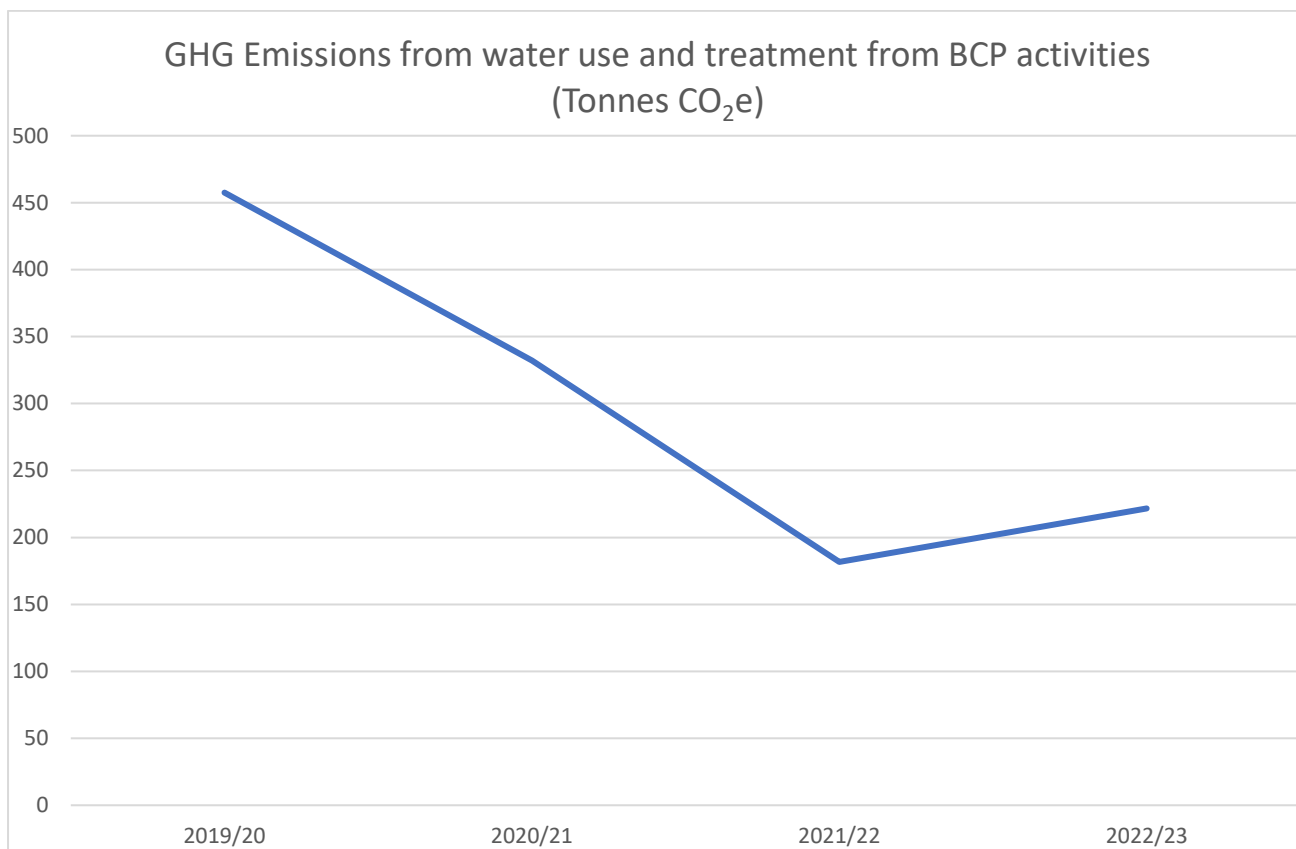
CO₂e is the standard unit for measuring GHG emissions. This expresses the impact of each different greenhouse gas in terms of how much CO₂ would create the same amount of warming. That way the impact of activities that release several different gases can be expressed as a single number.

It has not been possible to include all sources that are known to emit carbon. This is because some current Council operations rely on systems which do not collect the relevant data for GHG emission calculations. However, this Scope 3 assessment has identified changes that can be made to capture more useful data in the future. This will mean more accurate and complete Scope 3 GHG emissions. This also means that some improvements we make will not show through our carbon emissions data.

Over time we have improved our methodology and /or obtained more accurate information and so the estimate of emissions becomes more accurate. In some cases, we have been able to backdate data and so bring previous years up to a more accurate estimate.

Goods and services: Water and paper

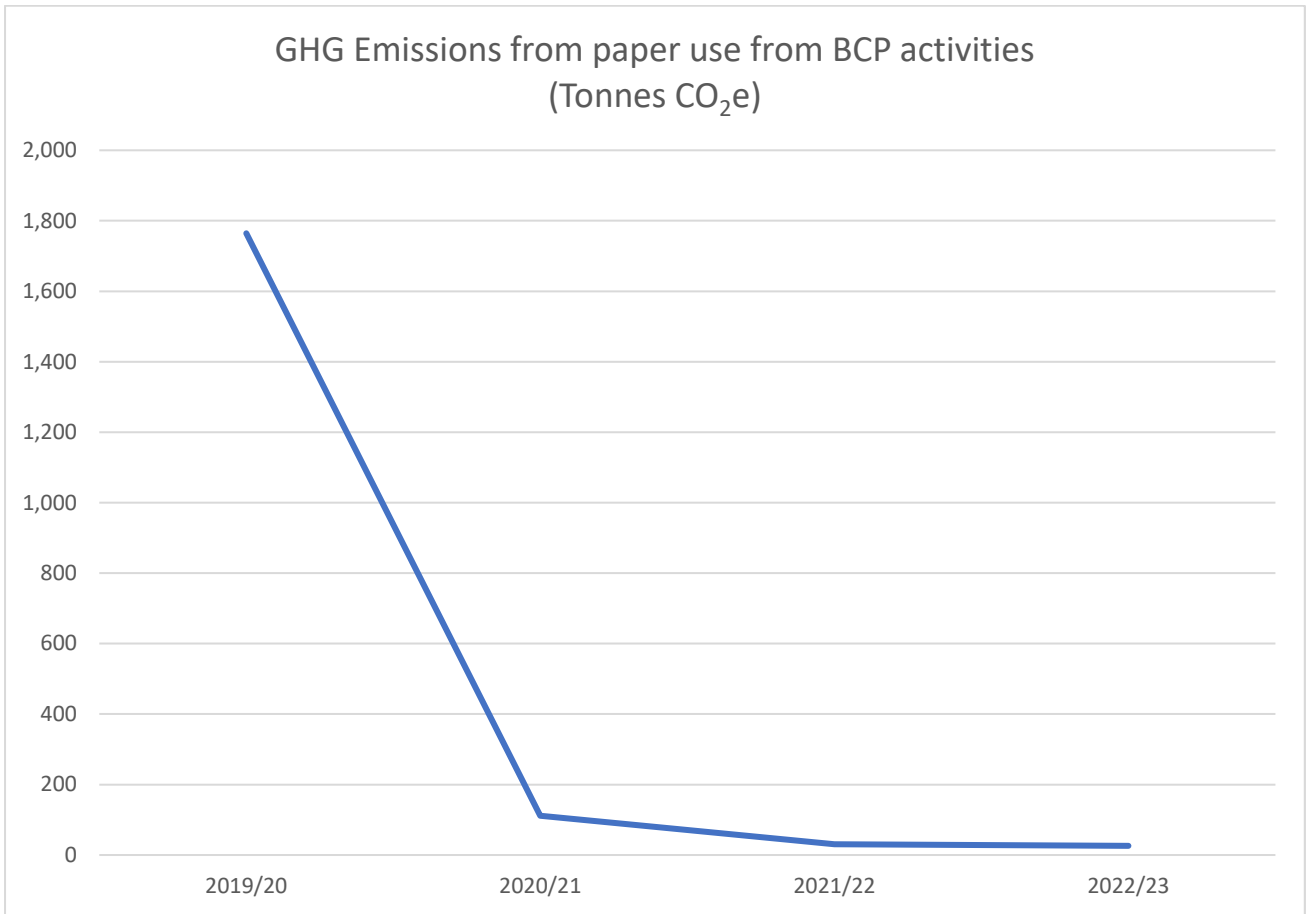
BCP Council emissions from water use and treatment 2022/23



Trends – water use and treatment

Emissions from water use have decreased over the four years with a slight increase this last year. The increase is likely to be linked to increased water usage resulting from the additional properties added to the council's portfolio, but this needs further investigation.

BCP Council emissions from paper use 2022/23



Trends – paper use

The initial drop in emissions from paper use was due to the pandemic when the offices were closed, and most staff worked from home. Usage continued to drop despite staff returning to the office due to the corporate push to communicate digitally with residents where possible and a move from paper-based to electronic document filing.

Methodology

All goods and services procured by the Council have the potential to emit greenhouse gases. It has been possible to calculate the GHG emissions with an acceptable level of accuracy only for paper and water.

Includes:	Excludes:	Justification	Accuracy
<ul style="list-style-type: none"> • Paper (copier and paper towels) • Water (including wastewater as closely related) 	<ul style="list-style-type: none"> • Everything else 	<ul style="list-style-type: none"> • It is inaccurate to assume the GHG emissions for paper and water combined per £ spend would 	<ul style="list-style-type: none"> • Copier paper included is only that purchased through our main supplier • Assumed all types of paper towel weigh 2 grams

		fairly represent the emissions from everything else the council procured	<ul style="list-style-type: none"> Data from all BCP council water meters
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Data on amount of paper purchased was obtained from our Procurement Department. Water consumption data was obtained from our water utility companies. The emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.](#)

Using the GHG emission figures for water and paper and making the assumption that everything else purchased as a Council has the same GHG emissions per pound spend as these two items, an estimate could be made for all our purchases. However, it has been decided not to take this route as the range of items and services we purchase is so great that the level of inaccuracy of the resulting figure would be too large.

Instead, the impact of our purchasing is acknowledged through the development of policies which aim to reduce the GHG emissions associated with buying goods and services:

Integration of sustainability into BCP Council Financial Regulations (April 2020), Part G Regulation 3b

The commissioning officer in consultation with the SPT must ensure:

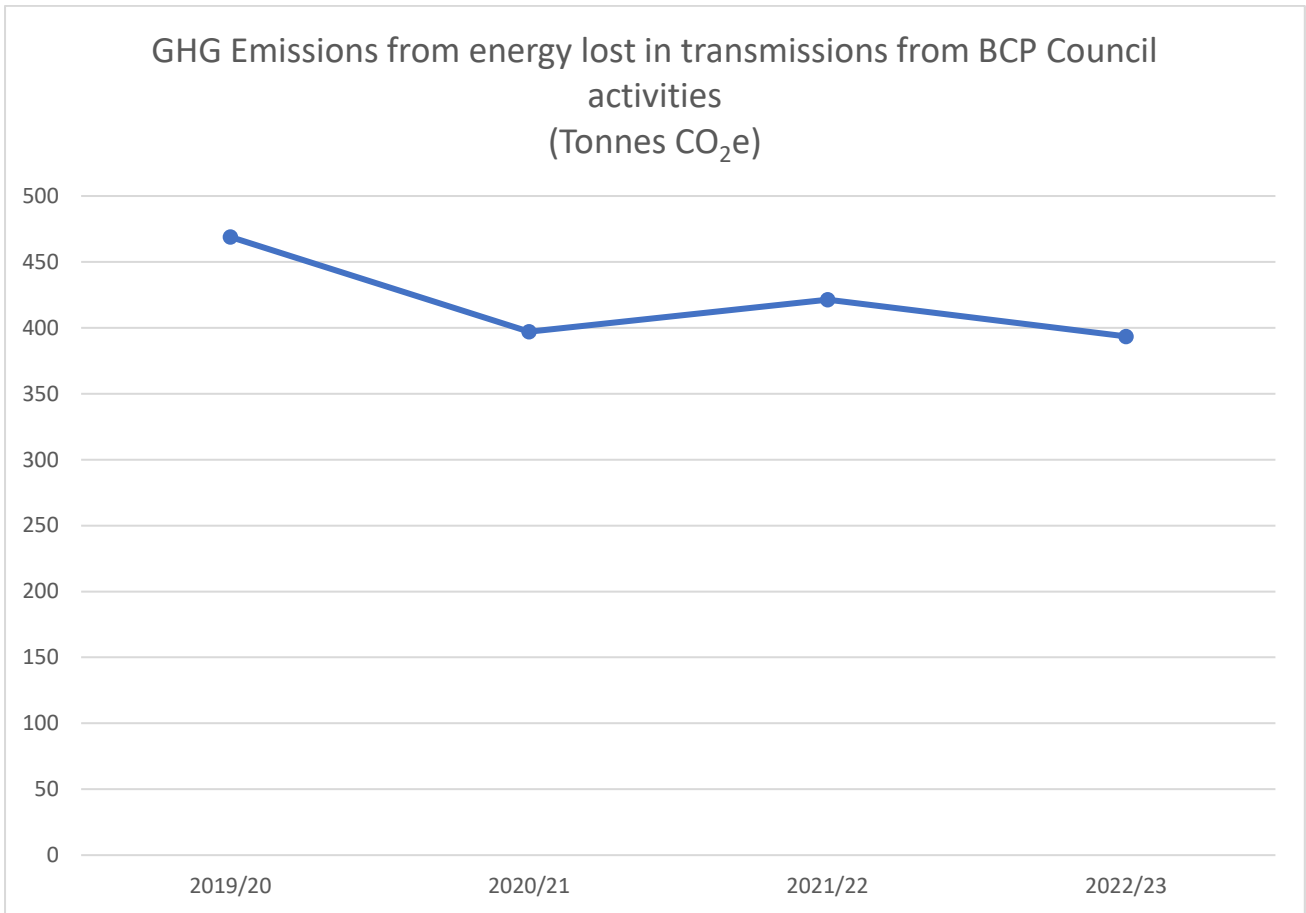
- Sustainability requirements are considered and built into the specification
- The Decision Impact Assessment form must be completed on all procurements
- A standard selection questionnaire includes questions on environmental and qualities standards. Potential bidders must demonstrate that they can comply with these standards
- All procurements over £25,000 are to be assessed with a minimum of 10% of the quality score being allocated to sustainability and social value

IT Technical Strategy and Standards

- Aim for BCP to become a 21st century technology-enabled organisation.
- Shift services to the cloud thereby reducing the power and cooling demands of on-site data centres as well as the amount of physical IT equipment required.
- In July 2020 Microsoft Teams became the council's core communication and collaboration platform, thereby reducing the need for travel and telephony equipment
- Companies bidding for IT tenders required to demonstrate how their solution contributes to BCP core sustainability targets
- Sets targets to reduce printing, mobile and data use
- Recycle as much as possible when decommissioning equipment

Energy lost transporting electricity

BCP Council emissions from energy lost in transmissions 2022/23



Trends

As these emissions are dependent on the amount of electricity consumed the trends will be the same as those for electricity consumption.

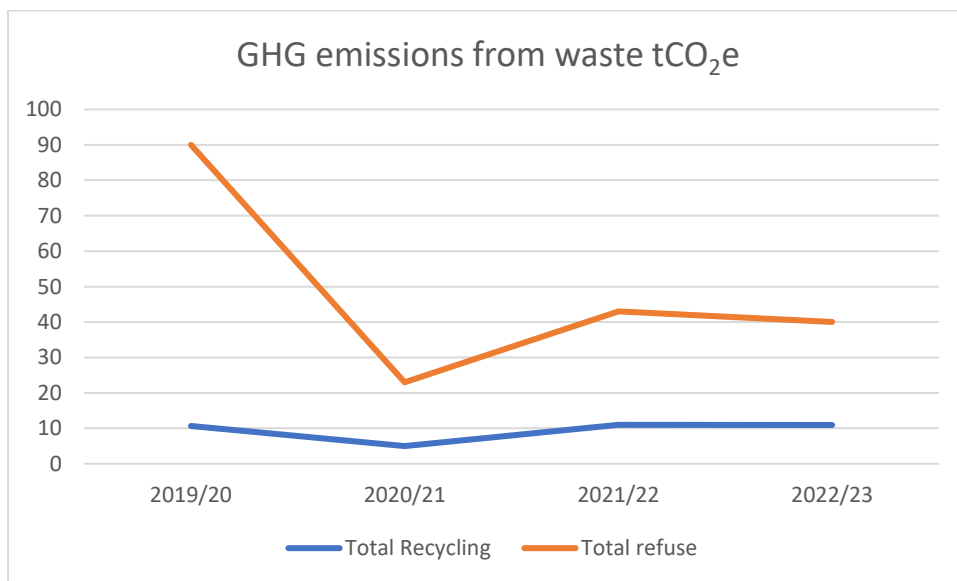
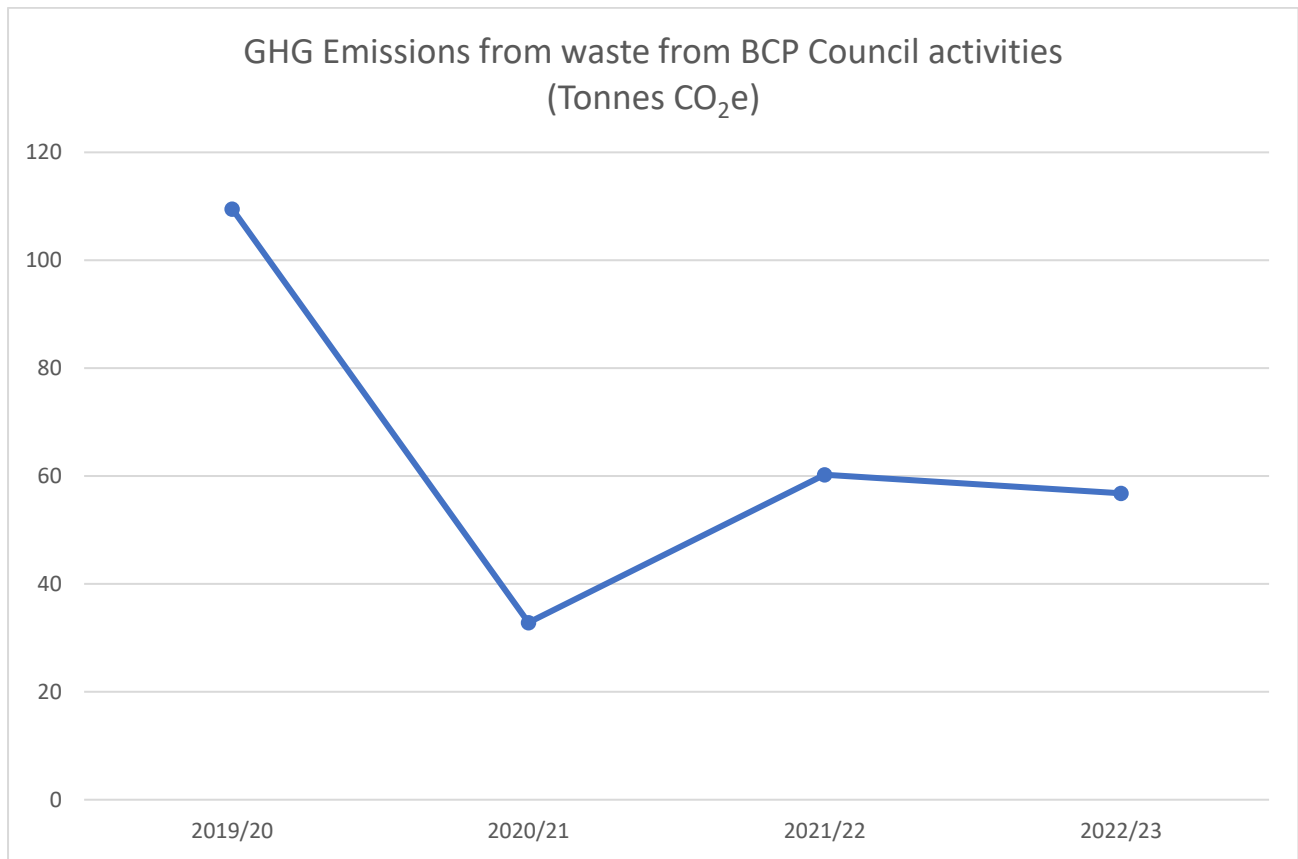
Methodology

GHG emissions are released when energy is lost from the grid whilst transporting electricity from a power plant or other electricity source to the organisation that purchased it. We have assessed these emissions for both the building use and street lighting element of our electricity consumption. Electricity used at Council-provided public EV chargers is not included in this calculation as it is included in the area-wide emissions.

Electricity consumption figures are provided by Laser, the Council's energy services provider. The appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.](#)

Waste

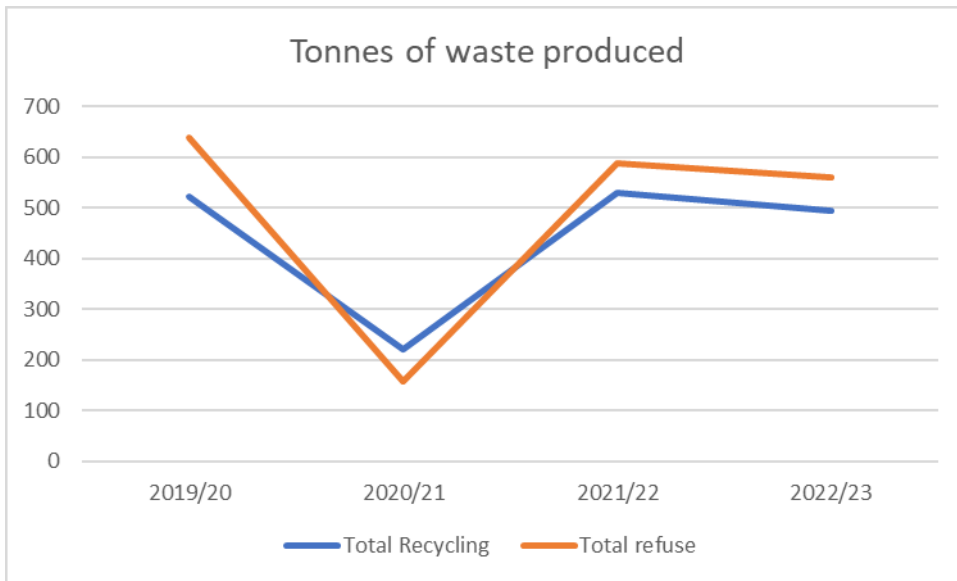
BCP Council emissions from waste 2022/23



*Does not include transport of waste

Total recycling = confidential wastepaper and regular recycling

Total refuse = energy from waste and landfill



Trends

Both Council refuse and recycling tonnage levels reduced during the pandemic but have since risen, albeit remaining below the 2019 baseline. However, associated greenhouse gas emissions are markedly lower due to improvements in the waste treatment process. Practices at landfill sites have improved so as to reduce the amount of GHGs emitted, in turn leading to a smaller government emission factor for landfill since 2020.

During 2020/21, offices were not staffed and many council activities were scaled down, resulting in lower levels of waste being produced. The amount of confidential wastepaper sent for recycling has steadily decreased over the years as the council increasingly uses secure digital means of communication.

Methodology

This source includes emissions from third-party disposal and treatment of waste generated from BCP Council owned and controlled buildings. Emissions from the transportation of waste in vehicles operated by a third party (only covering travel paid for by BCP) have also been included.

The tonnages of different waste streams were provided by the Council Waste team (for refuse and recycling) and the Council Facilities Department provided statistics on confidential wastepaper. Information was also gathered on the type of vehicle used to transport the waste and the location of depots. The appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set is then applied to arrive at the GHG emissions figure.](#)

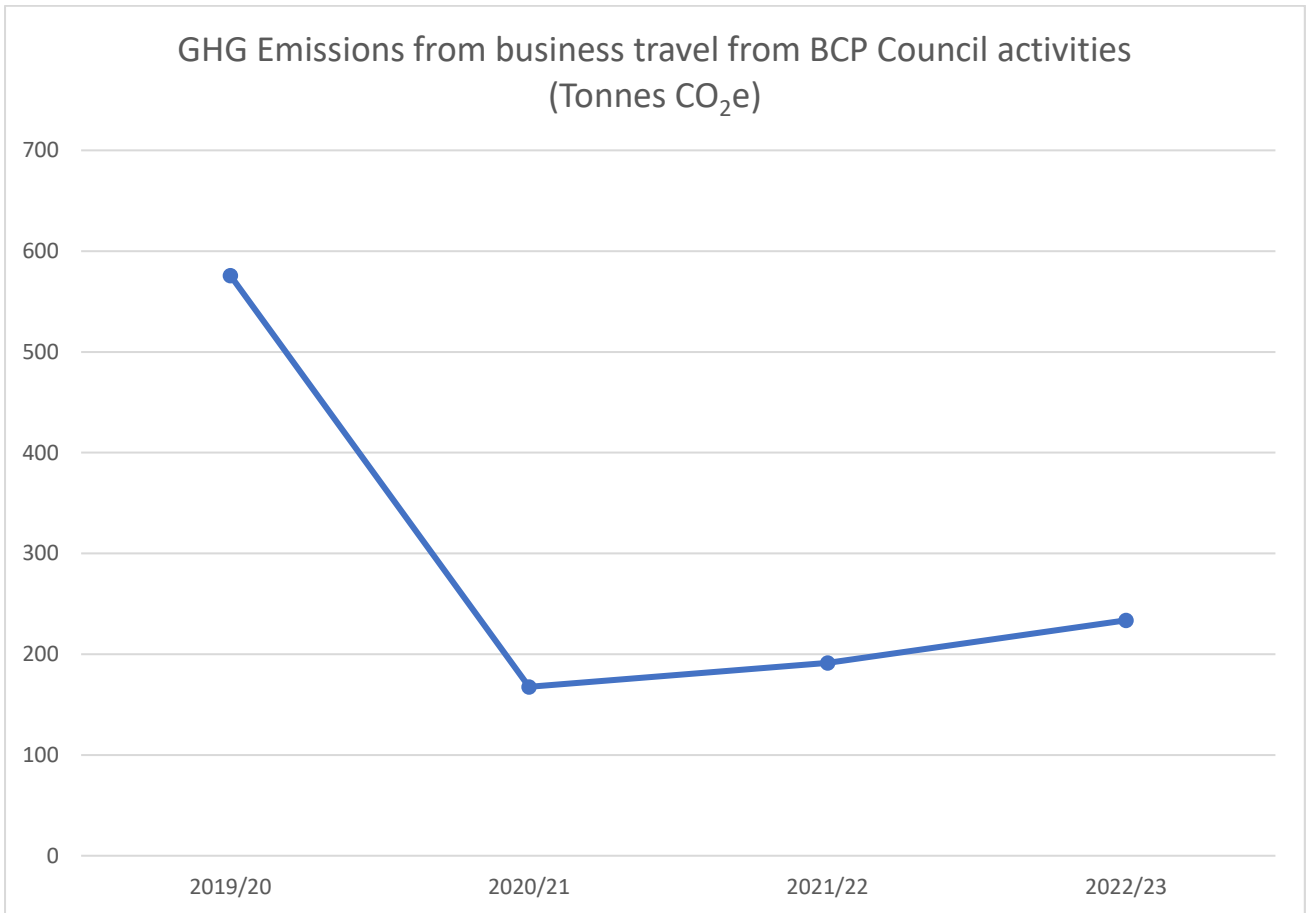
The baseline year’s methodology assumed all bins at each site were filled to capacity. Due to the pandemic, during 2020/21 a 75% reduction in the weight of waste produced was assumed (as this is same reduction estimated in commuting figures). For subsequent years, the same methodology as the baseline year has been used.

GHG emissions for Scope 3 waste is estimated to be approximately 57 tonnes CO_{2e}, 51 tonnes CO_{2e} attributed to treatment, 6 tonnes CO_{2e} to transport in third party vehicles.

Includes:	Excludes:	Accuracy
<ul style="list-style-type: none"> • Refuse • Recycling (paper, cardboard, plastic bottles, cans) • Confidential wastepaper • Transport of waste in non-council vehicles that we pay for, namely: <ul style="list-style-type: none"> - Confidential wastepaper from BCP to contractor depots - Recycling from BCP to contractor depots - Refuse from BCP depot to initial (in some cases final) treatment/disposal site 	<ul style="list-style-type: none"> • Refuse & recycling from the 7 maintained schools in BCP Council Area • Transport in council vehicles covered by Scope 1 • Waste from building/highways works and similar 	<ul style="list-style-type: none"> • BCP commercial refuse waste weights used to estimate BCP council refuse and recycling weights

Business travel

BCP Council emissions from business travel 2022/23



Trends

Council business travel was affected by the lockdowns of the pandemic in 2020 and 2021, resulting in a reduction. Business travel has increased since then, but not returned to pre-pandemic levels. This may continue, as online methods of communication, particularly virtual meetings, have reduced the need for a certain element of business travel.

Methodology

Employees travelling for business purposes can claim travel costs if meeting the requirements of the Council's Business Travel and Subsistence Policy. The Council therefore holds a record of most journeys made for business travel (except journeys under two miles). For car and motorcycle journeys mileage is recorded and for hire cars fuel purchased is recorded. Both mileage and fuel cost can be used to estimate the associated GHG emissions of the journeys. For all other forms of transport only ticket cost is recorded, and this cannot be used to calculate GHG emissions.

Includes:	Excludes:	Reason for exclusion	Accuracy (Car)
<ul style="list-style-type: none"> • Car • Hire car • Motorbike 	<ul style="list-style-type: none"> • Car journeys under 2 miles • Underground • Bicycle, walking • Aeroplane, train, bus, coach, ferry • Taxi 	<ul style="list-style-type: none"> • Not reimbursed therefore not recorded • Oyster card top ups only, no distance data • No GHG emissions • Only ticket cost recorded, cannot be used to determine GHG emissions • Only cost recorded, cannot be used to determine GHG emissions 	<ul style="list-style-type: none"> • Used average car, average motorbike, and unknown fuel from BEIS conversion factors • Assumed hire cars were new in 2019 and used petrol¹⁷ • Used average fuel price data for 2021/2022¹⁸ • Assumed cost of fuel purchased for hire cars reflected distance travelled

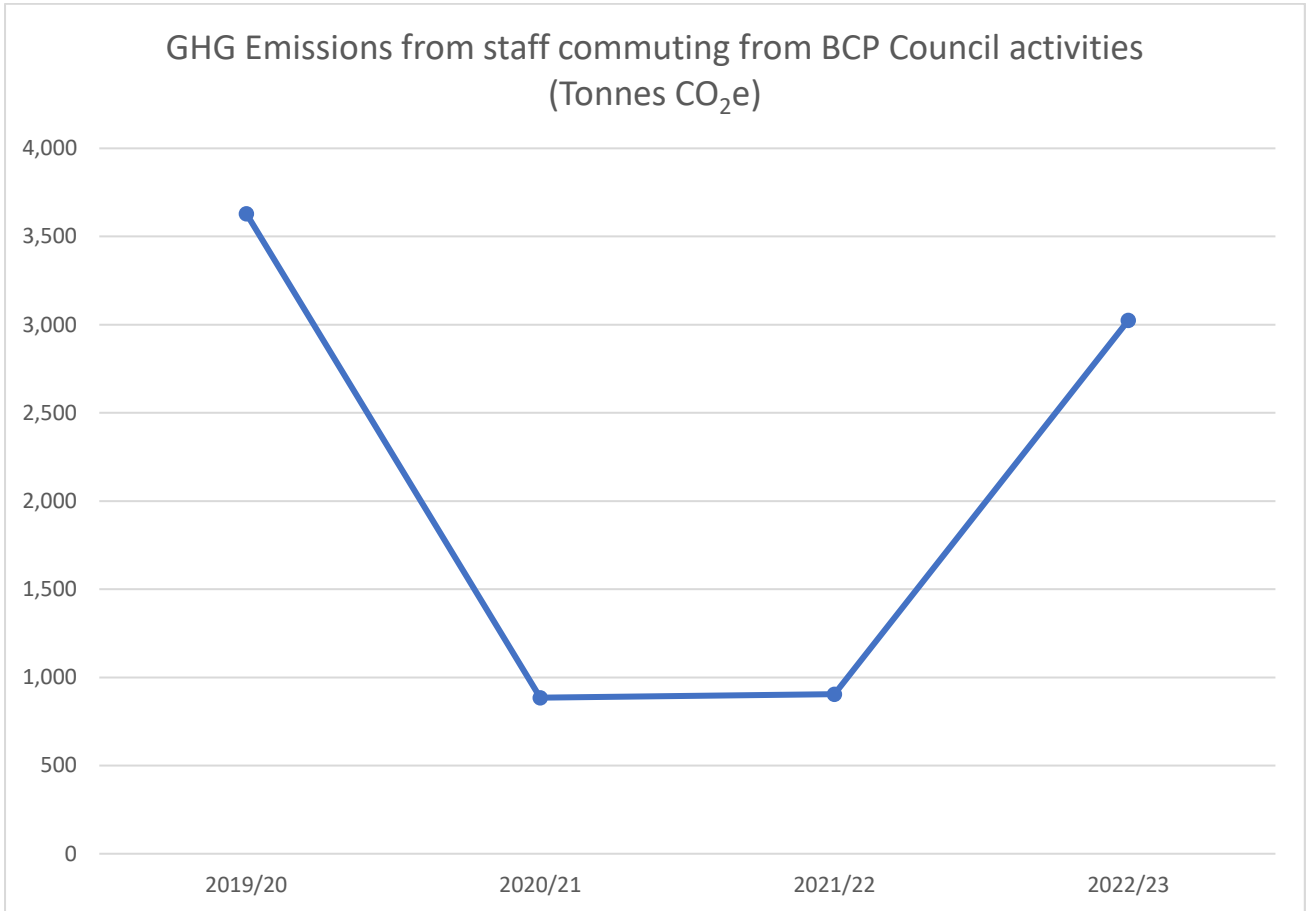
We used the appropriate emission factors from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set to calculate GHG emissions.](#)

¹⁷ Department of Transport, [ENV0103: Average new car fuel consumption: Great Britain.](#)

¹⁸ BEIS, [Monthly: Typical/annual retail prices of petroleum products and a crude oil price index \(QEP 4.1.1 and 4.1.2\), Table 4.1.1 \(quarterly\), 24 Sept 2020](#)

Commuting

BCP Council emissions from staff commuting 2022/23



Trends

Commuting follows a similar trend to business travel although the levels have remained much lower as we have come out of the pandemic. The initial steep decline in commuting was a direct result of Council buildings being closed and services reduced. As buildings and services resumed many staff chose to continue with home working. Our Staff Travel Survey from November 2022 shows that 30% of the workforce regard themselves as hybrid workers and 30% solely work from home and are fully remote with the remaining 40% being core workers who commute.

Methodology

This includes all travel to work using modes of transport other than those owned by the Council. Using the results of the Staff Travel Survey 2022, the UK average commuting distance and making assumptions about paid leave we were able to estimate the GHG emissions resulting from staff commuting.

In 2022 the government introduced new emission factors for homeworking which take into account heating the home and electricity usage of office equipment.

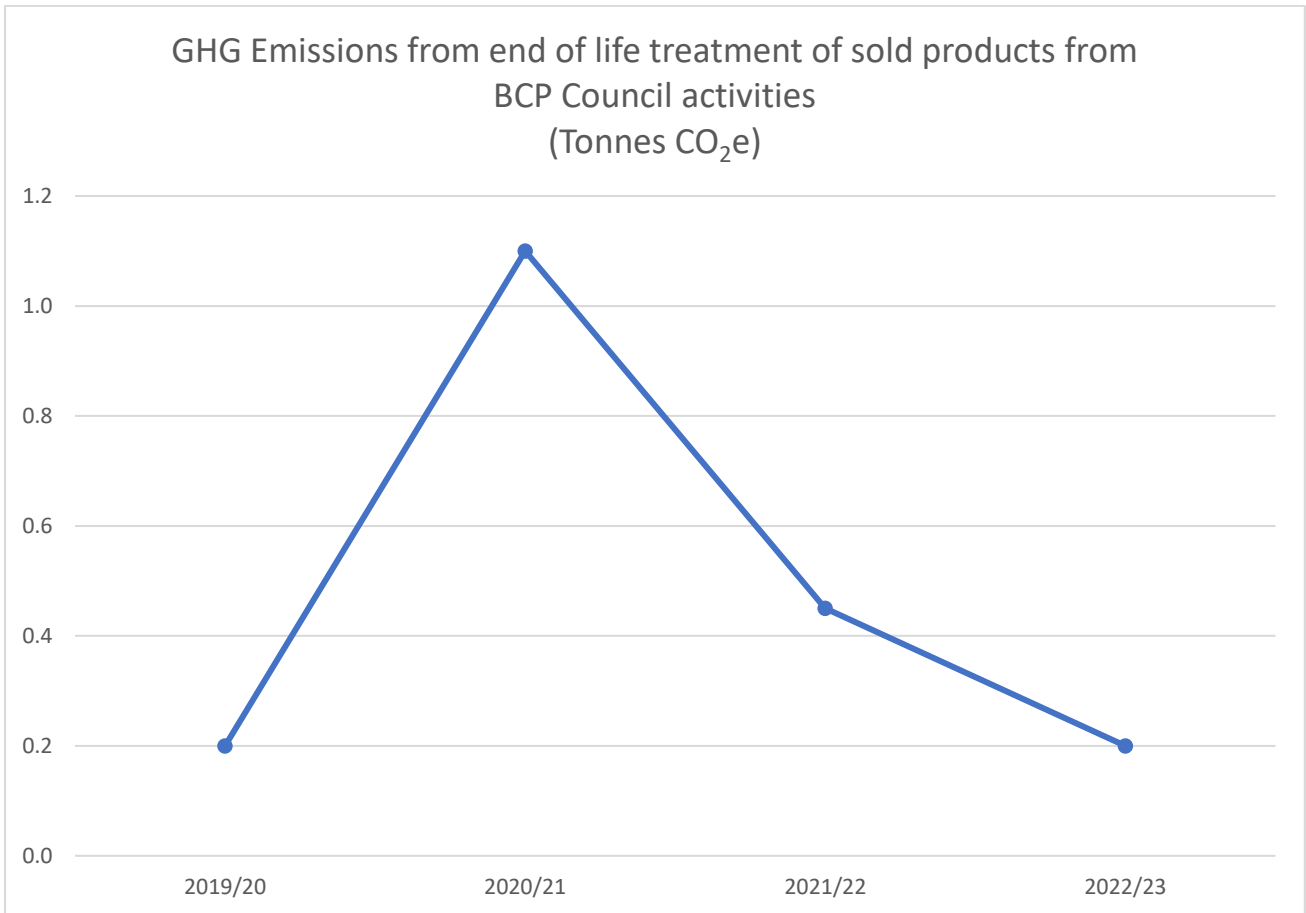
Includes:	Excludes:	Accuracy
<ul style="list-style-type: none"> • Car • Car share • Bus • Train • Cycle • Walk • E-bike/scooter • Home working 		<ul style="list-style-type: none"> • Informed by the 2022 Staff Travel Survey, to which 1,184 employees responded (approximately 29% of people employed at BCP) • Results extrapolated to represent all BCP employees • Assumed 2 people in a car when car sharing • Used 'average car' using 'unknown fuel' from the BEIS conversion factors • Used average UK commuting distance from National Travel Survey¹⁹ • Assumed all FTE took 20 days paid leave and 8 bank holidays and worked all other weekdays

Using the sources information above we estimated how many miles/kms were travelled using each mode of transport in the year and then applied the appropriate emission factor from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set. The same was done using the estimated number of hours worked from home over the year.](#)

¹⁹ [NTS0403: Average number of trips, miles and time spent travelling by trip purpose: England](#), DfT, 5 August 2020

End-of-life treatment of sold products

BCP Council emissions from end-of-life treatment of sold products 2022/23



Trends

The amount of data available each year from Council trading outlets has varied which has affected validity of the results. Extrapolating out the results from a differing number of responses to represent the whole can lead to inaccuracies. Similar (large) numbers of outlets were able to provide data during the baseline year and 2022/23, twenty-four and twenty-six, respectively. This would suggest that emissions for these two years are more representative than the two intervening years, indicating consistently low emissions.

Methodology

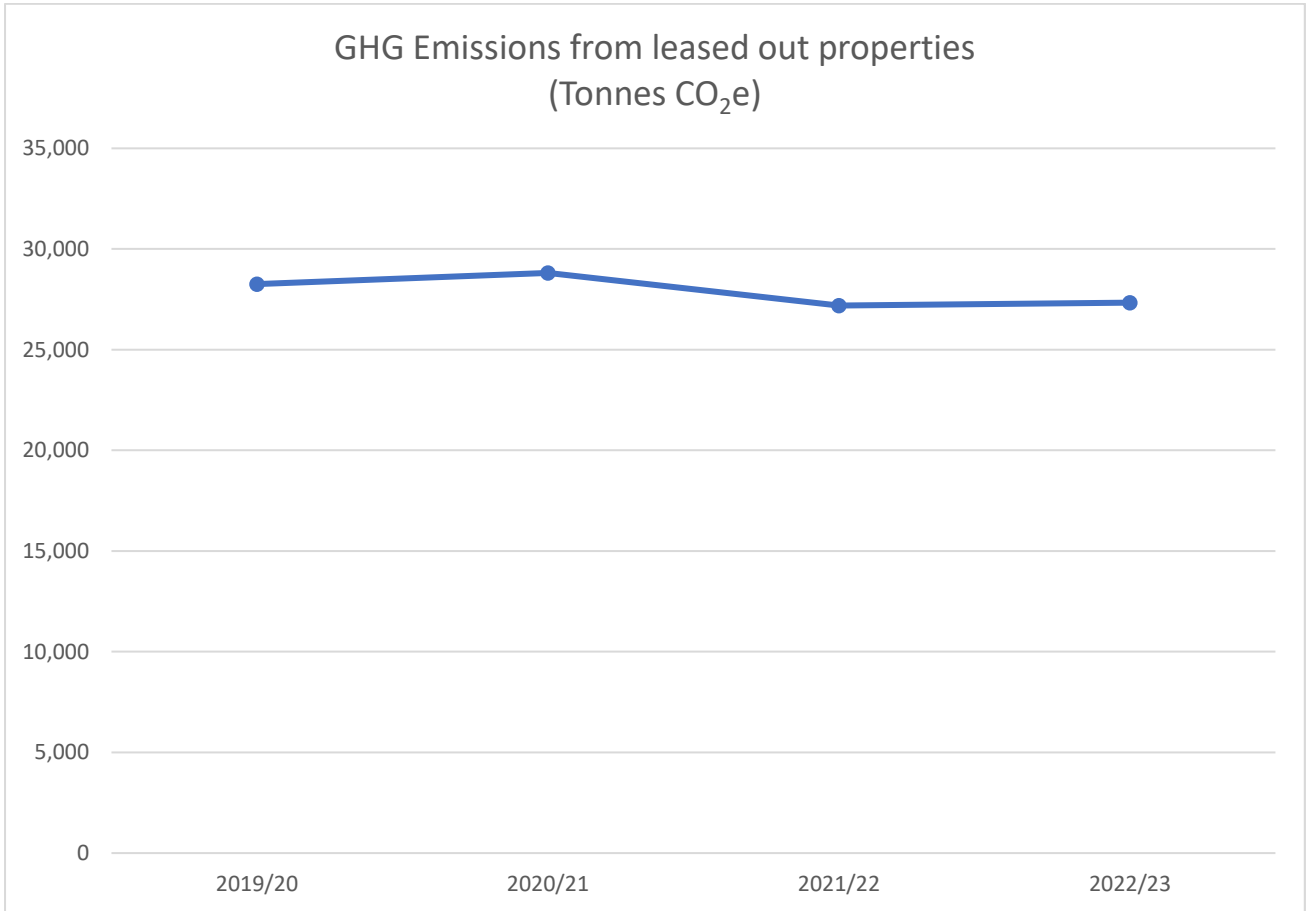
This category includes the GHG emissions from the waste disposal and treatment of products sold by BCP Council, for example, disposable takeaway boxes. End-of-life treatment methods include recycling, energy from waste, and landfill.

Includes:	Excludes:	Reason for exclusion	Accuracy
<ul style="list-style-type: none"> Food packaging from BCP catering outlets 	<ul style="list-style-type: none"> Items sold in BCP run gift shops and tourist information centres 	<ul style="list-style-type: none"> Number of lines stocked very large therefore very time consuming to weigh all the packaging and assess individual items 	<ul style="list-style-type: none"> Extrapolated data to account for data unavailability Assume consumers dispose of waste responsibly

Each year all 34 of our outlets are asked to provide data on the material type and weight of this category of waste. We then apply the appropriate emission factors from DESNZ (Department for Energy Security and Net Zero) and formerly BEIS (Department for Business, Energy and Industrial Strategy) [Greenhouse gas reporting: conversion factors 2022 - full set.](#)

Leased out buildings

BCP Council emissions from leased out properties



Trends

The majority of emissions from Council leased out buildings originate from the Council housing stock of 10,069 properties. There are also 8 leisure centres and 749 other buildings.

Estimates of GHG gas emissions from our leased-out properties have fluctuated slightly over the last four years. The initial rise from 2019/20 to 2020/21 is most likely due to inaccuracies created whilst merging the legacy councils' records during the formative year of BCP Council, rather than a reflection on the actual emissions.

The general trend has been one of decreasing emissions due to improvements to the Council housing stock as demonstrated with the recalculated EPC figures in 2021/22, which is how emissions are estimated.

Energy-saving improvements to Council homes include:

- Extensive cavity wall insulation improvement
- Installation of solar PV
- Replacement windows
- Installation of more efficient heating systems

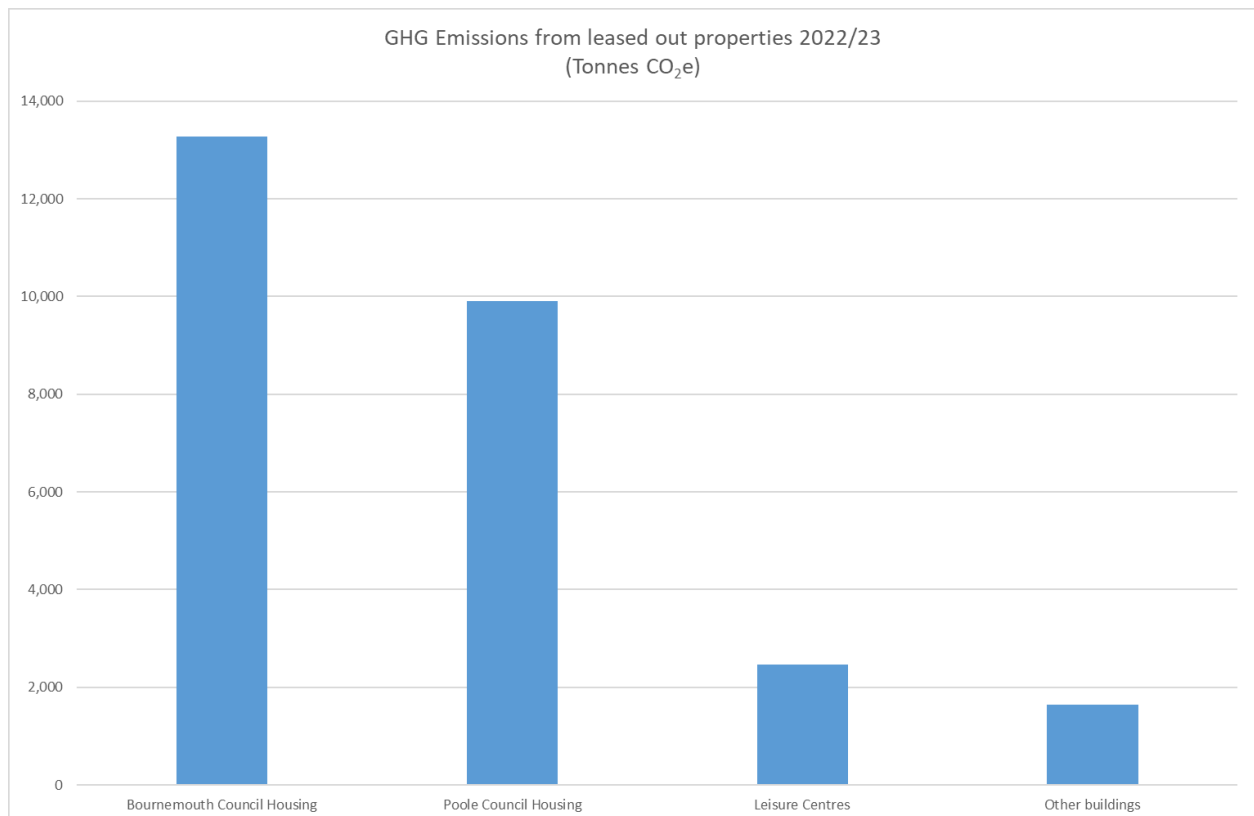
- Replacement cladding and roofing at blocks of flats
- Upgrading of lighting to LED

Emissions figures for the eight leisure centres use the actual consumption figures for gas and electricity at each centre and so are accurate. The emissions trend for leisure centres sees a steep decline between 2019/20 and 2020/21, due to the centres being closed during the pandemic. Following this, emissions gradually increase as the centres re-open to an initially cautious public. By 2022/23 emission figures are almost back to those of pre-pandemic levels.

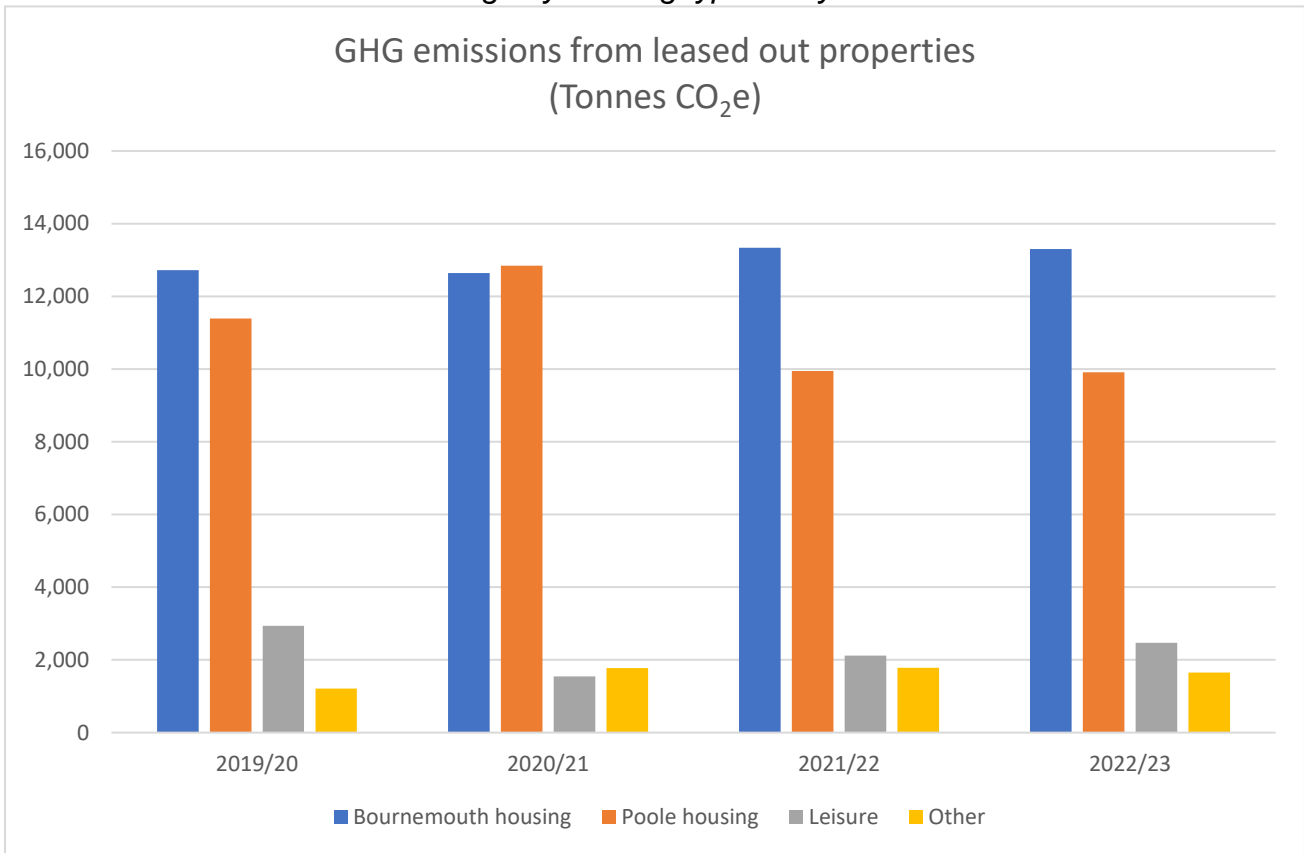
A number of improvements have been made at our leisure centres that have resulted in increased energy efficiency:

- Installing energy efficient LED lighting
- Installing pool covers
- Adjustments to operational controls
- Adjustments to temperature settings

Emissions from leased out buildings by building type 2022/23



Emissions from leased out buildings by building type and year



The variations in emissions from buildings are due to the number of buildings in that group and the EPC rating.

For Council housing, the average EPC rating across the stock was updated in 2021/22 and was rated more efficient. This results in the decrease in emissions for Poole Housing shown in the graph above. The same would be seen for Bournemouth Housing, however, the number of houses in the Bournemouth stock increase from 2021/22 and so masks the reduced average EPC rating.

The number of 'other' leased out buildings has also varied over the years, and this accounts for the variation in part. The average EPC rating (which had to be applied to these buildings as a best estimate) also affected the emissions.

The number of Leisure Centres leased out has remained constant (at 8) and the figures reflect the accurate consumption data of both gas and electricity rather than using an average figure as in the case of the other buildings.

Methodology

This section looks at the GHG emissions arising from energy use at Council owned buildings that are leased out. The number of properties fluctuates from year to year due to

sales, purchases, and new builds. This year it covers 10,826 buildings (10,069 council houses, 8 leisure centres and 749 other buildings such as those leased out to local businesses).

Includes:	Excludes:	Justification	Accuracy
<ul style="list-style-type: none"> • All leased out buildings, including eight leisure centres • Council housing (Bournemouth and PHP) • Gas bottle use at rented out beach huts 	<ul style="list-style-type: none"> • Bournemouth International Airport 	<ul style="list-style-type: none"> • Insufficient detail regarding number of buildings included in the lease 	<ul style="list-style-type: none"> • EPC rating of 2.2 PHP (Poole Council Housing) • EPC rating of 2.4 for Bournemouth Housing (less accurate than PHP, see below for details) • Assume all other buildings have average EPC score of 2.2, unfortunately this is the best estimate available • Assumed all gas bottles purchased during were fully used • Gas and electricity consumption data available for leisure centres giving a more accurate result

For all leased out buildings and Council housing:

It is possible to calculate GHG emissions from buildings based on floor space. Following Local Government Reorganisation, Council-held data on floor space is due to be re-measured to assure greater accuracy. Consequently, average Energy Performance Certificate scores have been used.

Following work in this area, Poole Housing average EPC has been updated to 2.2 tonnes CO_{2e} (previously 2.5 tonnes CO_{2e}). This has been achieved through data validation as well as improvements through new boilers, insulation, and solar PV. The average EPC rating in Poole Housing is now band C.

Bournemouth data could not be sourced directly from completed EPC's because these were lodged with an accrediting body (Qudos) and the data behind them cannot be shared via the Sava Intelligent Energy software the Council uses. We have therefore had to use

the Open Communities database (<https://epc.opendatacommunities.org/>) to carry out a “reverse engineering” exercise in order to calculate the likely data behind the publicly held EPC result and then import that data into the software. Conservative assumptions/inferences were made about some of the data behind the EPC result as part of this reverse engineering process and consequently the data presented above whilst a good starting point, is very much “worst case scenario” and not as accurate as it would be if it was based on the original data used to calculate the EPC. In reality, the energy efficiency of Bournemouth stock is likely to be closer to Poole’s as the profile of this stock is very similar and the policies which have been driving energy improvement works over the years are also very similar. To reflect the above summary from subject matter experts, the figure of 2.4 tonnes CO₂e has been used for Bournemouth.

Leisure Centres:

We are able to use gas and electricity consumption data for the eight leisure centres we lease out. This provides robust data for these buildings.

Other buildings:

As we do not have access to gas and electricity data for the remaining leased-out buildings, the best way to estimate emissions is to apply the EPC rating for PHP properties. However, the Council is currently in the process of updating and ensuring the accuracy of floor space data for these buildings, which will provide a far more accurate method of calculating in the future.

For butane gas bottles:

US Energy Information Administration, [Carbon dioxide emissions coefficients](#), 02 Feb 2016

Sources not included in BCP Council Scope 3

Investments

The Council invests in financial and various other bodies. However, for this exercise it has not been possible to obtain comprehensive data from these organisations as to where they subsequently invest the Council's money. As a result, it has not been possible to estimate the resulting GHG emissions from BCP Council's investments.

The way in which funds are invested can have a significant impact on the environment. Many large banks provide financing to fossil fuel industries and projects that drive tropical deforestation. There are ranking schemes such as BankTrack²⁰ and the Coal Policy Tool²¹ which provides detailed information on the investing policies of banks, asset managers, asset owners and re/insurers to allow investors to assess their environmental credentials.

In September 2020 Dorset County Pension Fund agreed to make the following changes which will reduce the GHG emissions associated with their investments:

- Switch 20% of their equity fund investments into a new Low Carbon Global Sustainable Fund that is aiming to cut investor's carbon footprint by two-thirds
- Aim to cut the carbon footprint by seven per cent a year for at least the next three years for other actively managed equity portfolios
- See if they can replace any remaining investments in the coal extraction industry with more environmentally responsible investments

The Fund fully endorses and supports the Brunel Climate Change Policy²². The policy applied by Brunel (the Pension Fund administrator) is one of decarbonisation rather than divestment. This means companies can be invested in as long as they are making progress themselves regarding not investing in fossil fuels as a means of influencing fossil fuel companies to decarbonise. Targeted divestment remains an option for companies that will not engage positively.²³

A Friends of the Earth report estimated that the Dorset County Pension Fund had £128 million invested in fossil fuel production in 2019 and this was reduced to £41 million in March 2021. The Brunel Pension Partnership published policy states: 'We commit to be Net Zero on financed emissions by 2050, with the goal of limiting global temperature rise to 1.5°C, and Net Zero on our own operations (scope 1 and 2) by 2030.'

²² [Brunel Climate Change Policy](#)

²³ [Dorset County Pension Fund Annual Report 2021-22](#)

'Arm's-length' companies

BCP Council has involvement in a number of 'arm's-length' companies:

- Tricuro
- Seascope
- Bournemouth Building Maintenance Limited
- Bournemouth Development Company

These companies are governed by a holding company. The activities of these companies have not been individually assessed for Scope 3. However, some elements will have been captured, for example, the waste collected from a number of Tricuro properties is captured within the waste figure for the Council.

Strategic Aim 2 – BCP Area-Wide: Carbon neutral area before 2050 – emissions calculations

According to the most recent available data (2021 data, published in 2023), emissions for the Bournemouth, Christchurch and Poole area have **decreased by 8.3%** from the baseline year (2018 data, published 2020).

In previous Annual Reports we have used area-wide data calculated by the Manchester University/Tyndall Climate Centre ‘SCATTER’ project. This had been calculated for two individual years; however, the Government have not funded production for a third time, so we have used alternative methods.

We have used data directly from government sources,²⁴ which has given us the advantage of being able to calculate data for all four years since our Climate and Ecological Emergency has been declared. There will always be a two-year time lag in the data as this is how long it takes the Government to produce it.

Unfortunately, the Government produces data on fewer categories than the SCATTER project could, although much was estimated by various means. The Government also does not produce any Scope 3 data, except waste. SCATTER estimated Scope 3 data for the BCP area to be approximately 20% of the area’s Scope 1 and 2 emissions combined, so we have used this measure to provide an estimate for Scope 3 emissions for the area.

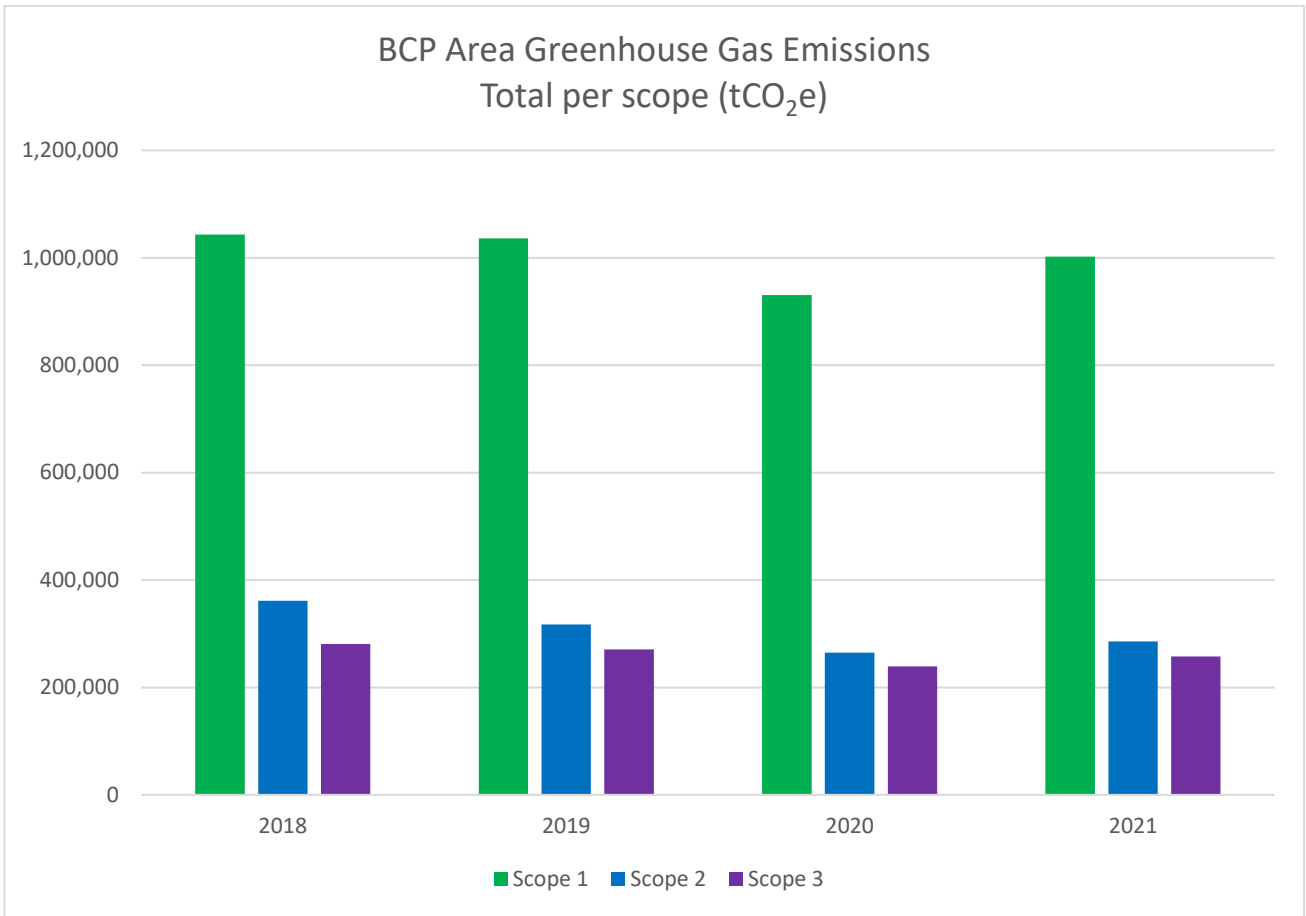
We have also gone back over the previous three years and used the same source of Government data to produce statistics in order to meaningfully compare 2023’s published data with the four previous years.

Although the total emissions are slightly reduced from the earlier SCATTER estimates, the resulting data is readily accessible from Government sources, so we can be confident of being able to track progress in coming years.

The following charts and tables illustrate trends for the BCP area.

²⁴ UK local authority and regional greenhouse gas emissions national statistics, 2005 – 2021, gov.uk.

Comparison of total area wide emissions for each Scope by year



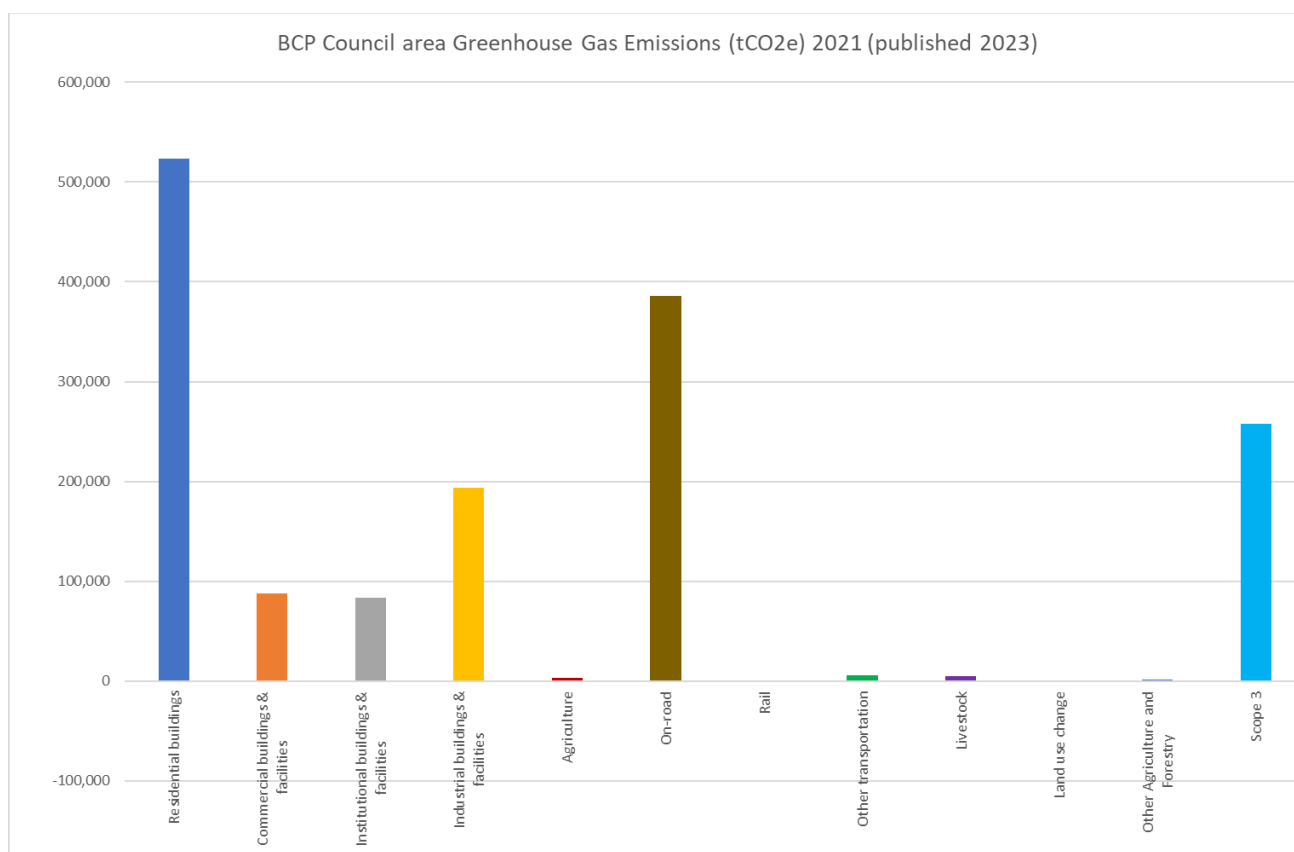
On-road transport and residential buildings sources (Scope 1) are consistently the biggest contributors to emissions in the area over the four years, making up about 70% of the emissions combined. In 2021, residential buildings and on-road transport accounted for 39% and 29% respectively. Looking more closely at the figures, it is the gas usage element of residential buildings that is contributing more to emissions than any other residential building component, with a contribution of around 72%. These elements form a large part of the Scope 1 emissions in the above chart. Scope 2 is calculated from the area’s electricity use and Scope 3 is estimated as described above.

Summary BCP area greenhouse gas emissions 2021		Scope 1	Scope 2	Scope 3	Total
Sector	Sub-sector	tCO ₂ e	tCO ₂ e	tCO ₂ e	tCO ₂ e
		DIRECT	INDIRECT	OTHER*	
Stationary energy	Residential buildings	389,200	134,400		1,545,720
	Commercial buildings & facilities	29,700	57,800		
	Institutional buildings & facilities	54,300	28,800		
	Industrial buildings & facilities	130,100	63,900		
	Agriculture	2,400	900		
Transportation	On-road	385,900			
	Rail	600			
	Other transportation	5,400			
AFOLU	Livestock	4,700			
	Land use change	- 1,000			
	Other Agriculture and Forestry	1,000			
Scope 3 (20% of Scope 1 and 2)				257,620	
		1,002,300	285,800	257,620	

*Scope 3 includes: waste, water use & treatment, purchased goods & services

AFOLU = Agriculture, forestry, and other land use

Area-wide Greenhouse gas emissions for each sector (2021)



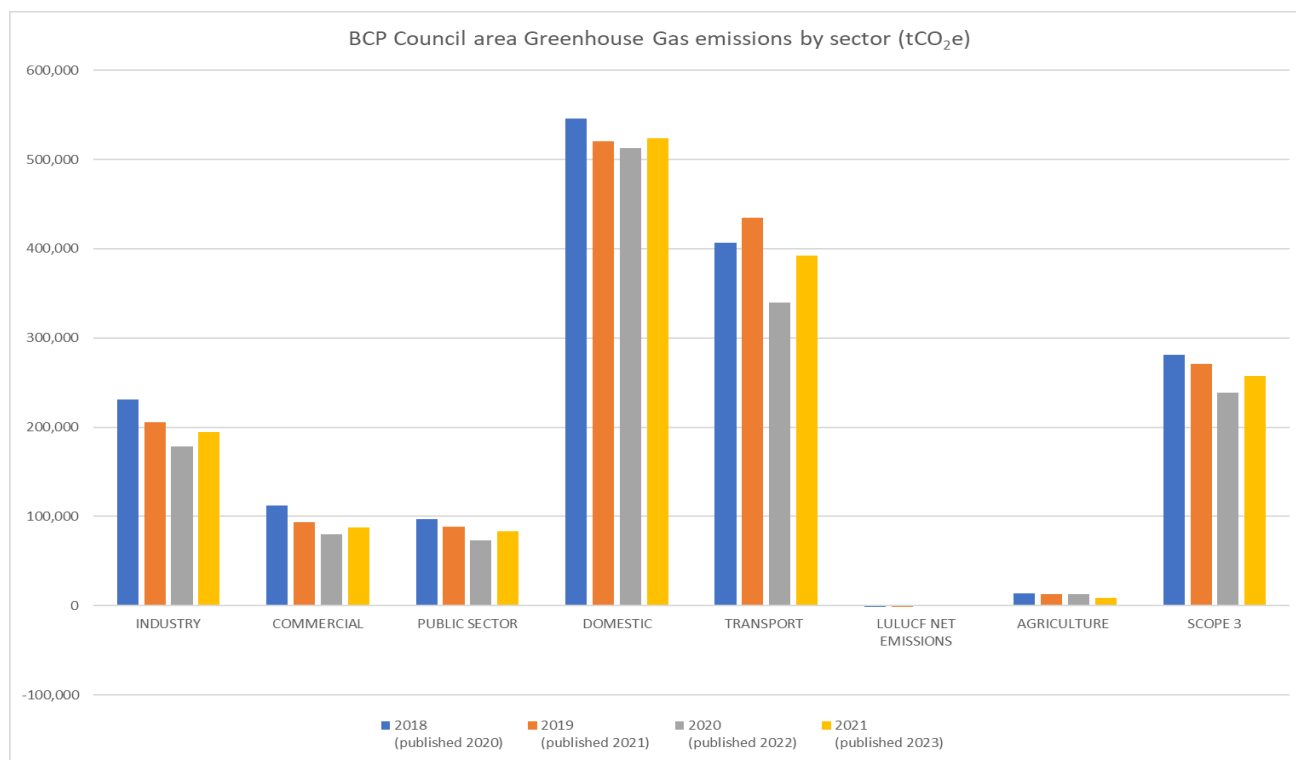
BCP area-wide greenhouse gas emissions inventory comparison 2019-2023

Sector	GHG Emissions (tonnes CO ₂ e)				% Change between 2019 & 2023
	2019/20	2020/21	2021/22	2022/23	
Industry	231,300	205,600	178,200	194,100	-16.1
Commercial	112,300	93,700	80,300	87,500	-22.1
Public Sector	97,000	88,400	73,100	83,100	-14.3
Domestic	546,200	520,300	513,100	523,600	-4.1
Transport	406,700	434,700	339,300	392,000	-3.6
LULUCF Net Emissions	-1,200	-1,200	-1,100	-1,000	-16.7
Agriculture	13,300	12,900	12,900	9,000	-32.3
Scope 3	280,940	270,760	239,020	257,620	-8.3
TOTAL	1,686,540	1,625,160	1,434,820	1,545,920	-8.3

*Scope 3 includes: waste, water use & treatment, purchased goods & services

LULUCF = land use, land use change and forestry

Comparison of area wide emissions by sector per year



Part 3: Membership of UK100

Proposal: The Council becomes a member of UK100 and signs the Net Zero Pledge:

As local leaders across the UK, we recognise our responsibility to tackle the climate emergency and take bold action towards Net Zero.

We will continue to lead the UK's response to climate change, acting sooner than the government's goal by making substantial progress within the next decade to deliver Net Zero.

We will use our experience and achievements to advocate to the UK government in order to accelerate the delivery of ambitious local climate action. With greater powers and funding, we would go further.

We commit to do everything within our power and influence to rapidly reduce our greenhouse gas emissions and work with our residents and businesses to bring our wider communities' emissions in line with Net Zero as soon as possible.

We pledge to understand our impact on climate change, prioritise where action needs to be taken and monitor progress towards our goals. We will reduce our emissions at source and limit the use of carbon offsets as part of the global effort to avoid the worst impacts of climate change.

We are closer to the people who live and work in our communities, so we have a better understanding of their needs. This means we can collaborate with them to build consensus for the solutions we need to transition to a Net Zero society that delivers multiple benefits and is fair, just and works for everyone.

UK100's Net Zero Pledge includes the following commitments:

1. Councils should have set ambitious Net Zero targets for greenhouse emissions of 2030 for council operations and 2045 for areawide emissions at the latest:
2. Councils should report their carbon emissions annually, for scope 1 and scope 2, for council emissions and areawide emissions.
3. Councils should commit to limiting the use of offsets, and if used, to be as local as possible.

Further details at: <https://www.uk100.org/>

Part 4: Action Plan Update

Below is a complete progress update of the Climate Action Plan 2019.

Theme/Action	Status	Progress	Lead Service
Energy & Fuel			
Internal: 2030			
1. Procure all Council electricity from zero-carbon renewable sources	Paused	For years 20-21 and 21-22 we procured a green tariff from Laser, reducing our emissions by c. 4000 tonnes per annum. In October 2022 we had to pause buying the green tariff due to the energy price shock created by the Russian invasion of Ukraine. Currently the green tariff would cost an extra £250,000. The decision taken was to focus instead on how we can stimulate the generation of green energy locally that we can either own or purchase.	Procurement
3. Review energy project funding options	On Track	This was undertaken and is a continual process as new options enter the market. Currently our focus is on ensuring we are identifying public sector funds available to us whilst seeking to develop a private finance and investment offering and also hope to encourage community involvement.	Climate Team
10. Investigate procurement of zero-carbon green gas for Council buildings	Paused	The energy price spike has made this poor value for money and highlighted the ineffectiveness of focussing on buying green tariffs to reduce our energy use. We have started exploring alternative ways to heat buildings in a low carbon way, which needs a fabric first approach.	Procurement
22. Tackle the illegal mis-selling of energy products and supplies	Completed	Investigated complaints and assisted BCP consumers with issues surrounding energy products including misdescriptions and high-pressure sales.	Regulatory Services
31. Identify suitable areas for large-scale renewable energy in the Local Plan	Ongoing	The draft Local Plan has been published and contains Policy C4: Large Scale Renewable Energy Installations. It also references creation of a Local Area Energy Plan which will identify sites and supply and demand options which is underway.	Planning Climate Team
Area wide: by 2050			

3. Investigate options to offer residents renewable electricity	Ongoing	A business case was presented to the Infrastructure Board for grants and loans to become available to help residents and communities identify and develop local renewable energy generation options. Due to financial restrictions this was not successful. Government funding for community energy projects is expected in 2024.	Climate Team
4. Seek to identify and consider purchase of sites for large-scale renewable energy installations and potential heat networks	Ongoing	Investigations are ongoing as planning and financing large-scale schemes takes many years. However, private developments provide more immediate opportunities and are considered when available.	Climate Team
Theme/Action	Status	Progress	Lead Service
Buildings & Homes			
Internal: 2030			
6. Establish a Corporate Property Group to review accommodation	Completed	Now in force and is in the process of consolidating our corporate estate footprint.	Estates
7. Assess the energy efficiency of Council buildings	Ongoing	Assessments have been completed in some large energy usage buildings along with the works to reduce energy use (e.g. BCP Civic Centre, Two Riversmeet Leisure Centre, and others).	Facilities Management Climate Team
8. Dispose of unwanted/inefficient buildings, after reviewing their energy efficiency, or redevelop sites to build new carbon neutral homes	On Track	This process is underway through a review of our capital assets to allow sales and capital receipts to be received to fund the transformation programme.	Estates
9. Implement new accommodation strategy	Ongoing	The migration of staff from 3 legacy civic buildings to one has been completed. The next phase of accommodation strategy work is now looking at corporate properties across the conurbation.	Facilities Management
11. Install energy saving measures in retained Council buildings	Ongoing	Assessments have been completed in some large energy usage buildings along with the works to reduce energy use (e.g. BCP Civic Centre, Two Riversmeet Leisure Centre, and others).	Facilities Management
12. Install renewable energy measures in retained Council buildings	Ongoing	Assessments have been completed in some large buildings suitable for Solar PV arrays. Business cases are in preparation.	Facilities Management
13. Install water saving measures in retained Council buildings	Ongoing	Some works have been completed as per the estates and accommodation programme. However, many buildings remain and	Facilities Management

		a significant opportunity to reduce our water use exists.	
14. Install waste saving, reuse, and recycling measures in retained Council buildings	Ongoing	Many buildings benefit from recycling facilities for a range of materials. However, some opportunities remain.	Facilities Management
15. Consider review of the land attached to each building asset to establish opportunities to improve biodiversity and staff involvement	Not started	This will be initiated as part of a staff engagement and activation campaign in 2024.	Facilities Management
16. Develop a Sustainable Construction Policy for corporate buildings	Paused	Awaiting sustainable building policies developed and included within the new Local Plan before developing a Sustainable Construction Policy for corporate buildings - or asset management policy and strategy.	Facilities Management Planning & Destination Climate Team
17. Publish the bi-annual Home Energy Conservation Act (HECA) Report to Government	Completed	HECA report submitted in 2021, next submission requested by Government in February 2024.	Climate Team
18. Develop a Sustainability Strategy for Housing including improving energy efficiency of the Council's new build programme and considerations for retrofitting existing stock	Ongoing	We have developed a draft Housing Sustainability Strategy. 9 energy-efficient new homes were built in 2022 at Luckham Road to 'Passivhaus' standard and many energy efficient homes since. Energy efficiency data collection exercises have been completed for Bournemouth and Poole Council-owned properties.	Homes & Communities
19. Seek to influence the house building sector on sustainability and input to the Local Plan on future new build standards	On Track	Local Plan Team receive emerging best practice from other LAs and SW Energy Hub to include robust policies. The National Future Homes Standard is included in draft Local Plan.	Planning & Destination
20. Seek to influence landlords on the sustainability of existing stock	Completed	The Council and partners have promoted opportunities for landlords to improve energy use in their properties at events such as the Landlord Conferences, local meetings and in Council communications. Council grants were also made available to landlords and tenants where appropriate.	Homes & Communities
21. Enforce Minimum Energy Efficiency Standards in private	Ongoing	The Council has taken limited action on MEES. Additional resources are needed specifically to address this.	Homes & Communities

rented sector where appropriate			
25. Seek to include policies in the new Local Plan for Policy for new homes to be built to higher than current Building Regs standards	On Track	Local Plan Team follow receive emerging best practice from other LAs and SW Energy Hub to include robust policies. The National Future Homes Standard is included in draft Local Plan.	Planning & Destination
29. Encourage energy-efficient/renewable energy retrofitting of homes (42% Planning & Land)	Completed	Advice was given to residents as part of the Cost-of-Living response community events to help them understand ways to reduce energy use and costs. An energy advice booklet was produced and distributed and insulation grant schemes such as Healthy Homes Dorset have been promoted via social media. Household Support Funding, UK Shared Prosperity Funding and HUG2 funding, all include promotional elements.	Climate Team
32. Investigate and promote installation of PV on all viable properties	Ongoing	Underway, we have completed an analysis of the roof and adjoining land space across our estate to determine its suitability for PV. A number of projects have been prioritised for detailed analysis and business case production.	Climate Team
Area Wide; by 2050			
1. Continue the Local Energy Action Partnership scheme to help residents save energy at home	Completed	Between 2019 and 2023, the LEAP scheme and associated initiatives have assisted over 2000 households to save energy and maximise income. The scheme will continue to operate for at least 3 more years at no cost to the Council.	Climate Team
2. Promote low carbon grants to businesses	Completed	Through Low Carbon Dorset, 211 grants for energy-efficiency and renewable energy improvements were given (many to BCP businesses). And now through the Shared Prosperity Fund we have a business support function to develop decarbonisation action plans together with grants.	Economic Development

5. Consider a cost-effective insulation programme for homes (62% Energy & Buildings)	Ongoing	Council-owned homes: Following a retrofit programme, data analysis by BCP Homes showed that more than 50% of Council properties were at an EPC level C and above. Privately owned/rented homes: A Council-funded scheme for low energy rated homes was piloted in 2021/22, Dorset Healthy Homes scheme supported with funding from the Household Support Fund, nationally available grants promoted, and a bid for Government funding was successful with the Home Upgrade Grant project starting in 2023.	Homes & Communities; Climate Team
6. Promote home energy demand reduction and low-cost improvements	Completed	Achieved via the LEAP home visit scheme providing demand reduction advice and free gadgets to householders, in conjunction with grant schemes.	Climate Team
7. Extend the multi-agency Affordable Warmth Partnership across the BCP area	Completed	The Partnership now operates across the BCP area, connecting referral agencies such as Fire and Rescue, NHS, Citizens Advice, and the Council, enabling their clients to receive maximum assistance with energy, finance and health issues.	Climate Team
8. Use ECO-Flex to facilitate energy saving grants to fuel poor residents	Ongoing	388 Eco-Flex Declarations issued since 2019, enabling residents to receive grant-funded energy improvements. A new policy has been published now ECO4 has been launched.	Climate Team
Theme/Action	Status	Progress	Lead Service
Environment & Place			
Internal: 2030			
23. Conduct a review of current sustainable planning policy to aid enforcement	Completed	Sustainability policies in legacy Local Plans examined. New area-wide Local Plan due in 2025.	Climate Team
24. Seek to include policies in the new Local Plan for climate change mitigation and adaptation, including a policy to encourage zero carbon developments, subject to viability testing (62% Energy & Buildings)	On Track	New BCP area-wide Local Plan has been drafted for adoption in 2025 and includes Strategic Policy C1: Addressing Climate Change and Policy C2: Sustainable Construction and Low Carbon Energy.	Planning & Destination
26. Seek to make it a requirement in the Local Plan for renewable energy and sustainable waste management to	On Track	New BCP area-wide Local Plan has been drafted for adoption in 2025 and includes Policy C2: Sustainable Construction and Low Carbon Energy, which states the requirement	Planning & Destination

be integrated into all new developments (70% Energy & Buildings)		to maximise future energy demand from renewable energy sources. Also, Strategic Policy ID1: Infrastructure, states the requirement to enhance appropriate services and facilities, including ... waste collection and management services	
27. Seek to include Flood Protection Policies in the new Local Plan and policies aimed at creating biodiversity net gain	On Track	New BCP area-wide Local Plan has been drafted for adoption in 2025 and includes Policy C6: Flood Risk and Policy NE3: Biodiversity Net Gain.	Planning & Destination
28. Consider carrying out a strategic parking review to examine parking/car club standards	Completed	Parking Standards Supplementary Planning Document adopted in January 2021 reducing car parking requirements for all new residential and commercial developments in parts of BCP	Planning & Destination
30. Investigate the use of developer contributions (CIL, S106, 273) to fund climate change measures	Ongoing	CIL includes flood defence and renewable energy projects.	Planning & Destination
33. Consider identifying and procuring land suitable for tree planting schemes and other mitigation measures	On Track	Urban Forest Strategy identifies priority areas for tree planting alongside community schemes and programmes.	Environment
34. Seek to develop incentives for brown field sites awaiting development to be used as temporary SUDS and carbon sequestration sites	Not started	Resources not available.	Climate Team Environment Planning & Destination
35. Explore greater use of natural burial over cremation, procuring additional space for natural burial, to be used as tree planting sites following burial	Deprioritised		Environment
36. Consider a review of culverted, piped, and covered surface water drains, possibly breaking them open as vegetated SUDS	Not started	Resources not available	Infrastructure
37. Encourage minimising the use of sealed and non-porous surfaces on all new infrastructure projects	On Track	Draft BCP area-wide Local Plan is due for publication in 2025, Policy C7: Sustainable Drainage (SuDS) states: infiltration or other techniques are to be used to prevent	Planning & Destination

		discharge of rainfall generated surface water runoff, from any new development	
38. Seek to promote development of green roofs and walls, street trees and urban greening	On Track	Urban Greening Design Guide is in preparation	Environment
39. Seek to include Air Quality policy in the new Local Plan	On Track	New BCP area-wide Local Plan has been drafted for adoption in 2025 and includes Policy T6: Air Quality.	Planning & Destination
48. Investigate an integrated policy approach to Climate Change and Air Quality (52% Doing Things Differently)	On Track	Sustainability Assessment Site Assumptions criteria include Minimise pollution, contamination and emissions to land, water, and air.	Planning & Destination
66. Develop a Green Infrastructure Strategy and carbon offsetting plan aiming for the 2030 target	Completed	Green Infrastructure Strategy published in 2022. Possible carbon offsetting plan for the Council operations 2030 target to be considered by the Climate Action Steering Group.	Environment
67. Investigate the allocation of land to allow natural woodland generation from trees, natural habitat, and heathlands at scale to absorb carbon and become 'carbon sinks'	Not started	The Urban Forest Strategy identifies priority areas for tree planting alongside community schemes and programmes.	Environment
68. Investigate community tree-planting and biodiversity enrichment programmes	Completed	'Green Heart Parks' scheme enables community growing, tree planting and wildlife conservation in 14 locations across BCP, following previous nature recovery project in 8 urban parks identified as having most ecological recovery potential. Urban Forest Strategy identifies priority areas for tree planting alongside community schemes and programmes.	Environment
69. Assess the introduction of a programme of public realm tree planting	Ongoing	Urban Forest Strategy and Urban Greening Design Guide will promote public realm tree planting. To be adopted at BCP Cabinet in May 2024.	Environment
70. Work with Environmental Finance and Vivid Economics to better understand the value of parks and open space for nitrate absorption and carbon sequestration	Completed	A Natural Capital Account has been produced by Vivid Economics to better understand the value of parks and open space for carbon sequestration, putting an estimated total value of our greenspaces at £231,000 per annum in benefits. Green Finance Project has	Environment

and encourage investment in this.		commenced habitat banking to attract significant finance for creation or restoration of habitats and aims to bring forward options to Cabinet in summer 2024.	
71. Consider review all mown amenity sites for woodland creation or allowing natural succession. Amenity being spaces not allocated for recreation, pitches etc. such as large verges and greens in housing estates	Ongoing	The Council continues to manage some green spaces across the Bournemouth, Christchurch, and Poole area in different ways, with more grass meadows created leaving some areas of open space uncut throughout the summer months to help pollinators such as bees and butterflies	Environment
72. Seek to develop native garden spaces within formal parks and recreation grounds	Completed	'Green Heart Parks' scheme develops wildflower meadows in parks and recreation grounds across BCP and £224,000 was received from the Government's Green Recovery Challenge Fund to help support the ecological potential of eight parks in the BCP area.	Environment
73. Work to develop information and incentives with partners to encourage better practice within private spaces and gardens, such as hedgehog corridors and native amenity planting	Not started	Urban greening project will bring forward a residents' pledge for best practice management of private spaces, encouraging more wildlife friendly and GI based management	Environment
74. Create nature sanctuaries that minimise disturbance for ground nesting birds and other animals.	Ongoing	Countryside Team manage our designated sites and other nature reserves to protect and enhance biodiversity. Natural areas are enclosed and off-limits to the public during nesting periods (e.g. Hengistbury Head meadow)	Environment
Area wide: by 2050			
28. Investigate potential of a large-scale tree planting programme	On Track	The Urban Forest Strategy in development will include identifying sites for new tree planting and wilding opportunities on our land or through partnership opportunities on privately owned land to support natural carbon capture, and scheme for adoption of street trees	Environment

29. Promote a ban on polluting activities that are harmful to nature (e.g. sky lantern and balloon releases) (68% Nature)	Completed	Council approved a ban on sky lanterns and helium balloons at its meeting on 18 February 2020	Environment
30. Work closely with local wildlife groups to support biodiversification and the reintroduction of lost species (55% Nature)	Ongoing	Work continues with Dorset Wildlife Trust on monitoring Sites of Nature Conservation Interest (SNCIs), ornithological groups and many other friends/residents' groups. Seeking to restore nature and promote biodiversity through projects such as nature recovery with the Parks Foundation on urban greenspaces, landscape scale ambitions along The Stour Valley and across BCP's urban greenspaces in individual improvement projects, ensuring tree canopy cover is increased, greening takes place and specific species interventions are made where appropriate.	Environment
31. Work with partners on landscape scale wildlife conservation programmes e.g. Stour Valley, Christchurch Harbour, and Poole Harbour	On Track	Throop Nature Park was granted planning approval. The park will help alleviate the pressure on the internationally sensitive Dorset heathlands, provide semi-natural space for residents to enjoy and help improve biodiversity in the local area. Work also began on the creation of The Stour Valley Park with the aim of creating a world class landscape of interconnected, accessible spaces that enables wildlife to thrive, restores ecosystem health and benefits the health and well-being of visitors.	Environment
32. Encourage developers to include habitat measures within residential and commercial developments. Ensure habitat measures are included in all council build projects e.g. swift/sparrow boxes, peregrine boxes, bug bricks (47% Planning & Land)	On Track	Green Infrastructure factor tool to be introduced alongside Biodiversity Net Gain to establish a baseline for developments to provide for nature and greening. Accompanied by Green space standards for minimum provision on new, large developments.	Environment
33. Investigate natural flood defence and coastal protection opportunities for intertidal habitat creation (e.g. saltmarsh), which can store more	Ongoing	Green finance project is considering habitat banking opportunities to attract significant finance for creation or restoration of habitats.	Environment

carbon than woodland (53% Nature)			
Theme/Action	Status	Progress	Lead Service
Transport & Travel			
Internal: 2030			
40. Consider enhancing 'Cycle to work' scheme discounts to facilitate increased cycling to work, and 'get back on your bike' training for less confident cyclists	Completed	Staff save 25% of cost of a new cycle up to £3,000 by using the 'Cyclescheme' salary sacrifice initiative. Continue to enhance the Council's 'Cycle to work' scheme. Consider increasing limit to £5000 (under certain conditions) to allow staff to purchase an electric cargo bike. Bikeability training has been available but has now ceased.	Infrastructure
41. Seek to install more high-quality showers, lockers, changing facilities, secure cycle parking for staff at work and residentially, such as on-street bicycle hangers	Ongoing	There are 13 showers in the Civic Centre complex, Active Travel lockers, secure cycle cages and covered and uncovered Sheffield stands for cycle parking. Poole Customer Hub and Library has secure cycle storage arrangements. (within the Dolphin Centre – n.b. this is a public facility, and it costs £1 per day to use it). Facilities at other Council buildings are very variable, generally poor. Staff travel survey has shown that lack of facilities is a barrier to travelling by bike to these work locations.	Infrastructure
42. Conduct a review of the Council's vehicle fleet	Completed	The Council's Sustainable Fleet Management Strategy and Fleet Asset Replacement Programme approved in 2021 will see the replacement of core vehicles, plant, and equipment as they come to the end of their economic life. The Sustainable Fleet Management Strategy will be refreshed in 2025.	Environment
43. Publish a BCP Council Corporate Travel Plan that will be monitored and acted upon	Ongoing	Interim Staff Travel Plan published in 2020. Staff survey conducted in 2022 to inform refresh – pending Pay and Reward outcome.	Corporate Lead

44. Consider introducing School Travel Plans to all schools to promote alternatives to car use	Ongoing	A Sustrans Bike It Officer worked initially with 12 local schools to promote walking, cycling, and scooting. Alongside BCP Council's Sustainable Travel Team, they delivered a range of activities including Bikeability cycle training, road safety and Dr Bike maintenance sessions. Additional funding from the Bikeability Trust meant that our teams could provide over 2000 additional places for local children on Bikeability courses. BCP Travel Planning Officers continue to engage with schools and encourage them to develop a travel plan, with our support. Re-introduce requirement for all schools to provide Mode of Travel (MOT) data each year, to enable us to focus resources.	Infrastructure
45. Seek to implement measures to reduce staff car use	Completed	Measures implemented include parking charges, discounts on public transport, Secure cycle storage, additional showers and changing facilities, discount on new cycles, discounts on use of beryl bikes/scooters, car club and car sharing.	Infrastructure
46. Introduce 'New ways of Working', in conjunction with accommodation changes and technology to facilitate less staff travel and to reduce the use of consumables	Completed	Accelerated due to Covid-19 homeworking requirements	Infrastructure
47. Continue to expand tele-conferencing facilities in major buildings	Completed	Accelerated due to Covid-19 homeworking requirements	Infrastructure
48. Develop a policy/strategy for installing meeting room AV equipment	Completed	Accelerated due to Covid-19 homeworking requirements	Infrastructure
49. Investigate provision of additional facilities to support active travel	Ongoing	2022 Staff Travel Plan survey gives feedback on facilities/actions that would encourage more staff to engage in active travel. Trip end facilities required at a number of BCP staff locations.	Infrastructure
50. Explore development of an extended network of EV charging points for Council use to provide certainty of provision	Completed	52 EV charging points are installed in Council property.	Infrastructure

51. Assess the feasibility of congestion charging options in BCP and other means of changing behaviours towards more sustainable options	Ongoing	Will be considered as part of Local Transport Plan 4 (LTP4) due 2024/2025.	Infrastructure
52. Consider a best practice proportion of the transport budget to be ring fenced for spending on developing Active Travel networks	Deprioritised	The LTP capital programme is already orientated towards developing active travel infrastructure and routes/networks. Transforming Cities Fund (TCF) and Active Travel Fund (ATF) programmes are geared towards delivering an Active Travel Network as is Safer Roads Fund (SRF). Circa £100m value.	Infrastructure
53. Explore how the taxi licensing criteria could be amended to encourage newly licensed vehicles to be electric or hydrogen fuelled	Not started		
54. Consider a review of public off-street car parks in main centres	Ongoing	Initial internal report on parking demand supply position produced.	Infrastructure
55. Consider a review of free workplace car parking (where currently available) for staff and elected members	Completed	Staff car parking charges in operation from 2022 at BCP Council Civic Centre and Poole town centre locations. Needs to be rolled out to satellite locations.	Infrastructure
56. Seek to develop partnership offers with bus and rail companies for staff season ticket discounts on public transport	Completed	10% reduction on bus fares for staff and a cap of £2 per journey. 80% discount on 200-minute bundle for Beryl bikes/scooters for staff use. Flexi Season ticket from Southwest Railways gives 20% discount on 8 days travel over a month.	Infrastructure
57. Investigate providing Park and Ride sites and favourable pricing schedule, with secure cycle parking and traffic free cycle route from sites	Ongoing	Will be considered as part of Local Transport Plan 4 (LTP4). NOTE: seasonal Park and Ride trialled in Summers of 2021 and 2022 but halted for 2023 due to low usage vs cost of operation.	Infrastructure

58. Seek to carry out Climate Change Assessments on transport projects	Ongoing	The Transforming Cities Fund Programme will calculate carbon impacts of projects using the Carbon Zero Appraisal Framework. Local Transport Plan 4 must focus on 'quantifiable carbon reduction' - a net zero pathway report has been produced. Maintenance works using more sustainable road surfacing have achieved a 37% carbon saving over conventional materials. The Council's highways partner, WSP, has globally committed to reducing the embodied carbon of their designs and advice by 50% by 2030. Decision Impact Assessments are used when developing programmes.	Infrastructure
59. Investigate replacement of Council vehicles with zero emission EVs or hydrogen vehicles, or alternatives where practicable, such as cargo-bikes	Completed	There are now 50 EVs in the Council fleet, including 6 electric refuse collection vehicles. Two new electric-assist cargo bikes will shortly be used on the Seafont.	Environment
60. Investigate viability of fleet of cargo-bikes, electric cycles and motorcycles for staff use	Ongoing	Successful Air Quality bid to Government has provided funding to introduce cargo bikes for use by Seafont staff. Beryl is also introducing cargo bikes into its fleet.	Infrastructure
61. Promote bridges and underpasses to include proper wildlife crossing opportunities	Not started		Infrastructure
62. Investigate investment in 'safe routes to school' including crossings, wider pavements, and safe cycle routes	Ongoing	This is ongoing via the LTP capital programme which includes Safer Routes to Schools. Transforming Cities Fund (TCF) and Active Travel Fund (ATF) programmes are also geared towards delivering crossings, wider pavements, and safer cycle routes as is Safer Roads Fund (SRF). A Safer Routes to Schools multi-disciplinary working group meets monthly.	Infrastructure
63. Consider rolling out 'School Streets', where streets around schools become pedestrian and cycle access only at school run times	Completed	Monitored the 'School Streets' pilot scheme operating at four schools, closing the road directly outside to help reduce road danger and improve air quality locally. The four pilot School Streets are being made permanent and two further trial School Streets are currently in operation, with further trials being planned for next academic year.	Infrastructure

64. Consider the trial of temporary measures such as car free days and segregated cycle lanes created by movable barriers	Completed	Council implemented a series of Emergency Active Travel Measures including temporary segregation and point closures to create low traffic and/or traffic free routes. Some have been made permanent and others removed. Council currently undertaking desktop study of Winton and Moordown Area as part of Active Travel England (ATE) funded mini-Holland programme.	Infrastructure
65. Investigate adoption of Streetscape Guidance setting high standards for the design of streets and spaces prioritising walking, cycling and public transport	Ongoing	Council adopted BCP Local Cycling and Walking infrastructure Plan (LCWIP) in May 2022. Manual for Streets 3 is due for publication later in 2023.	Infrastructure
Area wide: by 2050			
12. Develop a BCP Walking and Cycling Strategy 2020 -2035 and expand cycle network and storage facilities at major destinations (61% Travel)	Completed	The Active Travel Fund granted £1.4 million to BCP Council to provide improvements to local walking and cycling infrastructure. The Local Cycling and Walking Infrastructure Plan was approved in May 2022. Beryl pedal, E-bike, E-scooters accounted for 610 thousand journeys (over 2.1m Km in 2 years) - 31% of E scooter journeys replaced road transport journeys – a reduction equivalent to 90t of CO ₂ . Cycle storage Pilot in progress in Poole Town Centre. A further £3.78m has been secured for ATF4 activities in 2023/24.	Infrastructure
13. Assess provision of segregated cycle lanes, cycle priority at traffic lights and training programme for safe cycling	Completed	The council has assessed provision as part of the LCWIP development. As part of delivery programmes cycle priority is assessed. There is already an ongoing programme of Bikeability Training.	Infrastructure
14. Promote and expand car club schemes across the BCP Council area	Ongoing	Co-wheels car club will continue to be promoted and developed. 11 vehicles operating and a new e-vehicle to be added soon.	Infrastructure
15. Promote and expand the Business Travel Network	Ongoing	Sustainable transport linked trip end facilities grants have been offered to businesses across BCP.	Infrastructure
16. Investigate provision of electrical hook-up points at Port of Poole to enable shipping to turn off engines	Ongoing	Developed at Sub-National level as a partner of the Western Gateway STB https://westerngatewaystb.org.uk/wp-content/uploads/2022/07/Freight-Strategy-for-the-South-West-Summary-Report.pdf and included in subsequent funding bids. Poole Harbour Commissioners' Innovate UK/ Government-funded	Infrastructure

		decarbonisation project will include this issue in 2024.	
17. Examine use of sail and solar power for container traffic in Port of Poole	Ongoing	Developed at Sub-National level as a partner of the Western Gateway STB https://westerngatewaystb.org.uk/wp-content/uploads/2022/07/Freight-Strategy-for-the-South-West-Summary-Report.pdf	Infrastructure
18. Assess the feasibility of the introduction of electric or hydrogen buses and charging/fuelling infrastructure (55% Travel)	Ongoing	Bid made to ZEBRA E-Bus fund in 2021 – no further rounds announced to date. BCP has entered into an Enhanced Bus Partnership which includes the main BCP operator. Operator is willing to collaborate/partner in future bidding rounds.	Infrastructure
19. Seek to work with operators to deliver smart, integrated ticketing and innovative pricing structures to encourage use (50% Travel)	Ongoing	Integrated ticketing is part of TCF programme. Sustainable Transport Master-planning of BCP development sites (existing and proposed) has been undertaken to encourage 50% mode-shift. Next step is to develop delivery plan for identified proposals.	Infrastructure
20. Investigate carrying out of a Strategic Parking review and new Parking Policy to deliver parking pricing schedule for BCP car parks that is commensurate with reducing car trips for commuting and leisure, while providing high quality public transport alternative	Not started		Commercial Services
21. Commence Transforming Cities Fund sustainable travel initiatives	Ongoing	The Council is continuing to deliver the Transforming Cities Fund of over £100M investment in sustainable and active travel infrastructure. This will give people safe, fast, reliable, and healthy travel options, particularly for shorter journeys. The new infrastructure will help reduce carbon emissions and provide improved air quality benefits.	Infrastructure
22. Consider a workplace car parking levy to fund sustainable transport	Not started	Will be considered as part of Local Transport Plan 4 (LTP4).	Infrastructure

23. Consider installing electric vehicle charging points across the conurbation	Completed	Network of 130+ chargers being installed and operated by Joju/Mer. Following a successful bid for government LEVI funding, the Council will implement phase 3 of the EV Charging Programme on-street facilities.	Infrastructure
24. Review feasibility of parking charges at 'Out of Town Centre' retail parks	Deprioritised	No action has been undertaken	Infrastructure
25. Seek to hold car-free days to encourage modal shift and investigate the creation of car free town centres in Bournemouth, Poole, and Christchurch	Deprioritised	No action has been undertaken	Infrastructure
26. Investigate development of a Freight and Movement of Goods Strategy, to look at light goods vehicle licensing minimum emissions standards with major distributors in logistics sector	Completed	Developed at Sub-National level as a partner of the Western Gateway STB https://westerngatewaystb.org.uk/wp-content/uploads/2022/07/Freight-Strategy-for-the-South-West-Summary-Report.pdf	Infrastructure
27. Seek to work with Bournemouth Airport to encourage reduce emissions from flights and passenger travel	Not started	No action has been undertaken. This is possibly not something that can be influenced locally.	Infrastructure
Theme/Action	Status	Progress	Lead Service
Water Resources & Flooding			
Internal: 2030			
75. Update Climate Change Risk Assessment	Completed	Local Climate Change Vulnerability and Risk Assessment produced in 2022.	Climate Team
76. Produce Supplementary Planning Document for climate change place	Ongoing	New BCP area-wide Local Plan due in 2024, to include policies in support of the Climate and ecological Emergency.	Infrastructure
34. Create Strategies and Action Plans to engage all sectors in adaptation work	Ongoing	To be included in future Adaptation Action Plan	Climate Team
35. Seek to ensure that via communication, communities and sectors are aware of future risks, pre-emptive actions and how to mitigate	Ongoing	To be included in future Adaptation Action Plan	Climate Team
Theme/Action	Status	Progress	Lead Service
Resources & Waste			
Internal: 2030			

77. Reduce Council waste sent to landfill and increase recycling from Council buildings	Completed	Both Council refuse and recycling levels reduced during the pandemic but have since risen, albeit remaining below the 2019 baseline. However, associated greenhouse gas emissions are markedly lower due to improvements in the waste treatment process.	Environment
78. Reduce resource use, particularly paper for printing and single-use plastic	Completed	Paper use from Council operations has reduced by 97% from pre-Covid levels	Environment
79. Unify household waste, recycling, and food waste collections across the area to increase recycling and reduce residual waste	Ongoing	Waste Reforms require food waste collections to be commenced in Poole and to all flats by March 2026 and all households to be offered recycling collections by March 2026.	Environment
80. Procure new residual waste disposal and non-residual waste processing contracts exercising where possible the proximity principle	Completed	The Council has sought to reduce the distance our waste travels. The residual waste contract (for Bournemouth & Christchurch) will result in a proportion of the residual stream being treated at Canford, Poole to produce a Compost Like Output, with the remainder taken to a new Energy from Waste facility in Somerset. Our green, wood, food waste and street sweepings will continue to be treated and recycled locally.	Environment
81. Enhance commercial waste and recycling services offered to local businesses	Ongoing	Waste Reforms require recycling collections to be offered to all small, medium and large businesses, schools and hospitals by March 2025 and micro-firms by 2027.	Environment
82. Engage with staff, residents, schools and visitors on waste reduction and recycling initiatives and campaigns (44% Waste)	Completed	Bin 'hangers' delivered to all residents at Christmas 2022 and 2023 advising of recycling materials, 3 compost giveaways, waste staff educated on recycling, reuseable nappy incentive scheme, e-newsletter sent monthly, Leave Only Footprints scheme. BCP Schools Environment Award was launched in 2022 and is intended to give students in Bournemouth, Christchurch, and Poole the opportunity to learn about and develop environmentally conscious behaviours. Additional work with clubs and societies continues.	Environment

83. Seek to progress towards single-use plastic-free status and support community plastic-free initiatives	Paused	Activity ceased with pandemic.	Environment
84. Seek to minimise or cease the sale of single use plastics and encourage alternative materials throughout our retail operations	Completed	Returnable cup scheme launched in Bournemouth Park Cafes. Compostable food packaging processed on site. Waste Reform requires film to be included in recycling collections from March 2027.	Environment
85. Support the Environmental Innovation hub built to inform Seafront waste reduction	Ongoing	Updated environmental permit submitted to EA to enable waste transfer activities for seafront waste.	Environment
Area wide: by 2050			
36. Support community single-use plastic-free initiatives (55% Waste)	Completed	Returnable cup scheme launched in Bournemouth Park Cafes. Compostable food packaging processed on site.	Environment
37. Enhance recycling facilities 'on the go'	Not started	Exploring options for underground bins to include recycling bins	Environment
38. Support and promote community waste reduction and reuse initiatives such as sharing and donation of materials	Completed	Community initiatives supported include: 'New to You', War on Waste, Give or Take, Repair Cafes, Win on Waste, Dorset Reclaim, Julia's House.	Environment
39. Promote business minimisation of packaging (49% Waste)	Not started	Awaiting National Waste Strategy Waste enforcement/engagement - Duty of Care. Extended producer responsibility of packaging may reduce packaging. Deposit return schemes could be introduced.	Environment
40. Seek to apply the proximity principle to treat and/or dispose of wastes in reasonable proximity to their point of generation	On Track	The Council has sought to reduce the distance our waste travels. The residual waste contract (for Bournemouth & Christchurch) will result in a proportion of the residual stream being treated at Canford, Poole to produce a Compost Like Output, with the remainder taken to a new Energy from Waste facility in Somerset. Our green, wood, food waste and street sweepings will continue to be treated and recycled locally.	Environment
41. Seek to influence the behaviour of our commercial partners and lessees in their retail operations to minimise or cease the sale of single use plastics	Ongoing	Continue to encourage reduced single use plastics through schemes such as the recycled toy libraries on the seafront and use of reuseable bottle refill points. Waste Reform requires film to be included in recycling collections from March 2027.	Commercial Operations

Theme/Action	Status	Progress	Lead Service
Digital & Smart Places			
Area wide: by 2050			
42. Consider a 'Smart Place' approach to support new ways of moving around, better health outcomes and other community services	Ongoing	The Smart Place Programme is enabling innovative ways of addressing complex challenges in our communities and environment. It is working with partners to create secure, actionable insight providing a richer picture of future community needs; working with partners to influence digital connectivity, addressing inequalities; and supporting communities with tools and information to help themselves and others and make better choices for our environment. The 'MyBoscombe' app includes a section on sustainable transport, helping to promote walking, cycling and bus travel. The 'Beach Check' app was developed in response to the overcrowding of beaches and helps beach-users to avoid creating congestion and pollution when journeying to the seafront and the 'Tip Check' mobile app was launched to help residents plan their use of local recycling centres.	Smart Places Team
Theme/Action	Status	Progress	Lead Service
Business & Economy			
Area-wide 2050			
9. Consider heating improvement promotion to businesses (boilers, heat pumps and heating controls)	Completed	This is promoted alongside low carbon business support and grants funded by the UK Shared Prosperity Fund.	Economic Development
10. Promote cost-effective energy improvements to businesses (49% Energy & Buildings)	Completed	Action included in BCP Futures - Economic Development Strategy. Grants supplied by Low Carbon Dorset have been accessed by many BCP businesses. In 2022, funding was obtained by the Council to allow 250 BCP businesses to sign up to Climate Essentials. This helps businesses set up carbon pledges and work towards net zero. This has been further boosted by the UK Shared Prosperity Fund.	Economic Development
47. Work with business organisations to signpost them towards sustainable practices for all business sectors	Completed	In 2022, funding was obtained by the Council to allow 250 BCP businesses to sign up to Climate Essentials. This helps businesses set up carbon pledges and work towards net zero. This has been further boosted in 2023/4 by the UK Shared Prosperity Fund.	Economic Development

49. Encourage businesses subject to emissions controls to adopt an Environmental Management Policy	On Track	We are prioritising our work towards our higher risk categories of permitted processes, all of which have been identified as having environmental management policies in place. Many lower risk premises (e.g. petrol stations) are likely also to have such policies in place; however, with planned inspections it will be possible to identify those without policies that will require further encouragement from Environmental Health.	Regulatory Services
Theme/Action	Status	Progress	Lead Service
Communities			
Internal: 2030			
86. Hold a Climate Emergency Citizens Assembly	Deprioritised	No available funding. However, Elected Members, officers and BCP community took part in the Dorset COP event on 9 September 2023.	
87. Publish an Engagement Strategy to better involve people in decision-making	Completed	Connected Communities' - BCP Council's Community Engagement and Consultation Strategy 2021-24 published.	Housing & Communities
Area wide: by 2050			
45. Develop and agree a science-based emission reduction pathway for the BCP area (54% Doing Things Differently)	Not started	To be considered by the Local Climate Partnership	Climate Team
46. Support the Voluntary & Community sector to reduce emissions	Not started	Build on previous 'Light touch' engagement with CAN.	Housing & Communities
43. Launch a behaviour change programme for residents on all issues, including: energy, waste, water, travel, food, shopping	Not started	Ad-hoc messaging and comms around C&EE, usual environmental comms released. Re-location of Climate Team into Marketing, Communications & Policy Directorate will assist in moving this action forward.	Communications Team Climate Team
44. Inform residents, businesses, and visitors of progress	Completed	Annual Reports have been produced for each year following the Climate and Ecological Emergency Declaration	Climate Team
50. Expand the successful Leave Only Footprints environmental awareness campaign	Completed	Leave Only Footprints continues to be a recognised local brand and has been promoted in schools competitions and the logo used on new EV vehicle as part of Government Air Quality initiative. It will also feature significantly in the Durley Environmental Innovation Hub.	Commercial Operations
Theme/Action	Status	Progress	Lead Service

People			
Internal: 2030			
88. Introduce a 'New Ways of Working' behaviour change programme, in conjunction with accommodation changes and technology to encourage less staff travel	Completed	Accelerated due to Covid-19 homeworking requirements	Estates
89. Draw up an internal Communication Plan	Not started	Ad-hoc messaging and comms around C&EE, usual environmental comms released. Re-location of Climate Team into Marketing, Communications & Policy Directorate will assist in moving this action forward.	Communications Team Climate Team
90. Endorse a Zero Carbon Workplace Charter for behaviour change	Completed	Available to services on the Our Climate Action sharepoint site	Climate Team
Theme/Action	Status	Progress	Lead Service
Other			
Internal: 2030			
51. Submit annual emissions data to CDP for Global Covenant of Mayors	Completed	Data submitted each year for the area to be ranked alongside other participating councils/organisations. Data submitted to Covenant of mayors in 2023.	Climate Team
52. Participate in networks of similar organisations addressing climate change (Covenant of Mayors, LGA, APSE, local and regional partnerships)	On Track	Continued participation in local, national, and international networks.	Climate Team
53. Consider developing a local offsetting scheme for area-wide emissions remaining at 2050 (54% Doing Things Differently)	Paused	To be considered by the Local Climate Partnership	Climate Team
91. Launch a Decision Impact Assessment tool to embed sustainability	Completed	DIA tool used in decisions, reports, procurements policies and strategies.	Climate Team

92. Carry out a review and adopt sustainable procurement strategy and guidance - including practices to reduce carbon in the supply chain, local sourcing, whole-life costing and assessment of suppliers to encourage energy and waste reduction	Ongoing	New Public Procurement Regulations are expected in October 2024. These are expected to have a define/procure/manage focus and highlight lifecycle principles. Previous Sustainable Procurement guidance drafted in 2019 and Financial Regulations 2020 include: i. Sustainability requirements are considered and built into the specification. ii. The Sustainability Decision Impact Assessment form (available from the Sustainability Team) must be completed on all procurements. iii. A standard selection questionnaire (SQ), that includes questions on environmental and equalities standards. Potential bidders must demonstrate that they comply with these requirements. iv. All procurements over £25,000 are to be assessed with a minimum of 10% of the quality score being allocated to sustainability and social value.	Procurement Team
93. Promote and encourage low carbon best practice among commissioned services	Not started	Adult Social Care have identified good practice amongst some commissioned services to build on.	Commissioning
94. Investigate a carbon charge on projects/decisions to fund offsetting	Paused	To be considered by the Local Climate Partnership	Climate Team
95. Investigate divestment of fossil fuels from the Council Pension Fund	Ongoing	A Friends of the Earth report estimated that the Dorset County Pension Fund had £128 million invested in fossil fuel production in 2019 and this was reduced to £41 million in March 2021. Brunel Pension Partnership administers SW LA pensions (including Dorset) and their published policy is: 'We commit to be Net Zero on financed emissions by 2050, with the goal of limiting global temperature rise to 1.5°C, and Net Zero on our own operations (scope 1 and 2) by 2030.'	Representatives on Dorset Pension Fund Committee
96. Promote consistency in decision-making to ensure that we are consistent in communicating and acting on this emergency	Completed	DIA tool used in decisions, reports, procurements policies and strategies.	Climate Team
97. Prioritise measures that have the most impact	On Track	Prioritisation underway as part of the Climate Strategy refresh and Action Plan compilation.	Climate Team
98. Monitor and communicate progress	Completed	Annual Reports have been produced for each year following the Climate	Climate Team

via a Climate Emergency Annual Report		and Ecological Emergency Declaration	
99. Seek to establish 'carbon budgets' for Council services	Paused	Climate Action Network will allocate carbon budgets to services to work within.	Climate Team
100. Maintain communication with Government and encourage positive action on all related legislation	Ongoing	As required	All services

Acronyms

AFOLU	Agriculture, forestry, and land use
BBML	Bournemouth Building Maintenance Limited
BCP Council	Bournemouth, Christchurch, and Poole Council
BDC	Bournemouth Development Company
BEIS	Department for Business, Energy, and Industrial Strategy
CCC	Climate Change Committee
CO ₂ e	Carbon Dioxide Equivalent
DEC	Display Energy Certificate
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
ECO	Energy Company Obligation
EPC	Energy Performance Certificate
FCERM	Flooding and Coastal Erosion Risk Management
GHG	Greenhouse Gas(es)
IPCC	Intergovernmental Panel on Climate Change
LEAP	Local Energy Advice Partnership
LULUCF	Land use, land use change and forestry
PFI	Private Finance Initiative
PHP	Poole Housing Partnership
SFRA	Strategic Flood Risk Assessment

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CABINET



Report subject	Accommodation BID
Meeting date	6 March 2024
Status	Public Report
Executive summary	This report outlines proposals for an Accommodation Business Improvement District (ABID) covering the whole of the Bournemouth, Christchurch and Poole region. Cabinet are asked to confirm that the proposals do not conflict with Council policy. They are also asked to instruct the Chief Executive (as Ballot Holder) to put in place arrangements to hold the ABID ballot.
Recommendations	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> i. Cabinet note the proposals for the Bournemouth, Christchurch and Poole Accommodation BID from the ABID Shadow Board BID Proposer ii. Confirm that the proposals do not conflict with any policy formally adopted by, and contained in a document published by, the Council. iii. Delegate to the Chief Executive the authority to instruct the Ballot Holder to hold a BID ballot. iv. Delegate to the Chief Operations Officer, in consultation with the Portfolio Holder for Tourism, the Council’s vote on the ballot, as a levy member operating the Bournemouth Beach Lodges v. Noting that if the ABID is approved, the Council will be responsible as the Billing Authority for collection of the BID levy in accordance with the BID arrangements. vi. Note that the Council has been offered, and would accept a permanent voting seat on the ABID Board for the 5-year term. The Council’s voting representative to be the Leader of the Council or a deputy nominated by them

<p>Reason for recommendations</p>	<p>A successful ballot would lead to a significant step change in the levels of investment across destination, raising at least £2m a year to invest in marketing, events, placemaking and partnership activities over the course of the 5-year term of the ABID. Its purpose, to support growth in the visitor economy by targeting an increase in higher value staying visitors throughout the year.</p> <p>The proposals support the Council's plans to deliver a balanced medium term financial plan by supporting growth of the local economy with no additional costs to the Council.</p> <p>Enabling the community to take forward this initiative is fully aligned to the Council's Corporate Plan strategic aims and objectives including Place & Environment and People & Communities</p>
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Portfolio Holder(s):	Cllr Millie Earl
Corporate Director	Jess Gibbons – Chief Operations Officer
Report Authors	Andrew Emery – Strategic Development Manager, Planning & Destination
Wards	Council-wide
Classification	For Decision

Background

1. The visitor economy is important to Bournemouth, Christchurch and Poole and supports over 10,000 local jobs which equates to 7% of the local workforce. Whilst day visitors make up the vast majority of visitors, the highest spending group are overnight staying guests across hotels, guest houses and Airbnb-style rentals. Local hotels attracted an estimated 651,400 visitors staying 1,887,000 nights and spending an estimated £204,346,000 in the local economy in 2022.
2. Leading local tourism industry and business organisations have recognised the need for the destination to maintain its competitiveness and encourage more high value staying visitors to stay throughout the year and beyond the traditional summer season. With public sector finances coming under significant pressure, local industry bodies recognise that BCP Council cannot continue to support destination promotion activities in the long term
3. The local Hoteliers Association (BAHA) have come together with the Destination Management Board which is the local tourism industry liaison group, along with the four Business Improvement Districts and BCP Council to establish an Accommodation BID or ABID as a vehicle to raise investment to fund destination activities and inject new growth into high value areas of the local visitor economy. Investment derives from a levy charged per room night to guests staying in local hotels. The levy rate will be set out in the business plan, to be developed by the BID Proposer through consultation with the hotel operators.
4. The ‘visitor charge’ model is well established in Europe and across the globe. However, this approach is new to the UK. The first two ABIDs were established in 2023 in Manchester and Liverpool. Following a successful launch, many cities and destinations are currently looking at introducing a similar approach.

5. The Bournemouth, Christchurch and Poole ABID is seen as an investment for the future which could raise at least £2m a year to invest in the destination. It would be applied across all visitor accommodation within the conurbation with a ratable value over £40,000, subject to consultation with the businesses who would be balloted to establish the ABID. This is estimated to include around 73 businesses.

6. A 5-year business investment plan is currently being developed by the ABID Shadow Board in consultation with local accommodation providers which will be balloted on in April. This will set out key areas for tourism levy investment and will likely include:
 - **International & Domestic Destination Marketing, PR & Events for Leisure & Business:** for example: targeted marketing campaigns to drive up year-round visitors and investment in major destination scale events and festivals to attract high spend staying visitors and extend the summer season.
 - **Destination Placemaking & Logistics:** for example, investment in safe and welcoming public spaces, collection of high quality data and intelligence to measure performance and support businesses in their decision making to attract new visitors to the area
 - **Destination Showcasing, Funding & Partnerships:** for example, working with regional and national bodies, including Visit England, and commercial partners to leverage additional investment in infrastructure and visitor services to meet opportunities for growth

7. Under the [Business Improvement District Regulations 2004](#) the Council is required to support any proposals for a new BID coming forward, provided it is satisfied that the proposals align with policies adopted by the Council.

8. The investment principles proposed by the ABID align to the Bournemouth, Christchurch and Poole [Tourism Strategy 2023-27](#)
 - C1: Council to transition to enabling partner, working with the Destination Management Board to identify a new model of Destination Management for Bournemouth, Christchurch and Poole
 - C5: Working in partnership to deliver a more productive and resilient visitor economy and destination management eco-system

9. The Council is invited to vote in the ballot as levy operator for the Bournemouth Beach Lodges visitor accommodation. The Chief Operating Officer will vote, in consultation with the Portfolio Holder for Tourism. Council also has a role to play as Ballot Holder, under the BID regulations to hold the ballot for the new ABID and declare the result. Should the ABID be voted in, the Council will be responsible for the quarterly collection of the visitor charge

from hotels, passing on the collected funds to the ABID minus the costs for collection

Impacts on Council Services:

10. It is anticipated that, once established, the ABID will take a lead on destination management. Arrangements are under development with the ABID Shadow Board to ensure a smooth transition as the Council steps away from funding destination activities.
11. The Council will remain a key partner within the visitor economy, responsible for the management of the seafront, parks and gardens, museums, car parks, public spaces, facilitating events and directly operating a number of commercial visitor facilities and attractions across the seafront.
12. A set of baseline statements will be developed to support an operating agreement between the Council and the ABID. This will set out the activities each party can commit to deliver, ensuring no overlap.

Alignment to the Council's Strategic Goals:

13. Corporate Plan (2024)

Corporate Plan	ABID proposals alignment
<p>Our Place and Environment: Vibrant places where people and nature flourish, with a thriving economy in a healthy, natural environment</p> <ul style="list-style-type: none"> • Our communities have pride in our streets, neighbourhoods and public spaces • Our inclusive, vibrant and sustainable economy supports our communities to thrive 	<p>Destination Placemaking & Logistics: for example, investment in safe and welcoming public spaces, collection of high quality data and intelligence to measure performance and support businesses in their decision making to attract new visitors to the area</p> <p>International & Domestic Destination Marketing, PR & Events for Leisure & Business: for example: targeted marketing campaigns to drive up year-round visitors and investment in major destination scale events and festivals to attract high spend staying visitors and extend the summer season.</p> <p>Destination Showcasing, Funding & Partnerships: for example, working with regional and national bodies, including Visit England, and commercial partners</p>

	to leverage additional investment in infrastructure and visitor services to meet opportunities for growth
<p>We are an open, transparent and accountable Council, putting our people at the heart of our services</p> <ul style="list-style-type: none"> • Working closely with partners, removing barriers and empowering others 	Enabling the business community to establish a step change in investment to support the destination visitor economy through the set up of the ABID

Options Appraisal

Option 1:

14. Council endorses and enables the establishment of the ABID proposal and key areas for investment. Should the ABID not be voted in (a minimum 50% vote in favour is required from the c.73 accommodation providers) there would be a high risk of all destination promotion activity ceasing unless alternative options funded by the industry came forward.

Option 2:

15. The ABID is not supported in its present form on the basis of BID Regulations 2004, Section 4 (4) Where the relevant billing authority is of the view that the BID proposals, renewal proposals or alteration proposals conflict with a policy formally adopted by and contained in a document published by the authority (whether or not the authority is under a statutory duty to prepare such document) the authority shall, as soon as reasonably practicable after receiving the proposals, notify the BID proposer or BID body, as the case may be, in writing explaining the nature of that conflict.
16. The Council may decide, in this situation to request the ABID Shadow Board develop and consult on new proposals that do align, in the Council's view, with BID Regs 2004: Section 4(4).
17. Delay to the formation of the ABID may result in a significant hiatus of destination marketing / website provision between the Council stopping activity and a revised ABID being established. This would have significant economic and reputational impacts for the visitor economy including commercial activities run in house by the Council that benefit from visitors, which include car parking and seafront commercial trading. This may then introduce significant new pressures to balancing the Council's budget.

Summary of financial implications

- 18.If the ABID is approved, the Council's Revenue and Benefits Service will undertake the administration and collection of the levy. Any costs incurred for the collection will be met by the ABID Company.
- 19.The cost for holding the ballot will be funded by the Bournemouth, Christchurch and Poole Accommodation BID.
- 20.The Council, as levy payer and operator of the Bournemouth Beach Lodges, would be liable to apply the visitor charge to its guests.

Summary of legal implications

- 21.The ABID as a company, would be limited by guarantee.
- 22.ABID would be run by a Board of Directors, all of whom would represent businesses from the private sector or organisations paying the BID levy. Members of the ABID elect their Board of Directors. The Board of Directors will be responsible for overseeing the delivery of projects, ensuring that they are delivered on time, in budget and to the highest standards possible. As set out in the Business Plan, the Directors will represent key sectors of the visitor accommodation industry, Destination Management Board, the four Business Improvement Districts, BH Area Hospitality Association and BCP Council.
- 23.An Operations Agreement is being drafted by the Council that outlines the terms of the relationship between the ABID company and the billing authority.
- 24.Baseline Agreements will be drawn up with relevant Service Unit Heads covering: Regulatory Services; Cleansing; Car Parking; CCTV; Market; Tourism and Events. The Baseline Agreements determine the current commitments of the Council in the existing 4 BID areas and the proposed new ABID to ensure that there is no duplication of activities from the ABID funds.

Summary of human resources implications

25. None

Summary of sustainability impact

- 26.Increased UK visitor market share resulting from a compelling and well promoted Bournemouth, Christchurch and Poole destination offer can support a drive to reduce UK Outbound tourism trips in favour of domestic holidays and trips. The rise of eco-tourism offers a key differentiation and growth market. The ABID may choose to focus on developing this market, in line with the strategic goals and evidence base set out in the BCP Tourism Strategy 2023 - 2027

Summary of public health implications

27. None

Summary of equality implications

28. The Bournemouth, Christchurch and Poole Accommodation BID is a proposal for hotelier businesses, of whom a majority (both in terms of number and collective rateable value) would need to vote in favour, in order for it to be implemented. Subsequently, it has been considered that the proposal does not impact any protected or disadvantaged groups.

Summary of risk assessment

29. Key strategic risks:

Risk	Action	Rating
Ballot & implementation delivery delays	Working with ABID Shadow Board to identify options to sustain tourism website, marketing and pr activities until ABID established.	High
Ballot produces a 'no' vote resulting in no destination marketing activities beyond September	Working with tourism partners to identify a plan B	Medium
Loss of political support	Early engagement with Cabinet (Leader & Deputy sit on Shadow Board)	Low
Loss of Officer resource to enable delivery	Resource to be full cost recovery and funded from collection of the levy	Low

Background papers

1. BCP ABID Newsletter: fact sheet issued to hotel operators



ACCOMMODATION BID

BOURNEMOUTH • CHRISTCHURCH • POOLE

NEWSLETTER ONE

Hello and welcome to the Bournemouth, Christchurch, Poole Accommodation Business Improvement District (ABID) Factsheet. We wanted to introduce the work we are carrying out and answer some key questions and ask for your involvement as a major Accommodation Provider in our destination.

Most importantly, we would also like to arrange a one-to-one meeting to discuss this in more detail. If you are happy to do this, please email elizabeth@themosaicpartnership.co.uk.

So, What is an Accommodation BID (ABID)?

The ABID is an investment for the future, to attract more overnight visitors to the area and would be collected by the major Accommodation Providers (those with a rateable value of £40K and over) in Bournemouth, Christchurch and Poole.

These Accommodation Providers will help develop and vote on a five-year Business Plan designed to grow your business, reflect your priorities, and provide longer term security. If the vote is successful, the levy will be charged to visitors and collected to enact the Business Plan. Accommodation Providers will collect a £2 per room/unit, per night (plus VAT), from guests staying overnight. This room/unit 'Visitor Charge' model is like those operating in numerous cities in Europe and around the world.

The first two of these types of ABIDs are already in place in the UK, in **Manchester** and **Liverpool** with many areas following suit soon. We want to stay ahead of the game.

Why is the ABID being considered now?

The visitor economy is hugely important to our destination. It is also becoming increasingly competitive and therefore the importance of making potential visitors aware of what our area has to offer and ensuring that they have the best visitor experience when they come is even more crucial. With public sector finances under severe pressure, resulting in a funding gap, several of the key Accommodation Providers and others in the industry have been debating the introduction of a new sustainable model to fund the delivery of destination marketing, large-scale events and other initiatives encouraging year-round leisure and business tourism across the Bournemouth, Christchurch and Poole region.



What projects could the ABID deliver?

We expect to be able to generate circa £2m pa (depending on occupancy levels) from the ABID levy over the next five years. Whilst the exact projects and initiatives that will go in the business plan will be decided in consultation with you as Accommodation Providers, we believe the investment should be around these 3 key areas:

1. International & Domestic Destination Marketing, PR & Events for Leisure & Business

- Seasonal high impact targeted marketing campaigns to drive up year-round overnight visitor numbers and spend across Bournemouth, Christchurch & Poole.
- Invest in, and secure commercial partnerships to deliver major destination scale events and festivals to attract high spend stay visitors and extend the summer season.

2. Destination Placemaking & Logistics

- Continue to develop our reputation as a safe, clean, green and welcoming destination.
- Invest in new research to help improve targeting, drive up visits and attract high quality investment.
- Develop and manage a high-grade online presence.
- Develop a quality data and intelligence portal measuring our performance as well as providing up to data intelligence to our businesses to assist with commercial decision making.
- Employ an Operational Head to represent the destination. Lobbying for investment and support and representing the interests of the ABID.

3. Destination Showcasing, Funding & Partnerships

- Working with key partners, support a Local Visitor Economic Partnership (LVEP) to drive future investment into the destination.
- Work with regional and national bodies such as Visit England to secure further investment that supports growth in (year-round) economic and environmental sustainability.

- Work with partners and funding bodies to leverage additional investment in infrastructure and visitor services to meet a growing market opportunity.

Who are the ABID Shadow Board Members Driving This Forward?

The members of the group have been recruited to represent the key Accommodation Provider types (branded, independent, group) as well the different areas, relevant industry organisations and partnerships and the public sector.

Visit our website to see an up-to-date list www.bcpabid.co.uk.

Project Timetable

Business Engagement & Consultation
February 2024

Business Plan End February 2024

Campaign March 2024

Ballot April 2024

How Can You Get Involved and Keep Up to Date?

Around 70 Accommodation Providers will potentially be part of the new ABID. Keep in touch by visiting our website. There you can fill in our survey and find details of our information sessions. Most importantly arrange a one-to-one chat by contacting Elizabeth Faulkner on elizabeth@themosaicpartnership.co.uk.

We look forward to working in partnership with you.
Visit our website for more information www.bcpabid.co.uk

CABINET



Report subject	Early Years Single Funding Formula 2024-25
Meeting date	6 March 2024
Status	Public Report
Executive summary	<p>The Council receives the ring-fenced Dedicated Schools Grant (DSG) to fund several education blocks, including the Early Years block which must be developed into a local Early Years Single Funding Formula (EYSFF). The contents of the formula are highly regulated by the Department for Education (DfE).</p> <p>A new EYSFF for BCP is required for April 2024. Consultation with the early years sector has taken place and Schools Forum considered the outcome at an extraordinary meeting on 6 February 2024, at which they agreed to recommend the proposed EYSFF to the Council, with no changes.</p> <p>The DfE notified local authorities of their funding agreement on 29 November 2023, with substantial changes from 2023-24. A group of provider representatives helped to shape the proposal and indicated that their preference was to avoid consulting with the sector during or just before the Christmas break, which Children’s Services agreed to.</p> <p>The governments biggest expansion of childcare entitlements begins this year and the proposed EYSFF includes funding rates for the children of working parents aged 9-36 months for the first time. These changes, along with a revision to the way children with SEND are funded, introducing a Deprivation Supplement to support our most disadvantaged 9–36-month-old children, a significant uplift in the Council’s central functions and the introduction of a contingency fund formed the proposed EYSFF.</p> <p>31% of providers engaged with the consultation and were, overall, supportive of the proposed EYSFF. The consultation response may be seen in Appendix A.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approve the new EYSFF for 2024-25</p>
Reason for recommendations	The recommendation demonstrates a balanced position of the funding available for distribution to the early years sector, support for disadvantaged children and those with additional needs and

	funding required for central council functions.
Portfolio Holder(s):	Councillor Richard Burton, Children and Young People
Corporate Director	Cathi Hadley, Corporate Director Children's Services
Report Authors	Amanda Gridley, Service Manager-EH1 Darren Buckley, Senior Childcare Sufficiency and Funding Officer Steve Ellis, Management Accountant-Children's Services
Wards	Council-wide
Classification	For Decision

Background

1. The 2024-25 DSG early years block funding rates have increased by 4.7% for 3- and 4-year-olds, with two brand new funding rates introduced for eligible children aged 9-36 months old.
2. Early years funding for 2024-25 has been estimated by the DfE based on the January 2023 census with the prior year comparative in table 1. Funding is to be finalised in summer 2024 and 2025 for each year, respectively. There is a significant increase year on year due to the largest ever expansion of childcare entitlements taking effect from 2024-25.
3. From April 2024 working parents of 2-year-olds will have an entitlement to 15 hours per week childcare funding, increasing to 30 hours from September 2025. This is a brand-new entitlement aimed specifically at working families that fulfil eligibility criteria.
4. From September 2024 working parents of 9-month-old children will have an entitlement to 15 hours per week of childcare funding, increasing to 30 hours per week from September 2025
5. Disadvantaged 2-year-olds will continue to be eligible for 15 hours per week in 2024-25, with no change to the entitlement criteria.
6. A summary of the early years settlement for 2024-25 is provided in table 1 below:

Table 1: Early years funding settlement 2024-25

DSG Funding	2023-24 Forecast	2024-25 Forecast	Annual Change		Reason for Change
	£000's	£000's	£000's	%	
Early Years	21,093	35,054	13,961	66%	Increase in funding and introduction of new age group entitlements

7. The early years block is distributed according to a national funding formula (NFF) with funding allocated to the local authority in accordance with the School and Early Years Finance and Childcare (Provision of Information About Young Children) (Amendment) (England) Regulations 2024. The regulations impose some restrictions on how the funding can be allocated to early years providers, as well as detailing the central expenditure that can be charged to the grant within the block.
8. Included within the DSG, but outside the early years funding formula, there are prescriptive amounts included in the total early years funding in table 1:
 - a. early years pupil premium (EYPP) for eligible children with an estimated increase of 3.0%.
 - b. disability access fund for one off payments to settings for eligible children with an increase estimated at 3.2%.

Early Years Single Funding Formula (EYSFF)

9. The Council is required to operate an EYSFF for all providers. The formula is applicable for 9-month, 2-, 3- and 4-year-old entitlements to childcare places delivered in pre-schools, day nurseries, independent schools, childminders, and in nursery classes within a small number of academies.
10. The formula for 3- and 4-year-olds is to include a universal base rate for all providers and a mandatory deprivation supplement to differentiate funding.
11. The formula for 2-year-olds includes a base rate for all providers and a discretionary deprivation supplement to differentiate funding between a disadvantaged 2-year-old and a working parent 2-year-old.
12. The formula for under 2's includes a base rate for all providers and a discretionary deprivation supplement to differentiate funding between a working parent and a working parent eligible for EYPP.
13. The formula must include a SEND Inclusion Fund (SENIF). The SENIF provides additional funding to support children with additional needs. Previously SENIF applied only for 3- and 4-year-olds, but from April 2024 this funding must be applied across all age groups.
14. SENIF is not provided under the statutory framework for EHCPs. Any EHCPs for children in the early years age groups are funded by the high needs block following statutory processes in addition to the inclusion fund within the EYSFF.

Consultation for 2024-25

15. Initial consultation took place with provider representatives in a sub-group of the Schools Forum to help shape the wider consultation with the sector. In partnership with this group the Council recommended the following to the sector:
 - To include the discretionary deprivation supplement as part of the formula for 9–36-month-old children.
 - To evolve the way children with SEND are assessed and funded across all age groups.
16. The Early Years Single Funding Formula consultation paper was distributed via email to 287 childcare providers within BCP on 9 January 2024 with responses requested by 22 January. 4 virtual consultation briefing events were held over a two-

week period attended by 51 providers. 31% of the sector provided consultation feedback (88 responses of a possible 287).

17. The consultation responses (see Appendix A) shows an overall approval for both proposals mentioned in 15.
18. The final hourly rates were confirmed by government on the 29 November 2023 and are summarised as follows:
 - 3 and 4-year-olds: funding rates to increase by 25p from £4.87* to £5.60
*DfE enhanced the funding rate for this age group in September 2023 to £5.35
 - 2-year-olds a new funding rate set at £7.92
 - Under 2's a new funding rate set at £10.77
19. Councils are permitted to retain up to 5% of the EYSFF for central services such as administering the entitlement and providing support to providers and systems to operate the funding claims. Due to the financial pressures faced by the Council it was agreed that an increase in the Central Functions was required for 2024-25.
20. For 2024-25 it is proposed that that 2.5% of the EYSFF is retained for central an approximate 400% increase year on year (previously 0.5%). Providers were informed of this proposed change during the consultation and while some did question the level, providers overall did not disagree with the change.
21. As there are new early education entitlements being introduced this year and a change in census collections (three as opposed to one), it is proposed to hold approximately 1% of the EYSFF from the under 2's and 3- and 4-year-old formula as a contingency fund. This funding will be reserved to mitigate against any overspends in either age group (including any change to forecast SEND pressures).
22. This means that from the EYSFF an overall 3% of funding is not immediately available for providers.

Proposed EYSFF 2024-25 for Cabinet Decision

23. On 6 February 2024 School's Forum were presented with the outcome of the consultation and unanimously recommend the proposed EYSFF to the Council. The table below shows the impact of adopting the proposal for 2024-25, per age group.

Table 2: Proposed EYSFF – Hourly Funding Rates 2024-25

3 and 4 year olds Funding Elements	2024-25		Note
	Allocation from Funded Rate*	EYSFF Provider Rate for approval	
Base Rate	£5.10	£5.10	Every child
Deprivation	£0.08	£0.33	Per eligible child
Inclusion Fund	£0.22	£2.43 / £4.86 / £7.49	Per eligible child
Central Functions	£0.14		
Contingency	£0.06		
DSG Funding per hour	£5.60		

** the shaded grey allocations from the DSG funding levels are shown for context, some rounding may occur*

2 Year Old Funding Elements	2024-25		Note
	Allocation from Funded Rate*	EYSFF Provider Rate for approval	
Base Rate	£7.25	£7.25	Every child
Deprivation	£0.16	£0.65	Per eligible child
Inclusion Fund	£0.32	£2.43 / £4.86 / £7.49	Per eligible child
Central Functions	£0.20		
Contingency	£0.00		
DSG Funding per hour	£7.92		

* the shaded grey allocations from the DSG funding levels are shown for context, some rounding may occur

Under 2's Funding Elements	2024-25		Note
	Allocation from Funded Rate*	EYSFF Provider Rate for approval	
Base Rate	£9.88	£9.88	Every child
Deprivation	£0.08	£0.33	Per eligible child
Inclusion Fund	£0.43	£2.43 / £4.86 / £7.49	Per eligible child
Central Functions	£0.27		
Contingency	£0.11		
DSG Funding per hour	£10.77		

* the shaded grey allocations from the DSG funding levels are shown for context, some rounding may occur

Deprivation eligibility is determined as follows:

3- and 4-year-olds the supplement is added for those children that had formerly accessed disadvantaged 2 year old funding or those that are currently eligible for EYPP. The supplement is added only to the funding rate of the entitled child.

2-year-olds the supplement is added for those children that qualify as a disadvantaged 2 year old, or those that are currently eligible for EYPP. The supplement is added only to the funding rate of the entitled child.

Under 2-year-olds the supplement is added for those children that are currently eligible for EYPP. The supplement is added only to the funding rate of the entitled child.

SEND inclusion is funded as follows:

(All age groups) Providers are funded per hour for all early entitlement hours accessed, based on three levels of need which is determined by a weekly panel of special education needs officers. Tier 1 at £2.43, Tier 2 at £4.86, tier 3 at £7.49.

Options Appraisal

24. Options were considered in the consultation processes with the early years sector, and with Schools Forum.

Summary of financial implications

25. The early years formulae are set within the funding envelope of the DSG and therefore have no impact on the general fund.

Summary of legal implications

26. The consultations undertaken and the formulae recommendations are compliant with the School and Early Years Finance and Childcare (Provision of Information About Young Children) (Amendment) (England) Regulations 2024.
27. Funding rates for early years in 2024-25 must be provided to the sector by 31 March 2024.

Summary of human resources implications

28. There are no human resources implications for the Council. Any implications from funding levels are for early years providers.

Summary of sustainability impact

29. None.

Summary of public health implications

30. Should appropriate funding not be allocated to meet the needs of pupils with SEND within BCP, there may be health and well-being implications for this group of the population leading to reduced health equalities locally.

Summary of equality implications

31. An equalities impact assessment has not been undertaken. The DfE have undertaken equality impact assessments in determining the structure of the funding formulae and how funding is to be allocated. The local formulae are aligned with the national schemes.

Summary of risk assessment

32. There are no risks to the Council from the implementation of the funding formula within the Regulations and published guidance.

Background papers

None.

Appendices

Appendix A: Proposed Changes to the Early Years Single Funding Formula for the Free Early Entitlement for 2, 3 and 4 Year Olds for April 2024 – March 2025 Outcomes of the Consultation.



Bournemouth, Christchurch and Poole Council

Proposed Changes to the Early Years Single Funding Formula for the Free Early Entitlements for April 2024 – March 2025

Outcomes of the Consultation

24 January 2024

The Early Years Single Funding Formula consultation paper and online link for response was emailed to 287 childcare providers registered for early education funding within Bournemouth, Christchurch and Poole Council (BCP) on 9 January 2024.

A total of 51 providers attended four virtual briefing events held during the consultation period, two of which were evening sessions.

Providers received several reminders about the ongoing consultation and the importance for feedback on the proposals. The consultation closed at 11pm, 22 January 2024.

Total issued 287

Type of Setting	Total Issued	Response (Number)	Response (%)
All Respondents	287	88	31%
Childminders	138	45	33%
Day Nursery	74	25	34%
Pre-School	57	16	28%
School Nursery	13	2	15%
Independent School Nursery	5	0	0%

Overall, 31% of the sector returned feedback on the consultation. The sector feedback for only groups and school based settings in isolation is 30%.

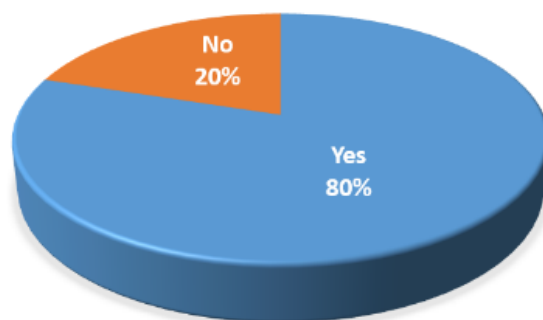
The outcome from each question asked within the consultation is summarised below.

This document also includes full comments left by a provider (anonymised where necessary).

Question 1:

The use of a deprivation supplement for children aged 9 – 36 months old is discretionary for councils. Do you agree that a deprivation supplement is allocated to children claiming funding as a 9 month to 2 year old, if they meet eligibility criteria?

Type of Setting	Yes	No
All Respondents (88)	70 (80%)	18 (20%)
Childminders (45)	42 (93%)	3 (7%)
Day Nursery (25)	15 (60%)	10 (40%)
Pre-School (16)	11 (69%)	5 (31%)
School Nursery Class (2)	2 (100%)	0 (0%)



Feedback from providers

There was some uncertainty about the eligibility criteria for children proposed to be eligible for the deprivation supplement and several providers preferred the allocated funding to be split across other age groups/base rates, A question was also raised regarding the destination for any underspend in this category.

Local authority response

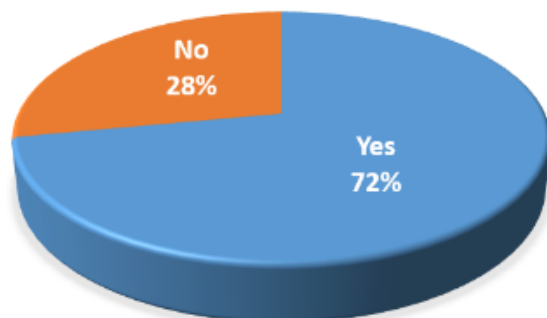
The Council's intention is to use the deprivation supplement only for those children whose families qualify for the Early Years Pupil Premium or those that qualify as a disadvantaged two year old, therefore the most in need children. Both of these entitlements use national criteria for eligibility and neither have changed for several years. The Council is also keen to ensure that children of a deprived background are supported as much as possible within the confines of the funding formula. In the unlikely event of an underspend with this supplement, balance funding would support the SENIF.

The majority of respondents agreed with our proposal to introduce a deprivation supplement for 9 – 36 month olds, which intends to support places for disadvantaged children, therefore Children's Services will recommend that this element of the formula is put forward for approval.

Question 2:

Do you agree with the change proposed for higher needs SEND children (the change in the eligibility criteria and the change in funding rates)?

Type of Setting	Yes	No
All Respondents (88)	63 (72%)	25 (28%)
Childminders (45)	38 (84%)	7 (16%)
Day Nursery (25)	14 (56%)	11 (44%)
Pre-School (16)	9 (56%)	7 (44%)
School Nursery Class (2)	2 (100%)	0 (0%)



Feedback from providers

Several providers commented on this question and many shared the feeling that three tiers was excessive for this supplement, and reducing the tiers could increase the relevant base rates. Providers also left feedback that despite the increase in the higher level of SEND supplement it was not enough to fund 1:1 care for those children most in need.

Local authority response

Providers should be aware that Children's Services looked at other local authority examples for the Inclusion Fund to understand different ways of working for 2024-25. SEND tier levels for individual children will be reviewed on a termly basis, which gives scope for movement to different levels. With regular reviews we anticipate much more movement of SEND funding rates per child as they develop under your care, or that more funding is deemed to be required.

It should be noted that the SEND Inclusion Fund is a contribution to the care of children with high and complex needs rather than a direct like for like fund for 1:1 care. We do appreciate the additional cost of caring for children with SEND and advise that the base rate for all children, which now includes an additional 2p to support with making reasonable adjustments, should also be included in providers calculations, for instance a 3 year old with Tier 3 SEND would be funded at £12.59, a disadvantaged 2 year old at £15.39 and a working parent 9 month old at £17.37. These levels further increase with EYPP and deprivation supplement.

We see that the majority of providers agreed with our proposal but it is clear that group providers, although overall supportive, had some questions and queries about the proposed change. All feedback is taken into account, however as the proposal received broad approval Children's Services are minded to recommend this change to the Council.

Question 3:

Please use this section to provide any additional comments you wish to make.

Feedback from providers

Many childminders used this section to express concern and dissatisfaction over the significant fall in base rate between a 1, 2 and then 3 year old child. Their concern also includes the challenges this sector have regarding ratio's versus group provision. A childminder also asks why they (or their childminder peers) could not be involved in any decision making.

We've received several comments across the sector regarding the proposed 1% contingency funding being retained and what might happen in the event of an underspend.

Group providers were keen to highlight that the average increases proposed here are not close to the National Living Wage and other cost increases being faced.

We also saw comments regarding the use of the word 'free'.

Local authority response

In terms of ratio and base rate challenges, both elements in this are of a national interest, as the DfE are the body that will decide on ratios and the level of funding for each age group it will pay to local authorities. with the local authority able to then manage that on a smaller scale, but still using funding levels assigned by the DfE. Several years ago the DfE required each sector type to be funded equally, therefore the Council are unable to account for childminders and ratio's when deciding the EYSFF for all.

During informal briefing sessions during the consultation some providers raised a similar question as from their perspective the proposed funding rate for 1 and 2 year olds exceeded their private rate, but the 3 year old rate then fell below and were asking how they might manage that. The local authority can't give business advice in this respect and if a funded hour happens to be higher than the rate you would ordinarily charge, this should be seen as a benefit for the business. Providers retain the right to raise a consumables and services charge against funded hours (for all age groups), and should be mindful of the impact of additional charges, especially on the most disadvantaged parents. Where parents are unable to pay for meals and consumables, providers who choose to offer the free entitlements are responsible for setting their own policy on providing parents with options for alternatives to additional charges.

Regards involvement in the EYSFF decisions being made, there is a vacancy for a childminder representative on the Early Years Sub Group. Any childminder that would like to be a part of this group for future funding consultations should contact the Early Education Funding Team in the first instance.

The budget will be closely monitored throughout the year. The DfE are requiring three census collections in 2024-25 and will fund the Council based on that data collected (which will be mid term, rather than end of term) this means that children that start after the census date (funded as an adjustment) are unlikely to be funded by the DfE until the following term. Some of this is

mitigated by children leaving after census date of course. The last time three census collections were made in a year (during the pandemic) the Council funded more hours than reimbursed for. The Council don't want to propose a cut-off date during a funding term, therefore propose to utilise the contingency fund where required. Any significant variance in funding will be discussed with Schools Forum.

It is appreciated that the increase in staff wages is not complimented by each part of the EYSFF, but providers will understand that the Council can work only with the funding rates it receives from government. Providers should continue to lobby government in this respect.

The word 'free' is technically part of the entitlements offer in legislation. Locally we had, several years ago, amended our publicity material to reflect 'funded childcare' in support of providers rights to request voluntary contributions to government funded childcare in line with the statutory guidance (the April 2024 guidance has now been published [here](#)).

BCP Council greatly value and appreciate the work that all our providers do for our children every day. Your contributions to the early education of young minds is never taken for granted and through this Early Years Single Funding Formula we have aimed to make the best use of the budget provided to us. Following the sectors overall positive response we will propose to School's Forum that this formula is recommended for approval.

Provider Comments

The following section contains all comments made by providers, per question, anonymised where necessary. Comment boxes are alternately shaded only for presentation.

Comments under Question 1:

The use of a deprivation supplement for children aged 9 – 36 months old is discretionary for councils. Do you agree that a deprivation supplement is allocated to children claiming funding as a 9 month to 2 year old, if they meet eligibility criteria?

Childminder	What does deprivation and or discretionary mean? Some parents are accessing food banks regularly with both parents working but don't meet criteria for deprivation
Childminder	I feel all children should benefit from the extra money shared equally
Childminder	I think a deprivation supplement should only be used from 2 years old as it is now as children gain more experiences from this age for it to benefit them.
Day Nursery	Base rate to be increased for 3-4 year olds
Day Nursery	Has there been any research to understand how many children in the 9-36 month bracket will be eligible for deprivation funding? Is it really necessary and what happens to any excess money in that pot that isn't used? We know there are increasing levels of SEND children requiring support. Surely the deprivation supplement for 9-36 months would be better used, added to the SEND fund as the rates quoted for SEND are still too low, particularly for the children with the most complex needs.
Day Nursery	I would split the deprivation supplement across all children

Day Nursery	Information provided is inadequate to make a comment on the grounds that we have no idea what would or wouldn't meet the eligibility criteria. Also some of the maths in the proposed funding rates don't add up. Total funding budgets are not known and weighted averages are not clear.
Day Nursery	It would be difficult to "police" and ensure the child is receiving the extra support in place from the deprivation supplement. I'm not sure if there could possibly be better use for the deprivation supplement in early years via centres/hubs etc.
Day Nursery	It would be preferable to increase the base rate - specifically 2 year old rate as this has reduced from the Autumn and Spring rate
Day Nursery	Look at some of those children that are not eligible for the funding.
Day Nursery	The base rate could be higher across the board
Day Nursery	The maximum money needs to go towards the main funding rates for 3-4 year olds.
Day Nursery	This deprivation funding should go to children aged 2, 3 and 4years as their overall funding is lower.
Pre-school	give more to the 2 year plus children who are entitled to the deprivation supplement
Pre-school	I feel it should be from 2 years in line with the 2 year funding. Children younger than this would be attending full day care so will have families that are working.
Pre-school	Universal credit covers the 0-24 months with a higher payment, 3 year olds yes
Pre-school	Would prefer any monies for this were used to increase the base rate.

Comments under Question 2:

Do you agree with the change proposed for higher needs SEND children (the change in the eligibility criteria and the change in funding rates)?

Childminder	3 tiers may prove to be too complicated to administer
Childminder	Far too low rates. And eligibility criteria far too strict. Some children just don't apply as they are not SEN enough
Childminder	I feel the 2 tier system should remain and that there isn't a need for another level for SEND
Childminder	I feel they are too high
Childminder	I would like 2 levels and more put into the base rate.
Childminder	Not sure
Childminder	There is more than enough being skimmed off for SEND already. Another additional tier is unnecessary
Day Nursery	All children need more funding to cover the sessions regardless of SEN
Day Nursery	Based on our setting, it seems unnecessary to add a third Tier and would be more beneficial to add any additional funds to the base rate.
Day Nursery	Higher funding rates for SEN children to help support 1-1 staff needed for the children who need this

Day Nursery	<p>I DO NOT agree with the changes proposed. Retain the existing funding strategies as it is now. The expected workload will fall even more on the Providers/settings. Settings will lose out as the majority of children will fall into Tier 1 (if they are lucky to get funding). Monies could be used from Tier three to raise Tier one and Tier two amounts to help cover staffing to work with the children..</p> <p>The information is too woolly not enough consultation on this in a short space of time. Staff are under a lot of pressure now spending hours of unpaid time on Sen paperwork etc.</p> <p>Impact on staff and setting will lead to more staff leaving and settings closing. We have a big skills shortage at present.</p> <p>With BCP already struggling with overspending of the DSG and the Government looking at putting them under the 'Safety Valve Scheme' for SEN leave Early Years alone.</p>
Day Nursery	I don't have enough information about how it will work and how people would qualify to say I agree with it
Day Nursery	Increase the base rate for 3-4 year olds
Day Nursery	<p>Level 3 is still being grossly underfunded as this level of need requires 1:1 support. Settings are currently struggling to recruit and maintain their standard teams and would require a dedicated SEND practitioner for this level of complexity which isn't going to be met by £7.49 per hour.</p> <p>Use the deprivation funding from the 9-36 month age bracket to boost the level 3 hourly rate.</p>
Day Nursery	None of the rates fully support children with additional needs in the settings. There is just not enough money being put towards children with special needs.
Day Nursery	Previously a 2 tier funding rate was provided so if this was continued more could be added to the base rate
Day Nursery	The proposal does not address the real problem which is that meeting a child's needs cannot be judged on an hourly rate without considering the impact on the setting including staff and other children
Day Nursery	Tier 2 funding rate could be higher
Pre-school	It is the higher needs we as a setting are struggling with, the ones that need 1:1 support. I would rather have more money to help staff having these children as the current rate does not cover wages to support these children. For every child we accept that needs 1:1 support we make a huge loss to be able to support them. I cannot see how adding an extra tier will help those that really need it.
Pre-school	It works with the 2-tier system, it is much better to have a child on Tier 1 with some money than to change the criteria and the child to be removed as SEN. This is something that should be done over time and at the start of a new academic year. Already have one child whose funding is surprisingly being cut from April 2024.
Pre-school	To only have two rates of SEND funding

Pre-school	<p>We do not agree that 2p should be added to the base rate for every child suggesting it can be pooled together to make reasonable adjustments for those children needing them. Either the base rate should include this 2p to increase the base rate for all children regardless of need or the SEND Tiers need to change to make allowance for children who need reasonable adjustment or have a single need making this a 4 tiered system</p> <p>Would the use of the 2p per hour be monitored?</p> <p>Would parents know that their funding allocation includes a SEND supplement as set out in the attached appendix 1?</p> <p>Currently the proposed Tier system does not give a clear enough criteria on how need will be assessed.</p>
Pre-school	<p>we don't really know enough about the change to say yes.</p> <p>we would need to understand the criteria for the different levels</p> <p>we would also need to understand what evidence would be required termly to support the team making the funding levels decisions.</p> <p>Changes in support usually means changes to staffing levels also and this can make it even more difficult to employ and keep staff.</p>
Pre-school	<p>Would prefer to keep the 2 tiers and any monies not used added to the base rate</p>

Comments under Question 3:

Please use this section to provide any additional comments on the overall formula that you wish to make (optional)

Childminder	<p>2 year funding and 9 month funding will be a great help. The 3 to 4 however still low and misleading to parents. I would like the 3 to 4 funding to match the cost of living. Where its OK for nurseries to have a higher ratio, us childminders will and have been struggling to pay our incoming bills. We feel that we are seen as unprofessional and inadequate to deal with higher ratios. We work so hard supporting our community yet not seen by ofsted and the government despite having to offer the same learning and expectations as a nursery.</p>
Childminder	<p>Additional support for these groups of children are vital to help support best outcomes. Individual specific needs including specialist equipment, safety, play and learning, the list is endless!</p> <p>Funding formula's are so tricky as you feel your choosing a loss from group for another to gain. No easy outcomes!!</p>
Childminder	<p>As a childminder I do not have the same age brackets as a nursey does so I would prefer all the base rates to be of a higher rate as all my children receive the same level of care.</p> <p>3 & 4 year old funding needs to be paid to me at my hourly rate not under it.</p> <p>SEND funding is really hard to access as I have tried to get it for a child I looked after.</p> <p>I really hope this expansion of funding from the government works out as parents are relying on it but fully don't understand it doesn't cover the full year!</p>
Childminder	<p>I am concerned about the difference in rates. When a child reaches 3 the amount drops significantly. This is going to have a huge impact on a childminding setting as we do not have the scope to increase our numbers when children reach 3 years of age so this will have an effect financially.</p>

Childminder	I am in complete disagreement with the whole thing. Rates are low. National wage going up in April. Childminders can't boost their ratios. How can we accept more hours from the children already in our care. The funding asks a lot of work outside of working hours. Do we get paid for that. No. Asking for a consultation once everything has been agreed seems a bit ludicrous to be honest. Why could the childcare workforce not get involved in the decision that the government just puts through. A lot of my childminder friends want to give up and it is such a shame. We are stretched to the limit as it is. We don't even know the rates so just accept it and then we tell you how much you get paid. That somehow doesn't seem right. It is very difficult to find staff already in early years. This is definitely not encouraging a dedicated workforce in the sector.
Childminder	I do not see the need for 3 tiers for SEND. As a loan childcare provider with a smaller ratio i'm unable to offer one to one care. I feel it would be better for many providers to include this proportion of funding to the base rate. As a childminding setting I do not get the same level of support as that of a nursery who can employ support practitioners able of offer one to one to a child. For my business it would be better to keep the base rate as high as it can be so I can support all children. I feel if a child meets the criteria at any age the setting should qualify for a supplement in a way that it can support that child but adding another level seems unnecessary. What happens to the "contingency fund" should it not be needed or used ??? Will it be reimbursed to all providers as happened previously in Poole.??? This too doesn't seem necessary if we are wanting to keep that 3/4 year old funding at a sustainable level to keep settings open for business for prospective parents.
Childminder	I have concerns regarding the massive drop in funding amount from 9 month - 2 year old rates and the 3 and 4 year old funding rates. For a childminder, due to ratio requirements, this will have an impact on there business staying financially viable.
Childminder	I would like to challenge BCPs decision to take a contingency fund of 1% from under 2's and 3-4 yr old funding rates. If this is to happen, I feel it should be ring-fenced and, if not used, be refunded to us.
Childminder	Ideally, for childminders I'd like to see the 9 month to 3/4 year old funding rate the same rather than the different rates that is aimed at nursery ratios.
Childminder	Need to be paid in August, have staff wages and bills to pay, especially as most children will be on funding
Childminder	Need to have monthly payments that include August, 3 terms of 4 months payments
Childminder	The monies being retained for 'contingency', I am unable to see what happens to this if it is not needed for the purpose stated. I would presume that it will be reimbursed to providers as before under Poole Council. Whilst I understand that you have to ensure that you give out the information as per government guidelines, as a provider who does not have day to day dealings with SEND funding and funding formula jargon, a briefer, easier to understand version alongside jargon version would be helpful.
Childminder	This formula is something new for both : providers and parents. We will see after this year the benefits and the disadvantages.

Childminder	<p>This should have been sorted before the onset of this term to allow settings to financially plan.</p> <p>I've been contacted by parents wanting spaces for 2 year olds as they have a code. I cannot commit to accepting funded places if I don't know the financial implications to my business.</p> <p>Eg payment dates (I want preferably monthly payment dates for each calendar month so I can financially plan and hourly rate being paid to me.</p> <p>I'm unsure I can even remain in childcare due to the financial impact. It may well be more financially viable to work any unskilled job with minimum wage increases from April.</p>
Childminder	<p>With the new funding coming into place the funding amounts changing due to the child's age does not suit well in a childminding setting.</p> <p>I appreciate they have been appointed in this way because of the way ratios work within a nursery or larger group setting.</p> <p>If there is a way to propose a different way of calculating funding for childminders I think it needs to be looked at because we are unable to take on more children for instance because a child turns 3.</p> <p>I think most childminders would prefer a set hourly rate across all of the age ranges that would match our hourly rate, this would also stop many having to charge a voluntary consumable sustainability fee alongside funded places for 3 and 4 year olds.</p>
Day Nursery	<p>1. FUNDING IS STILL NOT THE HOURLY RATE OF A PERSON AND IN SOME CASES IT NEEDS TO BE.</p> <p>2. THERE IS LOTS OF TALK ABOUT THE DEPRIVATION AMOUNT WHICH IS 100% NEEDED FOR THOSE FAMILIES BUT WHAT ABOUT THOSE WHO DON'T REALLY NEED IT - THE FUNDING SHOULD BE TIERED WHEN YOU HAVE A CLEANER/SHOP WORKER CLAIMING THE SAME AS A HOSPITAL CONSULTANT THERE IS SOMETHING GRAVELY WRONG WITH THE SYSTEM - THE FUNDING SHOULD BE BASED ON EARNING YES, BUT NOT AS A £24,000 SALARY CLAIMING THE SAME AS A £99,000 SALARY - THAT IS WHAT YOU SHOULD BE GOING TO CENTRAL GOVERNMENT WITH.</p> <p>3. THE RATE OF 3% DOESN'T REALLY FALL IN LINE WITH THE INCREASE OF WAGES!!</p> <p>4. WHAT HAPPENS TO THE CONTINGENCY FUNDING IF IT ISN'T ALL USED?</p>
Day Nursery	<p>3-4 funding is not high enough. We need to be at a position where we can offer the funding without any extras having to be charged</p>
Day Nursery	<p>Agree with proposition</p>
Day Nursery	<p>As always, the more that can be added to the Base rate (particularly for 3 & 4 yo children), the more it will help settings to be sustainable and reduce unnecessary costs for parents/carers. Thank you for your ongoing support. We appreciate this is not an easy time for BCP either!</p>
Day Nursery	<p>Due to the contingency fund being allocated to BCP, should the overspend not be used, this should be distributed back to providers for parents.</p>

	<p>First of all I would like to say thank you to the team as I know from many years experience that it is not an easy task. However, I feel that this year it was not really a consultation more of an information session in an even shorter space of time. The general feeling amongst providers is that the decision has already been made and that it is a tick box for the LA to say they have consulted with providers.</p>
Day Nursery	<p>Please stop changing the EHCP forms. If you are going to review in the future please include Early Years Professionals from Nurseries not just from schools who will have a better understanding of Early Years</p> <p>1% contingency monies being held back from Early Years. If this is not spent what is BCP's intention? the money should go back into Early Years NOT the DSG pot for everyone.</p>
Day Nursery	<p>Firstly under the proposed formula settings are taking financial risk away from the council (see funding retained page 5). From the funding received the base rate loses between 8 & 9% and this has been presented as an omnipotent bounty for providers when the reality is we have little control over any discretionary, budgetary or professional input.</p>
Day Nursery	<p>Funding rate needs to be higher to keep us all in business and pay the staff better , staffing is a huge issue . Also the word free funding needs to be removed so parents all know they need to pay a top up : lots of other councils have done this and it's helped providers stay open</p>
Day Nursery	<p>Happy BCP aren't taking a 5% top slice for admin but would like BCP to only take 1% as per previous budget. I understand that BCP are hamstrung with what they can give and understand it's not their decision on funding amounts</p>
Day Nursery	<p>I am concerned that the SENIF Team will not be able to cope with the increased workload that this proposal will entail given that they are already struggling. My other concern is that weekly meeting may be unachievable, and this will demoralise an already stressed sector. The eligibility criteria should be reviewed to ensure it is quantifiable and not open to interpretation. In view of the fact that the National Living Wage is increasing by 10% (resulting in a £210k increase on our annual wage bill across the company in order to retain our existing staff and attract new candidates), the proposed (average) 3% gain for Day Nursery providers is not sufficient to support the currently underfunded sector. The contingency should be ring-fenced for the Early Years sector, especially in light of the massive deficit in the DSG.</p>
Day Nursery	<p>The amount for SEND funding does not cover the cost to the provision.</p>
Day Nursery	<p>The maximum amount possible needs to go towards the main funding rates for children.</p>
Day Nursery	<p>There is a vast increase in SEND but what's important also is that staff/families know different strategies, help/support appropriate for the child</p>
Day Nursery	<p>There will always be a financial problem for providers if the base rate does not increase for 3-4 year olds If the base rate for 2 yr olds and 9-24 months is achievable it is not acceptable when it drops down for 3-4 year olds</p>

Day Nursery	We appreciate the increase in funding for 2 year olds and the new funding for under 2's being at a higher rate, however, the funding for 3 and 4 year olds is still not enough to cover the running costs of a day nursery in order for it to be 'free' without putting nurseries under significant financial pressure. Either the 3 and 4 year old funding needs to be increased significantly or the word 'free' needs to be replaced with 'subsidised.'
Day Nursery	When will the DfE publish the 'updated statutory guidance and amended regulations coming in to force?'
Pre-school	Are we going to receive training / support in preparation for changes in SENIF system. Is it possible to have face to face meeting about changes as before.
Pre-school	In the consultation, a contingency was discussed. I would like to query what happens to that contingency if it is not all used?
Pre-school	It is disappointing to see any decrease at all when we are all faced with so many rises in everything else. It is concerning that there is a contingency fund needed and I would hope that would be ringfenced and returned if not needed.
Pre-school	Please ensure that the SEND Tiers include clear, concise differentiated criteria for assessment purposes. Thank you.
Pre-school	The figures that have been issued are so wrong. £7.49 to £7.25 is a cut. £4.97 to £5.10 is a 2.75% increase. Wages going up 9.8%. Since 2022 our wages (due to Government increases) have increased by 25%, but the funding has been no way near that figure. Speechless, tired, and running out of ideas on how to survive, we only ever want to break even.
Pre-school	To be accountable for refunding any 'contingency money' if this is taken and but not spent. We are aiming to provide a service for parents and BCP council so we need the support to ensure there are enough funded places. However, we are also running a business that needs to be sustainable. If we are not sustainable and cannot expand then families will not be able to find places that can take them.
Pre-school	We feel very strongly that the 1% contingency should , if not used, be paid back to all providers as a back pay of the base rate. Can we also question is the EYPP and DAF remaining at the same level?
Pre-school	We strongly suggest that the 2p is for base rate funding and taken off the Proposed SENDIF criteria. We query the contingency fund, the information on this is not transparent. Following the information event evening it was asked how much taking 1% from 3/4 year olds and under 2's would generate. It was surprising that this figure was not to hand, how was this figure decided, is it just a guess? It seemed, by the expressed communication, that BCP have already made up their mind that this figure will not be enough to cover the unexpected take up and if by some small chance it is that any surplus will be put into the SEND pot. there does need to be a caveat that any surplus will go back to providers. The following comment that was also made is concerning - "we need to make sure we don't have to take any of next years funding to cover the deficit" We therefore need to consider that if central Government does not cover the free entitlement for all eligible children then once the funding is gone, it's gone. Enabling the Government to continually underfund the LA and providers and for providers to be penalised for an unknown shortfall is completely unacceptable.

Pre-school	we understand the need for a contingency fund but very firmly believe if it is not used then it should be ringfenced for Early Years providers and paid to them in the following year.
Pre-school	Would like a guarantee that the 1% contingency fund is paid back to settings if it is not used.

CABINET



Report subject	BCP Council's Adult Day Opportunities Strategy
Meeting date	6 March 2024
Status	Public Report
Executive summary	<p>The day opportunities strategy has been co-produced over the past eighteen months with a range of stakeholders and achieved project milestones to inform the final draft for Cabinet approval. This supports a mixed model of day opportunities and the continued need to retain availability of traditional building-based day services alongside further development of community-based options.</p> <p>The draft strategy and two proposals regarding Tricuro day services were submitted for recent public consultation. The consultation feedback and necessary review of the day opportunities budget in line with Medium Term Financial Plan (MTFP) considerations have led to the recommended options.</p>
Recommendations	<p>It is RECOMMENDED that Cabinet:</p> <ul style="list-style-type: none"> a) Approve BCP Council's Adult Day Opportunities Strategy b) Agree the recommended option for Tricuro Day Services review: <p>Connect services to remain open and incorporate Highcliffe, Wallisdown and Westbourne Plus services already based there. In addition, Poole Plus to be relocated to Parkstone Connect and Moordown Plus service to remain open. Highcliffe, Wallisdown, Westbourne, and Poole Plus original sites to be closed.</p>
Reason for recommendations	<p>Supports the people priorities of BCP Council's Corporate Strategy.</p> <p>Aligns to the requirements of the Care Act 2014 to promote diversity of care and support provision to those with an assessed need and support to carers.</p>

Portfolio Holder(s):	Councillor David Brown, Portfolio Holder for Health and Wellbeing
Corporate Director	Jillian Kay, Director for Wellbeing
Report Authors	Kevin Gillings, Commissioning Manager, Day Opportunities Siobain Hann, Interim Head of Strategic Commissioning for Disabilities Phil Hornsby, Director of Commissioning
Wards	Council-wide
Classification	For Decision

Background

1. Day opportunities can mean different things to different people. They can be about learning new skills, taking part in a wide variety of hobbies and interests, accessing the community, supported employment and volunteering opportunities and developing friendships and support networks.
2. In addition, BCP Council recognises that carers, parents, and guardians of those who access day opportunities rely on these services to reduce the likelihood of carer break down. Day opportunities provide much needed short-term respite for carers to continue their role.
3. The term 'day opportunities' will be used when referring to all potential activities as defined above, as opposed to the terms 'day services', 'day centres' or 'day care' which have an association with the provision of building-based services. Day services/centres/care are included in the term 'day opportunities' but not vice versa for the purposes of clarity.
4. Officers have worked in co-production with people with lived experience, their families and carers, members of the public, a range of advocacy groups, providers of day opportunities, NHS Dorset, BCP Council members and officers, and other local authorities to undertake a review of current services to inform the draft Day Opportunities Strategy.

Case For Change

Following all of the project work, 6 overarching design priorities and 25 proposals within these priorities, were agreed through co-production.

5. The co-production group included portfolio holders and other councillors of BCP Council who were actively involved in the work resulting in the Case for Change priorities that were supported by HASC Overview and Scrutiny and approved by Cabinet in March 2023.

6. The agreed priorities were also informed by a public engagement and view seeking questionnaire in November 2022 and have underpinned the subsequent development of a co-produced draft day opportunities strategy and included input from the current portfolio holder for Health and Wellbeing.
7. The 6 priorities with 25 proposals within are as follows:
 - Day Opportunities Review
 - Supported Employment Review
 - Standards and Support for Day Opportunities
 - Transport
 - Cost/Eligibility of Day Opportunities
 - Accessible Information
8. The draft strategy was released for public consultation from 1st December 2023 to 12th January 2024¹ and subsequently amended to set the direction for future services based on these 6 co-produced design priorities. See Appendix 1 – BCP Council's Day Opportunities Strategy 2024-29.
9. There were 665 responses to the survey and 50 representations from meetings held, including 5 drop-in sessions at Tricuro services, emails/letters received, and impact statements provided. This information was collated by an external research company. See Appendix 2 – Executive Summary of the Day Opportunities Consultation Report. The full report is available².
10. In addition to the consultation information referenced above and prior to the release of proposals, there were engagement sessions at each Tricuro Plus service attended by people who access services, their carers and independent advocacy and a separate engagement event with staff teams. This focused on what is working well, what could be improved and what should the future service look like. Reports are available on request.

Project Update

11. The approved priorities of the case for change endorse a mixed model of day opportunities including development of more cost-effective community-based activities for people within their local area and hubs that will ensure a safe space

¹ [Day Opportunities Strategy and Review | Have Your Say Bournemouth, Christchurch and Poole \(bcpcouncil.gov.uk\)](https://haveyoursay.bcpccouncil.gov.uk/29136/widgets/89555/documents/55730)

² <https://haveyoursay.bcpccouncil.gov.uk/29136/widgets/89555/documents/55730>

for people who require a building-based service as well as broadening the day opportunities offer.

12. In order to provide the community-based provision that will be needed for the modernisation of day opportunities there is current work ongoing through the personalisation agenda in Micro-Provision and Individual Service Fund (ISF) development. This includes:
 - Community Catalysts to work with local communities to develop the micro-provider market. Micro-providers provide local care services and more and are totally independent of any umbrella body. Most Micro-providers are self-employed sole traders, but they can also have fewer than eight people employed or volunteering. Typically, Micro-providers support people with personal care, managing their home or garden, helping people get out and about, meeting friends, pursuing hobbies and/or work.
 - Reviewing individual packages and exploring with people what their options are to access more community-based day opportunities where appropriate.
 - Developing ISFs and enhancing Direct Payments to ensure that people in BCP have control over how they purchase their care and support.

Tricuro Day Services

13. There are several providers operating day centres in the BCP area. Eight of these centres are operated by BCP Council owned, local authority trading company, Tricuro. Of these eight Tricuro day centres, there are five smaller 'Plus' centres and three larger 'Connect' centres:
 - Highcliffe Plus (for older people, currently based at Christchurch Connect since the pandemic)
 - Wallisdown Plus (for people with complex learning disabilities, currently based at Parkstone Connect since the pandemic)
 - Westbourne Plus (for people with a mental health issue, currently based at Boscombe Connect since the pandemic)
 - Moordown Plus (for older people)
 - Poole Plus (for older people)
 - Boscombe Connect (for all people with an assessed care need)
 - Christchurch Connect (for all people with an assessed care need)
 - Parkstone Connect (for all people with an assessed care need)

14. In addition to the public consultation on the draft Day Opportunities Strategy the following proposals were put out for public consultation. These proposals were not co-produced and the inclusion of Poole and Moordown Plus and the three Connect services were council-led in relation to the financial challenge faced in setting the 2024/25 budget:

Consultation Proposal 1:

15. Close the five Plus centres and move service users either to community-based services or to larger Connect centres. Three of the Plus centres have not re-opened following the pandemic lockdown in 2020, with service users currently accessing services at nearby Connect centres.

Consultation Proposal 2

16. Close all eight Tricuro centres and move all service users to either community-based services or to day centres operated by other providers.

Options Appraisal

17. The options appraisals for services are summarised below and fully outlined in separate documents. See also Appendix 3 - Matrix Summary Chart for Tricuro Day Services Options. The following is an overview of these options and main benefits and risks associated with each option:

Option No	Option Detail	Benefit	Risk
1	Connect Services to remain open and incorporate or re-provide for the 5 Plus services, with all Plus service original sites to be closed. (Consultation Proposal 1)	<p>1: Responds to the consensus from the consultation to not close Connect services (93%).</p> <p>2: Responds to the majority of opinion of current people accessing these services who were directly engaged for Highcliffe, Wallisdown and Westbourne Plus.</p> <p>3: In keeping with the draft Day Opportunities Strategy to have a mixed model of building-based and community-based</p>	<p>1: Does not respond to the majority view of the consultation for Plus services to remain open.</p> <p>1 a) Moordown (71%).</p> <p>1 b) Poole (65%)</p> <p>1 c) Highcliffe, Wallisdown and Westbourne Plus services (55%).</p> <p>2: Upheaval for existing client group and carers for Poole and Moordown Plus in re-locating to an alternative provision.</p>

		<p>provision.</p> <p>4: To be able to consider necessary adaptations for re-provisioned Plus services to be permanently based at Connect centres.</p> <p>5: To develop the Connect services to create community hubs.</p> <p>6: Re-purposing/sale of the Plus sites for alternative use/capital income from sale of property.</p> <p>7: Financial saving for BCP Council.</p>	<p>3: Space at Boscombe Connect limited to effectively achieve a specialised provision for older people currently offered at Moordown Plus.</p>
2	<p>Connect Services to remain open and incorporate Highcliffe, Wallisdown and Westbourne Plus services already based there, with Moordown and Poole Plus services to remain open. Highcliffe, Wallisdown and Westbourne Plus original sites to be closed.</p>	<p>1: Responds to the consensus from the consultation to not close Connect services (93%).</p> <p>2: Responds to the majority of opinion of current people accessing these services who were directly engaged for Highcliffe, Wallisdown and Westbourne Plus.</p> <p>3: In keeping with the draft Day Opportunities Strategy to have a mixed model of building-based and community-based provision.</p> <p>4: To be able to consider necessary</p>	<p>1: Does not respond to the majority view of the consultation for Plus services to remain open.</p> <p>1 c) Highcliffe, Wallisdown and Westbourne Plus services (55%).</p> <p>4: Impact on any proposed additional MTFP savings. See financial implications section below.</p>

		<p>adaptations for reprovisioned Plus services to be permanently based at Connect centres.</p> <p>5: To develop the Connect services to create community hubs.</p> <p>6: Re-purposing/sale of the Plus sites for alternative use/capital income from sale of property</p> <p>8: Responds to the majority view within the consultation for services to remain open.</p> <p>8 a) Moordown Plus (71%)</p> <p>8 b) Poole Plus (65%)</p> <p>9: 45% of respondents of the consultation agree or accept the proposal but have some concerns to close Highcliffe, Wallisdown and Westbourne Plus original sites.</p>	
3	Connect Services to remain open and Highcliffe, Wallisdown and Westbourne Plus services to return to their original sites and Moordown and	<p>1: Responds to the consensus from the consultation to not close Connect services (93%) and Plus services:</p>	<p>4: Impact on any proposed additional MTFP savings. See financial implications section below. (significantly increased risk)</p>

	Poole Plus to continue at their current sites.	<p>1 a) Moordown (71%).</p> <p>1 b) Poole (65%)</p> <p>1 c) Highcliffe, Wallisdown and Westbourne Plus services (55%).</p> <p>5: To develop the Connect services to create community hubs.</p> <p>10: Responds to the majority view of the consultation for Plus services to remain open.</p>	<p>5: Does not respond to the majority of opinion of current people accessing these services who were directly engaged for Highcliffe, Wallisdown and Westbourne Plus.</p> <p>6: Upheaval for existing client group and carers for Highcliffe, Wallisdown and Westbourne Plus in returning to original sites.</p> <p>7: Not in keeping with the draft Day Opportunities Strategy to have a mixed model of building-based and community-based provision.</p> <p>8: Significant cost association with Highcliffe, Wallisdown and Westbourne Plus services to return to their original sites in re-commissioning buildings and ensuring properties are fit for purpose.</p>
4	Connect Services to remain open and incorporate Highcliffe, Wallisdown and Westbourne Plus services already	<p>1: Responds to the consensus from the consultation to not close Connect services (93%).</p>	<p>1: Does not respond to the majority view of the consultation for Plus services to remain open.</p>

	<p>based there. In addition, Poole Plus to be relocated to Parkstone Connect and Moordown Plus service to remain open. Highcliffe, Wallisdown, Westbourne and Poole Plus original sites to be closed. (Recommended option)</p>	<p>2: Responds to the majority of opinion of current people accessing these services who were directly engaged for Highcliffe, Wallisdown and Westbourne Plus.</p> <p>3: In keeping with the draft Day Opportunities Strategy to have a mixed model of building-based and community-based provision.</p> <p>4: To be able to consider necessary adaptations for reprovisioned Plus services to be permanently based at Connect centres.</p> <p>5: To develop the Connect services to create community hubs.</p> <p>6: Re-purposing/sale of the Plus sites for alternative use/capital income from sale of property.</p> <p>7: Financial saving for BCP Council.</p> <p>8: Responds to the majority view within the consultation for services to remain open.</p> <p>8 a) Moordown Plus (71%)</p> <p>9: 45% of</p>	<p>1 b) Poole (65%)</p> <p>1 c) Highcliffe, Wallisdown and Westbourne Plus services (55%).</p> <p>2a): Upheaval for existing client group and carers for Poole Plus in re-locating to an alternative provision.</p> <p>4: Impact on any proposed additional MTFP savings. See financial implications section below.</p> <p>9: Ensuring that different needs can be accommodated within Parkstone Connect for an older people's specialist service in a designated area.</p>
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		<p>respondents of the consultation agree or accept the proposal but have some concerns to close Highcliffe, Wallisdown and Westbourne Plus original sites.</p> <p>10: Maximising the capacity of Parkstone Connect and continuing to provide a specialist service for older people in Poole located 1.1 miles from current site.</p> <p>11: Continuation of provision of specialist older people services in all 3 locality areas of BCP.</p> <p>12: Capital investment savings associated with the significant repair and refurbishment of Poole Plus for the service to operate in the long term.</p> <p>13: Value for money in relation to £940k that was invested in refurbishment of the Moordown Plus site in 2018/19 and as a result lower amount of capital investment required for the existing buildings to continue to be fit for purpose for use as a</p>	
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		<p>specialist day service for older people.</p> <p>5 a) Potential for consideration of Moordown Plus becoming a community hub to provide a specialist service for older people and achieve separate space for community groups to access this site.</p>	
5	Close all services (Consultation Proposal 2)	<p>6a): Re-purposing /sale of the Plus and Connect sites for alternative use/capital income from sale of property.</p> <p>7: Financial saving for BCP Council.</p>	<p>1: Does not respond to the majority view of the consultation for Plus services to remain open.</p> <p>1 a) Moordown (71%).</p> <p>1 b) Poole (65%)</p> <p>1 c) Highcliffe, Wallisdown and Westbourne Plus services (55%).</p> <p>2b): Upheaval for existing client group and carers all services in re-locating to an alternative provision.</p> <p>5: Does not respond to the majority of opinion of current people accessing these services who were directly engaged for Highcliffe, Wallisdown and Westbourne</p>

		<p>Plus.</p> <p>7: Not in keeping with the draft Day Opportunities Strategy to have a mixed model of building-based and community-based provision.</p> <p>10: Does not respond to the consensus from the consultation to not close Connect services (93%).</p> <p>11: Inability to develop, at pace, alternative provision to fully meet demand of an additional approximate 6,173 support hours per week</p> <p>12: Significant redundancy of Tricuro staff or considerable costs associated with TUPE if services are provided by other organisations.</p> <p>13. Transport implications in accessing alternative services.</p> <p>14: Lack of alternative specialist provision particularly for older people with a dementia diagnosis and people with a mental health issue.</p>
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Summary of financial implications

18. The following table shows the financial implications of the 5 options:

Table 1 Financial Implications of the Recommended Options

	Option 1	Option 2	Option 3	Option 4	Option 5
	Tricuro Core Costs 2024-25 with no Plus Services	Connect Centres, Poole and Moordown Plus remain open	All services remain open in their original buildings	Connect Centres and Moordown Plus remain open	All services close
Impact on Tricuro Services					
Tricuro 2023/24 core costs	4,472,000	4,472,000	4,472,000	4,472,000	4,472,000
Tricuro permanent core cost reduction	(2,472,000)	(1,448,000)	(709,000)	(2,025,000)	(4,472,000)
Tricuro permanent base for day Services	2,000,000	3,024,000	3,763,000	2,447,000	0
One off transition funding for 24/25 only	600,000	300,000	-	600,000	
Tricuro base for 2024/25 only	2,600,000	3,324,000	3,763,000	3,047,000	0
Impact on BCP Council					
Reduction in Tricuro Contract	2,472,000	1,448,000	709,000	2,025,000	4,472,000
less Loss of lease income	(264,800)	(121,000)	0	(193,600)	(582,800)
less 27% of contract value re-invested in	(672,000)	(391,000)	(191,000)	(547,000)	(1,208,000)
Net saving	1,535,200	936,000	518,000	1,284,400	2,681,200

19. The recommended Option 4 will result in a reduction of contract value of £2.025m. BCP Council will make available £600,000 transformation one off funding to support the transition of the reduced Tricuro provision during the 2024/25 financial year.

20. For BCP Council, the reduction in contracted services with Tricuro for recommended Option 4 will result in loss of rental income for the closed days centres and a requirement to re-invest in new community provision that promotes greater choice and more personalised services. The net saving for BCP Council will therefore be £1.284m if the recommended option is approved.

21. Dependent on decisions on the future of Tricuro day services, consideration of capital investment will be the subject of a future report to Cabinet. If the

recommended option is approved this would release Highcliffe, Wallisdown and Westbourne Plus properties for alternative use or disposal. Poole Plus property would also be released once people who currently access and work in the service are re-provisioned at Parkstone Connect or an alternative service.

Summary of legal implications

22. The proposals set out in this report are consistent with the key provisions of the Care Act 2014. Section 2 of the Care Act provides that the Council has a duty to provide or arrange for the provision of services which it considers will:
 - Contribute towards preventing or delaying the development by adults in its area of needs for care and support.
 - Contribute towards preventing or delaying the development by carers in its area of needs for support.
 - Reduce the need for care and support of carers in its area.
23. Section 5 of the Care Act provides a general duty for local authorities to promote diversity and equality in the market of care and support providers for people in their local area.
24. In considering these proposals, it is essential that the Council is mindful of the requirement under the Public Sector Equality Duty to have due regard to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between those who share a protected characteristic and those who do not. Therefore, consideration must be given to the contents of the Equality Impact Assessment so that informed decisions can be made.
25. Legal Services will advise as and when necessary and required on the individual aspects arising from the progression of the Adult Day Opportunities Strategy.

Summary of human resources implications

26. There may be human resource implications for Tricuro staff. This will be dependent on the options for future services where there may be a significant reduction in the current Tricuro block contract which may impact staffing levels in services.

Summary of sustainability impact

27. A draft Decision Impact Assessment has been completed (ID 390) and is available on request. This will be finalised as part of future service design work.

Summary of public health implications

28. It is anticipated that there will be long term benefits for the health and wellbeing of those who access services and their carers in the BCP area through implementation of the strategy. The recommendations on future Tricuro services above, would ensure that specialist provision for older people, people with

complex disabilities and people with enduring mental health issues who require a building-based service remains.

Summary of equality implications

29. If Proposal 1 was recommended in its entirety and approved by Cabinet this would predominantly impact Moordown and Poole Plus services as the other three Plus services have already been re-provisioned at Connect centres when services reopened after the pandemic. Both services are for older people. Moordown Plus has approximately 46 clients (of which 6 are self-funded) attending their service for 529 support hours per week. Poole Plus has approximately 47 clients (of which 15 are self-funded) attending their service for 644 support hours per week.
30. If Proposal 2 was recommended in its entirety and approved by Cabinet this would impact all eight Tricuro day services. For all eight Tricuro day services there are approximately 475 clients (of which 70 are self-funded) accessing approximately 6,173 support hours per week. There are a wide range of care needs for those accessing all services including older people, people with a learning disability and/or autism, a mental health issue, physical disability, and sensory loss. Older people and those with a learning disability are more likely to be impacted by this proposal due to their greater representation in attendance at Tricuro day services.
31. The following table shows for each Tricuro day service the numbers of people, including those with an eligible care need who access services as part of the block contract with Tricuro and those who are self-funded, and total number of support hours accessed in a snapshot week in November 2023.

Table 2 Snapshot of Tricuro Day Service attendance per week for November 2023

Day Service (support specialism)	Number of people attending per week as part of the block contract with Tricuro	Number of self-funded people attending per week	Total weekly hours (including self-funders)
Boscombe Connect (Varied)	113	15	1,673
Christchurch Connect (Varied)	42	11	774
Parkstone Connect (Varied)	113	12	1,831
Highcliffe Plus (Older people)	25	9	148

Moordown Plus (Older People)	40	6	528.5
Poole Plus (Older people)	32	15	644
Wallisdown Plus (Learning Disability)	13	2	336
Westbourne Plus (Mental Health)	27	0	238
Total for all services	405	70	6,172.5
Total for Connect services	268	38	4,278
Total for Plus services	137	32	1,894.5

32. The table below highlights the key perceived benefits and risks for people in terms of protected characteristic groups for each option. Full considerations have been explored in Equality Impact Assessments which are available on request.

Table 3 Public Sector Equality Duty Benefit/Risk Analysis for the Five Options for the future of Tricuro Day Services

Public Sector Equality Duty Benefit	Public Sector Equality Duty Risk
1. Connect Services to remain open and incorporate or re-provide for the 5 Plus services, with all Plus service original sites to be closed. (Consultation Proposal 1)	
<p>All protected characteristics – potential to be able to explore a greater range of community-based opportunities that meet a wider range of individual needs and wishes.</p> <p>Age and Disability – Opportunity to improve setting for those who would move from Poole Plus service to Parkstone Connect service, to appropriately support those older groups with dementia.</p>	<p>Age and Disability - Change and/or increase to travel is potentially a barrier for older people with dementia (relevant to Moordown Plus closure as Poole Plus is very close to Parkstone connect).</p> <p>Potential impact for current attendees at Connect Services, adjusting to reduced space and new circumstances whilst managing their own conditions.</p> <p>Disability - Risk of change for those with dementia, some mental health conditions, learning disability and/or autism (worsening health and wellbeing outcomes, loss of relationships,</p>

	<p>establishing new relationships). For Moordown, a change from ‘freedom to roam’ approach to more confined spaces if relocated.</p> <p>Carers – risk of change experienced by person will impact carers.</p> <p>Women – Impact of Tricuro staff redundancies would disproportionately impact women (though to a lesser extent than option 5).</p>
<p>2. Connect Services to remain open and incorporate Highcliffe, Wallisdown and Westbourne Plus services already based there, with Moordown and Poole Plus services to remain open. Highcliffe, Wallisdown and Westbourne Plus original sites to be closed.</p>	
<p>All protected characteristics – Limited potential to be able to explore a greater range of community-based opportunities that meet a wider range of individual needs and wishes (as compared to option 3).</p> <p>Age – protects current settings for those who may benefit from building-based services.</p> <p>Disability – protects current settings for those who may benefit from building-based services.</p>	<p>Age and Disability – Poole Plus service requires refurbishment to be able to appropriately support older groups with dementia.</p> <p>All protected characteristics – Limits ability to explore a greater range of community-based opportunities that meet a wider range of individual needs and wishes.</p>
<p>3. Connect Services to remain open and Highcliffe, Wallisdown and Westbourne Plus services to return to their original sites and Moordown and Poole Plus to continue at their current sites.</p>	
<p>Age – protects settings for those who may benefit from building-based services.</p> <p>Disability – protects settings for those who may benefit from building-based services.</p>	<p>All protected characteristics – Limits ability to explore a greater range of community-based opportunities that meet a wider range of individual needs and wishes.</p> <p>Age and Disability – Poole Plus service requires refurbishment to be able to appropriately support those older groups with dementia.</p> <p>Age – younger people require a wider range of options that are not building-based. Some older people would benefit more from</p>

	<p>community-based options to integrate with their local community.</p> <p>Disability – people with some types of disability and/or mental health condition require a wider range of options that are not building-based and to have options to integrate with their local community. Building-based services potentially provide less flexibility or range of activities to meet individual needs.</p> <p>Risk of change for those with dementia, some mental health conditions, learning disability and/or autism (loss of relationships, establishing new relationships).</p> <p>Potential impact for current attendees at Connect Services, adjusting to new circumstances whilst managing their own conditions.</p> <p>Carers – risk of change experienced by person will impact carers.</p>
<p>4. Connect Services to remain open and incorporate Highcliffe, Wallisdown and Westbourne Plus services already based there. In addition, Poole Plus to be relocated to Parkstone Connect and Moordown Plus service to remain open. Highcliffe, Wallisdown, Westbourne and Poole Plus original sites to be closed. (Recommended option)</p>	
<p>All protected characteristics – Reduced potential to be able to explore a greater range of community-based opportunities that meet a wider range of individual needs and wishes (as compared to option 3).</p> <p>Age – protects current settings for those who may benefit from building-based services, apart from Poole Plus.</p> <p>Disability – protects current settings for those who may benefit from building-based services, apart from Poole Plus.</p> <p>Age and Disability – Retains purpose-built space at Moordown Plus that includes elements which were co-designed with</p>	<p>Disability - Risk of change for those with dementia, some mental health conditions, learning disability and/or autism (worsening health and wellbeing outcomes, loss of relationships, establishing new relationships).</p> <p>However, locations are very close and change would provide an opportunity to improve physical setting for those who would move.</p> <p>Age and Disability - Potential impact for current attendees at Connect Services, adjusting to reduced space and new circumstances whilst managing their own conditions (limited to Parkstone Connect only).</p>

<p>people with dementia, as part of its refurbishment in 2018/2019.</p> <p>Opportunity to improve setting for those who would move from Poole Plus service to Parkstone Connect service, to appropriately support those older groups with dementia.</p>	<p>Carers – risk of change experienced by person will impact carers.</p>
<p>5. Close all services. (Consultation Proposal 2)</p>	
<p>All protected characteristics – potential to be able to explore a greater range of community-based opportunities that meet a wider range of individual needs and wishes. However, the potential is limited by capacity in the community – therefore carries more risk to protected characteristic groups than potential benefits.</p>	<p>Age – risk of being unable to meet individuals’ eligible needs under the care act and/or respond appropriately to their needs in relation to protected characteristics.</p> <p>Change and/or increase to travel is potentially a barrier for older people.</p> <p>Disability – risk of being unable to meet individuals’ eligible needs under the care act and/or respond appropriately to their needs in relation to protected characteristics.</p> <p>Change and/or increase in travel may be a barrier for those with complex disabilities and/or conditions.</p> <p>Risk of change for those with dementia, some mental health conditions, learning disability and/or autism (worsening health and wellbeing outcomes, continuity of care, loss of relationships, establishing new relationships)</p> <p>Carers – risk that being unable to meet specific needs may impact the ability for carers to fulfil their role.</p> <p>Risk of loss of relationships.</p> <p>Risk of increase in carer strain</p> <p>Women – Impact of Tricuro staff redundancies would disproportionately impact women.</p> <p>Other – Change could disproportionately negatively impact those who are socially isolated and/or have neurodiverse conditions, such as autism.</p>

Summary of risk assessment

33. There is a risk that if we do not implement changes to the current model, the existing available budget for day opportunities will not meet ongoing and future need in the BCP area.
34. Interdependencies with other strategies and projects, as well as unprecedented levels of demand and business as usual. Constraints regarding how much staff resource can continue to support this project as it moves into the implementation phase.
35. Time pressure on the project, whilst achieving meaningful co-production.
36. Achieving MTFP savings on the Day Opportunities budget whilst still working in co-production, recognising effective co-production takes time.

Background papers

1. Day Opportunities Strategy Consultation Full Report

Appendices

1. BCP Council's Day Opportunities Strategy 2024-29
2. Executive Summary of the Day Opportunities Strategy Consultation Report
3. Matrix Summary Chart for Tricuro Day Services Options



Day Opportunities Strategy 2024—2029



March 2024
bcpcouncil.gov.uk



Welcome

Welcome to the first Adult Social Care Day Opportunities Strategy for BCP Council.

Day Opportunities are essential services for people with an assessed care need to engage in a wide range of activities and socialisation with others, which benefits their physical and mental wellbeing. Day Opportunities also provide people with the necessary support to maintain or increase their independence, consider employment opportunities and access community facilities. The short-term respite and support networks they provide are essential for carers to continue their caring role.

In recognising the importance of day opportunities to our communities, this strategy sets out our plans for the future development of services to provide a mixed model of traditional building-based day services and further development of community based options.

The strategy has been co-produced with various groups and individuals including people who access support, carers, advocacy, day opportunity providers and their staff, other local authorities, NHS Dorset representatives and Councillors. We would like to thank them for their valuable contribution.

The strategy is ambitious and wide-ranging in its plans to address the areas people who access, rely on and work in services have identified for the future development of sustainable day opportunities for all.



Councillor David Brown
**Portfolio Holder for
Health and Wellbeing**



Jillian Kay
**Corporate Director
for Wellbeing**

Contents

- Introduction **4**
- BCP Council’s Corporate Strategy **6**
- BCP Council’s Adult Social Care Strategy **8**
- BCP Council’s Day Opportunities Review **10**
- Our 6 Key Strategic Priorities **15**
- Day Opportunities in Bournemouth, Christchurch and Poole **30**
- Financial information **34**
- Building-based Day Service Review **36**
- Future governance of the project and priorities **38**
- Measuring success **44**



Introduction

What are day opportunities?

Day opportunities can mean different things to different people. They can be about learning new skills, taking part in a wide variety of hobbies and interests, accessing the community, supported employment and volunteering opportunities and developing friendships and support networks. The term ‘day opportunities’ is used when referring to all potential activities as defined above, as opposed to the terms such as ‘day services’, ‘day centres’ or ‘day care’ which have an association with the provision of building-based services.

Buildings-based day opportunities are defined as larger organisations who have a purpose-built day service building but may also run outreach projects in the community and provide for a greater range of needs, including people with complex needs.

Community-based day opportunities are defined as smaller organisations that may or may not use a building in the community to run their services from but are not purpose-built day service buildings. These services tend to provide for a smaller number of people with less complex needs but have paid members of staff and assurances associated with a building-based day service e.g. insurance in place, training for staff, staff checks such as DBS, quality assurance measures, policies etc.

Supported employment (1) is defined as a personalised model for supporting people with significant disabilities to secure and retain paid employment. The model uses a partnership strategy to enable people with disabilities to achieve sustainable long-term employment and businesses to employ valuable workers.

The value of day opportunities

BCP Council recognises that people value day opportunities and as such, we have sought to co-produce a new Day Opportunities Strategy to meet the needs of local people and their carers which enables them to live active, healthy and fulfilled lives as independently as possible.

This strategy will provide a clear set of design priorities and actions and will help to support the further development of the day opportunities model across BCP to ensure there is a wide range of different types of service offers, and accessible provision for those who need it.

#socialcarefuture

We all want to live in the place we call home with the people and things that we love, in communities where we look out for one another, doing things that matter to us.

That’s the social care future we seek.

socialcarefuture.org.uk

National context

The Care Act 2014 has resulted in changes to how care and support is arranged. For the Local Authority this means ensuring that it promotes individual’s wellbeing and ensuring that people have greater control over their day-to-day life, including their care and support and how this is provided.

Think Local Act Personal (TLAP) “Making it Real Framework” (2) is a personalised approach to care and support for people working across Adult Social Care, Housing and for people who access services. This uses a set of personalised principles which focus on what is important and matters to people, will be used to underpin the strategy.

#socialcarefuture is a growing movement of people with a shared commitment to bring about major positive change in what is currently called “social care.” It’s for those who want to collectively take part in imagining, communicating and creating a future where what we currently call social care makes a major contribution to everyone’s wellbeing and which, as a result, will enjoy high levels of public – and hence political – support.



(1) [British Association for Supported Employment
www.base-uk.org/what-supported-employment](https://www.base-uk.org/what-supported-employment)



(2) www.thinklocalactpersonal.org.uk/makingitreal/

BCP Council's Corporate Strategy

BCP Council is one of the UK's newest local authorities. It is the 10th biggest urban authority in England, currently serving a population of approximately 400,000, which is expected to grow year on year. With this growth comes increased demand for council services against a backdrop of unprecedented challenges that has seen central government funding for local services continue to decline, with more resources raised locally, which in turn requires a thriving local economy and engaged communities.

As set out in the Corporate Strategy, the new vision for the area is “where people, nature, coast and towns come together in sustainable, safe and healthy communities” with two key priorities and a set of ambitions for each:

- a) **Our People and Communities** – everyone leads a fulfilled life, maximising opportunity for all.
- b) **Our Place and Environment** – vibrant places where people and nature flourish, with a thriving economy in a healthy, natural environment.

The corporate strategy identifies the following areas which have relevance to the day opportunities strategy:

Our Place and Environment

- People and places are connected by sustainable and modern infrastructure
- Our inclusive, vibrant and sustainable economy supports our communities to thrive

Our People and Communities

- High quality of life for all, where people can be active, healthy and independent
- Working together, everyone feels safe and secure
- Those who need support receive it when and where they need it
- Local communities shape the services that matter to them
- Employment is available for everyone and helps create value in our communities
- Skills are continually developed, and people can access lifelong learning

Being an open, transparent and accountable council, putting our people at the heart of our services as its key ambitions

- Working closely with partners, removing barriers and empowering others
- Providing accessible and inclusive services, showing care in our approach
- Using data, insights and feedback to shape services and solutions
- Intervening as early as possible to improve outcomes
- Developing a passionate, proud, valued and diverse workforce
- Creating an environment for innovation, learning and leadership
- Using our resources sustainably to support our ambitions

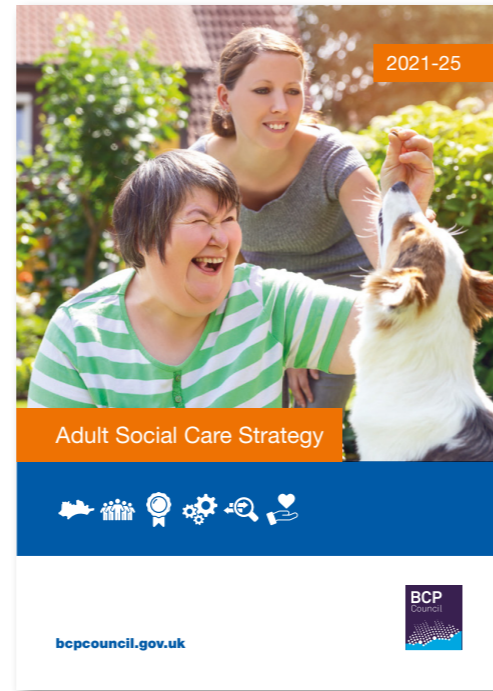
178



BCP Council's Adult Social Care Strategy

In 2021, BCP Council produced its first Adult Social Care Strategy, which sets out its objectives and priorities for adult social care over four years. It outlines an ambitious plan, for working together with partner organisations from health, housing, the voluntary and community sector, and independent care providers. It also incorporates the views of adults and carers who draw on services, plus other local residents and communities.

The BCP Council Adult Social Care Strategy 2021-25 has identified the following priorities and within these are relevant sections relating to the Day Opportunities Strategy.



179

→ Priority 1

Support people to live safe and independent lives

- provide social care that focuses on people's strengths and support from those around them, to encourage independence.
- increase the proportion of adults with care and support needs in employment, training and volunteering.
- increase the proportion of adults with a learning disability with care and support needs into employment and to live in their own home locally
- continue to promote and extend the use of assistive and digital technology for service users and carers, to enable independence and enhance people's quality of life
- improve outcomes for young people to achieve their full potential by contributing to the delivery of the Special educational needs and disabilities (SEND) and inclusion strategy

→ Priority 2

Engage with individuals and communities to promote well-being

- work with NHS, voluntary and community sector partners to support community activities in order to encourage participation, independence and reduce social isolation
- engage earlier with those residents at risk of worsening life chances and outcomes by developing outreach support in community-based settings

→ Priority 3

Value and support carers

- increase the availability and options for time out and short breaks for carers.

→ Priority 4

Deliver services that are modern and accessible

- encourage people who use our services to be involved in the shaping and monitoring of our provision
- further develop integrated health and social care services within hospitals and the community
- ensure that we rigorously monitor and review outcomes and services and continuously learn from best practice

→ Priority 5

Enable people to live well through quality social care

- implement a new first point of contact service for adult social care to improve on-line information and advice and supports residents' well-being and independence.
- work with all partners and people with lived experience to develop and deliver a strategy to improve the sustainability and quality of the social care market
- develop and implement plans so that the council provides good quality and best value for money care and support
- develop with partners an adult social care workforce which reflects local needs

Any revised Adult SocialCare Strategy from 2025 onwards will be aligned with the Day Opportunities Strategy.

BCP Council's Day Opportunities Review

Strategy key themes

Co-production	The most important part of this project is co-production. This is when providers and people who access services get together to influence the way those services are designed, commissioned and delivered.
Strength based approaches	This is about using an individuals' strengths, including personal strengths and social and community networks. The focus is on what people can do, not about what they can't do. BCP Council have adopted the 3 Conversations Model in regard to providing a strength-based approach to care planning for individuals and this will underpin the day opportunities review.
Asset based community development	Uses and builds on what is already available in the community for example leisure centres, long-established groups and libraries. This helps individuals and organisations to actively work together and develop their strengths.
Innovation	Using a new idea, ways of doing things or learning from good practice to provide day opportunities.
Market shaping	Identify what services we need for the future and develop or decommission existing day opportunities. There is lots of great work going on in our communities which the strategy will look to build on.
Sustainability	Development of services which meets the needs of the present without affecting the ability of future generations to meet their own needs and is achievable within the local authority budget.



The 3 conversations model

Needs assessment and care planning questions (3)



Initial contact

- How can I connect you to things that will help you get on with your life – based on your assets, strengths and those of your family?
- What do you want to do? What can I connect you to?



If people are at risk

- What needs to change to make you safe? How do I help to make that happen?
- What offers do I have at my disposal – including small amounts of money and my knowledge of the community – to support you?
- How can I pull them together in an 'emergency plan' and stay with you to make sure it works?



If long-term support is needed

- What is a fair personal budget and where do the sources of funding come from?
- What does a good life look like?
- How can I help you use your resources to support your chosen life?
- Who do you want to be involved in good support planning?

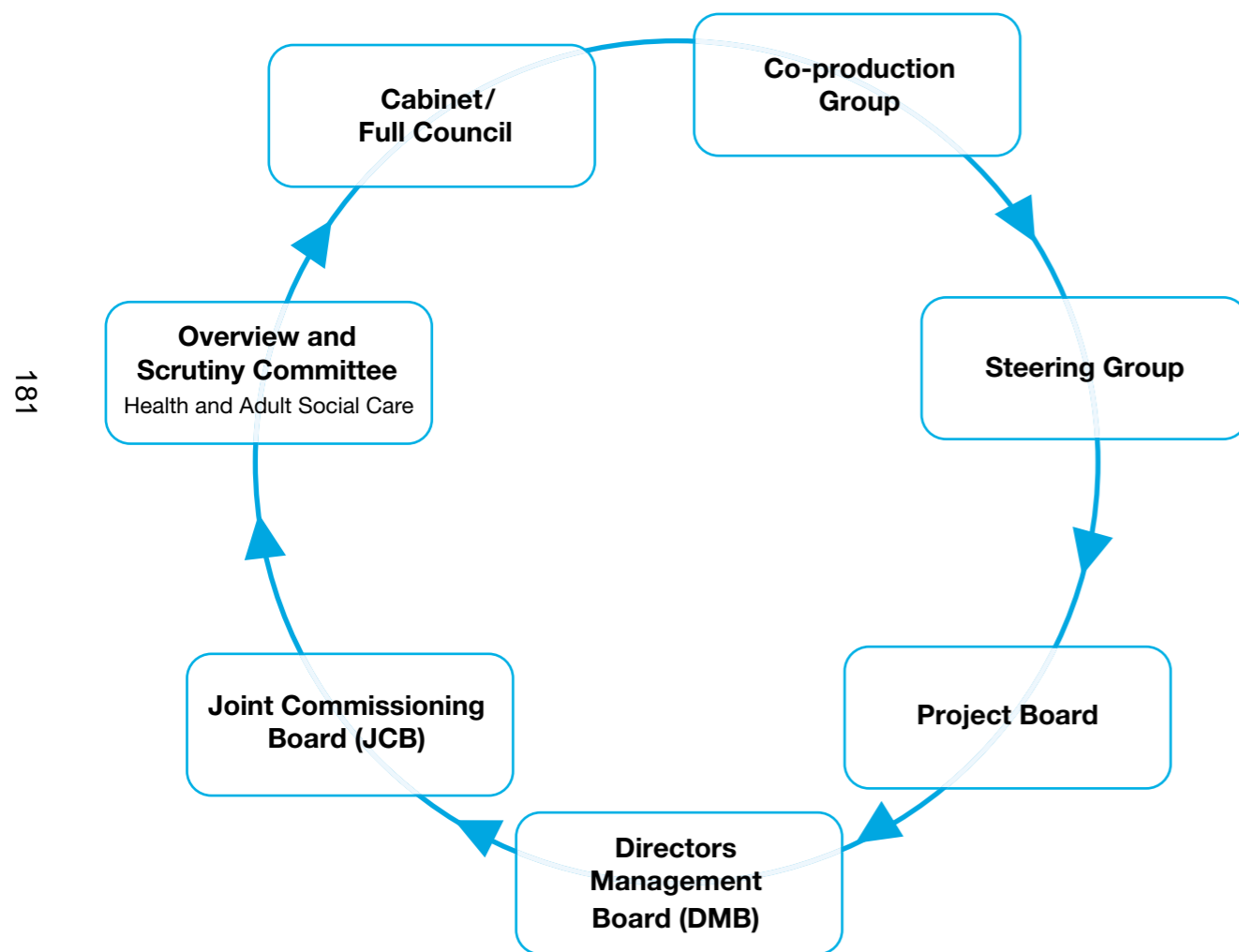


(3) communitycare.co.uk How three conversations have changed the way we work

Governance of the project

From June 2022, a **co-production group** was established including people with lived experience, their families and carers, members of the public, a range of advocacy groups, providers of day opportunities, NHS Dorset, BCP Council councillors and officers, and other local authorities.

Governance chart for the Day Opportunities Review



The co-production group has led the review and information has been shared and agreed with the following groups:

- A **Steering Group** consisting of BCP Council operational managers from the following services/teams: Learning Disabilities, Mental Health, Long Term Conditions, Autism, Hospitals, Preparing for Adulthood, Child Health and Disability, Special Education Needs and Disability (SEND), Prevention and Wellbeing, Transport, Catering, Social Work team, Communities team, Direct Payments, Communications, Commissioning and our Local Authority Trading Company Tricuro.
- A **Project Board** consisting of senior managers from BCP Council’s Adult Social Care Strategic Commissioning, Adult Social Care Operations, Communities, Finance, Information Governance, Carers and Preparing for Adulthood.
- The **Directors Management Board (DMB)** currently consisting of BCP Council’s Corporate Director for Wellbeing, Director of Adult Social Care and Director of Public Health.
- Joint Commissioning Board – senior managers and directors from BCP Council, Dorset Council, Public Health Dorset and NHS Dorset.
- BCP Council’s **Health and Adult Social Care Overview and Scrutiny Committee** consisting of councillors.
- BCP Council’s **Cabinet** consisting of councillors who are Portfolio holders who have a specific area of responsibility within the Council such as ‘Health and Wellbeing’, which includes Adult Social Care.

During the first year of the project the following was achieved:

- ✓ Creating a co-production group and terms of reference for regular meetings, with nearly 200 contacts.
- ✓ Providers of day opportunities were engaged with and information was collected to inform a data and needs analysis report.
- ✓ Visiting services and working with 20 other local authorities to inform a good practice and innovation report.
- ✓ Co-production of questionnaires for the view seeking survey and co-production assistance in rolling this out and facilitating engagement sessions.

Have your say



Two questionnaires were co-produced to capture the views of people about what was important to them about day opportunities and what they would want for the future.

Group 1 questionnaire included those who currently use day opportunities and their carers, parents, and guardians and those who may want to use day opportunities in the future.

Group 2 questionnaire included staff and providers of day opportunities, service user led organisation and staff of BCP Council and NHS Dorset.

In total there were 321 questionnaires completed. Of these 234 were for Group 1 and 87 for Group 2.

In addition, 7 **engagement sessions** were held in November 2022 providing additional feedback from approximately 75 attendees (people with lived experience and their carers) supported by an independent advocacy organisation.

The co-production and steering groups were consulted to approve the case for change priorities from all of the work and analysis of the above and these were approved by the other governance boards of the project.

182

Our 6 key strategic priorities

1 Day Opportunities Review 	2 Supported Employment Review 
3 Day Opportunities Standards/Support 	4 Cost/Eligibility of Day Opportunities 
5 Transport 	6 Accessible Information 



1 Day Opportunities Review

What did people tell us?

From those who responded to the survey, 59% felt it was important to have the choice of using different day opportunities. 55% said it was important to attend a day service building rather than meet in the community. 88% of those using services agreed that they liked the current times day opportunities are open (tend to be day times on weekdays). This appears to correlate with 61% saying attending a day opportunity gives their carer a break. Only 25% would like day opportunities available in the evenings, 26% at weekends and 24% during bank holidays.

53% said how living close to the day opportunity was important to them and 85% felt it was important to be able to use day opportunities to meet and make new friends. There were many positive comments about current services and the mental health and wellbeing benefits of attendance, in addition to learning greater independence skills and providing carers with a break. 59% of people wanted to meet people the same age as themselves and 62% wanted to meet people with the same interests. 21% wanted to meet with a larger group of people (over 10) whereas 35% wanted to meet with a smaller group of people (under 10).

103



Comments included:

The day opportunity I have gives the family a break and I get to do something I enjoy with a group of similarly aged people with similar needs.



I really like the staff and other clients at my day centre. I feel happy and safe there.



I like what day opportunities I have now and I do not want them to change. I like what I do, the people I am with. They know how to support me with my health needs. They know my family well. I need consistency to help me feel safe and happy, this is all I have known.



It helped me build my confidence back up. I feel less isolated. It's really beneficial to me.



I want there to be somewhere safe to go, with fully accessible facilities that my family know I will be looked after. Community activities should be a bonus - they often don't have changing places toilets, hoists, medically trained people, disabled parking . I don't want to see the council take the cheap option.



I can not praise the staff and the day opportunities I do attend now enough, without them I would be sat in my room at home every day, isolated from the world. I have progressed in my independence, personal skills, confidence, social skills and work skills because of the day opportunities I attend.



35% of people had used digital technology to access a day opportunity and 48% of people said there were no barriers to their access to day opportunities through digital technology. In the comments there was a very mixed opinion of use of digital technology for day opportunities with some really valuing this availability especially during Covid-19 lockdown periods and others very much against it with a general feeling that this does not compare to face-to-face support and interaction.



Comments included:

I prefer to have activities outside of my home so that I feel a purpose in my day. Extra screen time to replace contact services is not an enhancement to my mental or physical well being.

I have used gym sessions on Zoom. I enjoy these and also follow martial arts training sessions on Zoom.

NO! I don't want video calls, I like going out and meeting people.

It is not inclusive of everyone. If you are quieter you can get overlooked. If someone is loud they can end up taking over. This does not give the parent carer a break as they have to support their child/adult to be able to log on and stay engaged. It was good during Covid but this is not and should not be considered as a replacement of a day opportunity.

Please don't stop them. Life is hard enough for me and my carer as it is. I do not want real life replaced by a video call - it would not be good for my physical or mental health.

Really enjoyed it when used Zoom to do activities.

Good, especially in lockdown. Timetable of activities allows choice and flexibility - saves travel time and cost. Less person centred. Good for activities but can be hard to balance group with individual need. Good as part but not whole of a package.

184

What will we do? Day Opportunities proposals

- **Proposal 1**
Look to enhance the day opportunity offer with a blended approach of day opportunity buildings and community organisations.

- **Proposal 2**
Investigate investment in micro-providers to encourage a range of local, smaller services for specific needs.

- **Proposal 3**
Day opportunity offer to cater for those with complex needs who do need a building base for essentials such as personal care, eating and drinking and personal safety e.g., older people with dementia, people with complex physical, learning or behavioural needs.

- **Proposal 4**
Larger building-based day opportunities to provide a community hub for access to all for activities/sessions.

- **Proposal 5**
Encourage a digital provision of day opportunities where appropriate, but being mindful of the needs and benefits of people being able to meet others face to face.

- **Proposal 6**
Addressing concerns about age requirements and provision of services as an adult, for those in transition to adult services (up to 25 years of age). Link with Preparing for Adulthood project to bridge this gap.

- **Proposal 7**
Work within budget to achieve identified financial savings (see Financial Information page 34) and reinvestment in a blended approach of day opportunity buildings and community organisations provision (see Building-based Day Service Review page 36) and the priorities agreed in the strategy.



2 Supported Employment Review

Supported employment (4) is defined as a personalised model for supporting people with significant disabilities to secure and retain paid employment. The model uses a partnership strategy to enable people with disabilities to achieve sustainable long-term employment and support businesses to employ valuable workers.

What did people tell us?

Most people do not associate day opportunities with finding work. Only 30% of those surveyed said it was important for day opportunities to be a place where I can learn skills to find a job. 34% said it was important that I can take part in education and training courses at my day opportunity. 25% were interested in activities that could help me into work or employment. 30% were interested in volunteering opportunities.

The current offer from BCP Council is limited and this is reflected in ASCOF (Adult Social Care Outcomes Framework) figures for those with a learning disability in paid employment in the BCP area being lower than the national average for England. Of the 6 current projects funded by BCP Council, 4 have long standing service level agreements that over time have effectively become grants. The outcomes for those engaging in 3 of 4 of these projects are significant in terms of benefits to mental health and wellbeing but limited in terms of gaining access and skills necessary for sustained employment.

What will we do? Supported Employment proposals

- **Proposal 1**
Adapt the current supported employment offer in relation to an internal service review of supported employment in June 2020. This supports a 'Place and Train' model rather than a 'Train and Place' model previously used.

- **Proposal 2**
Review current contractual arrangements with the 6 providers of supported employment/sheltered work opportunities.

- **Proposal 3**
Implement targeted support for those who wish to gain skills for employment.

- **Proposal 4**
Work with BCP Council's communities' team to enhance the accessibility, choice and diversity of volunteering opportunities across BCP in line with Empowering Communities BCP Council's Voluntary and Community Sector and Volunteering Strategy 2021-24.



(4) British Association for Supported Employment
www.base-uk.org/what-supported-employment



3 Day Opportunities Standards/Support

What did people tell us?

There is currently no set of day opportunities standards agreed by all providers and monitoring across services is not consistent. There is also no forum for providers to come together and discuss any issues, ideas and network.

What will we do? Standards / Support proposals

- **Proposal 1**
Agree a charter of standards for all day opportunities to sign up to.

- **Proposal 2**
Set up a forum for day opportunity providers to meet regularly and be updated of council initiatives, joint working arrangements and be able to network with other providers.

- **Proposal 3**
Review monitoring/self-evaluation of services to give users and providers confidence in the quality of services.

- **Proposal 4**
Re-introduction of quality checkers visits to services to be considered.

- **Proposal 5**
Recording of day opportunities and supported employment schemes within integrated system of Mosaic to be reviewed so data is accessible about provision. Work with Information Governance team and practitioners to ensure input of information is accurate and provides evidence of outcomes for individuals.

186





4 Cost / Eligibility of Day Opportunities

What did people tell us?

Of those returning surveys 50% had their day opportunity paid for by the council/ NHS. 15% were self-funding. The costs of day opportunities vary greatly and feedback from survey and engagement sessions would suggest people would like to do more, but cost can be prohibitive.



Comments included:

I would like to come more than one day but I can't because of cost.

Cost is prohibitive as I am self-funding

Reduced funding means I get less days.

I love all my day opportunities. They all offer a wide range of different activities, learning skills, voluntary tasks and outings, and I gain personal and social skills from attending. Unfortunately, some will be ending soon due to my age and completely the time scale offered for some of the opportunities. Due to lack of funding and cost of living presently I will be limited to new opportunities in the near future, which I'm sad about.

Our son uses Direct Payments and it appears to us that BCP takes a hands off approach in these circumstances. This is not always appropriate and it feels as though the market for independent providers needs to be stimulated to improve the range of activities and providers available. Carers cannot be expected to do this. It also appears that the level of funding made available to individuals is dependent on where you live. These differences should be aligned now that BCP is one council.

Animal therapy is very important for individuals with autism and mental health. Having a lot more services that don't cost over £60 to attend would be useful.

What will we do? Cost / Eligibility proposals

→ Proposal 1

Develop a framework of charges for day opportunities in order to be more consistent across services and provide more clarity to those using services. This would also enable any annual uplifts of services to be applied to all rather than individually as is currently the case.

→ Proposal 2

Review eligibility criteria based on needs to accessing day opportunities to ensure those who require day support can access it. See below re: review of information about day opportunities so these are clear to those using services, their carers and practitioners.

→ Proposal 3

Review Personal Budget access to make this process more accessible and increase direct payments and individual service fund take up.



5 Transport

What did people tell us?

A key finding from the view seeking engagement identified issues around access to services via available/accessible transport.

Of those returning surveys, 27% travel by car requiring support from a family member or carer. 21% require a council funded taxi or mini-bus provided by the council or the service. 19% rely on public transport to access their day opportunity. 14% pay for a taxi themselves and only 8% walk and 2% cycle.

31% do not have support to access their services and do this independently; 24% require a family member or family carer; 39% require a paid member of staff or carer. The lack of BCP Council fleet vehicles, drivers and escorts available to transport people to and from day opportunities is reported as a barrier to access of services by referring teams. Similarly, the lack of being able to use a free bus pass before 9.30am and reliance on taxis which are not always available at peak times (school access times) is an issue.

188



In regard to the question: **Is there anything that makes it more difficult for you to use day opportunities ...**

Comments included:

I cannot use public transport so love the fact that my club takes me on their mini bus.

I could not get there without support taking me because it would take 2 buses and it would be too confusing.

Only if staff are able to take me.

Our son is dependent on us to transport him to and from his day opportunities.

By car - but I don't drive, my partner is elderly and doesn't always have the opportunity to drive me. I cannot access the council accessible mini bus at short notice - when that happens I have to forgo my sessions.

I pay for taxi through financial assessment contribution.

Not sufficient and/ or insufficient consideration as to how the individual is to get there and back i.e. provision of transport. Taxis may not be feasible as well as the cost.

Provide transport to all. As I am CHC funded and don't have a social worker I am not allowed to use transport. Frankly this is discriminating against more disabled people.

What will we do? Transport proposals

→ Proposal 1

Implementation of a travel training programme for adults with disabilities linking with existing children and young people's schemes.

→ Proposal 2

Consider a 'car pool' voluntary scheme to assist people to access their services.

→ Proposal 3

Creation of more local services for local people (see micro-provision section above - Day Opportunities, Proposal 2), to reduce dependency on unpaid/paid support to services and increase independent travel.



6 Accessible Information

What did people tell us?

There were 151 respondents who told us how they would like to find out about new day opportunities.

How you would like to find out information about a new day opportunity?



Newsletter	52
Website	37
Other	34
Email	30
Carer / social worker / etc	28
Printed directory / leaflets / library	20
Post / letter	13
Social Media	6
Phone / text	6
Notice board	5

The most popular method of finding out about new day opportunities was a newsletter. Most respondents did not specify whether this should be printed or online. However, ten respondents who mentioned a newsletter also mentioned email, seven also mentioned a printed directory and three also mentioned a letter in the post.

Online methods were the most popular method of delivery, with 37 respondents mentioning a website or 'on the computer' and 30 mentioning email.

34 responses were coded as 'other'. These included respondents who said that they don't need information about new opportunities. Other suggestions included finding out via school/college, via a GP or other NHS service, newspaper adverts and 'all of the above' (referring to the options given in the table above).

Further analysis of the data did not suggest any notable differences by protected characteristics such as age, gender etc. This mixed response therefore suggested the need to provide information in a range of formats, so they are accessible to all in keeping with [NHS England's Accessible Information Standard. \(5\)](#)

What will we do? Accessible information proposals

→ Proposal 1

Work with Information and Advice Team to list current day opportunities available in an accessible format on Adult Social Care BCP Council web pages.

→ Proposal 2

Consider availability of up to date, online information about day opportunities e.g., session availability, costs, activities offered etc. that providers can access to keep up to date and users can access to be able to contact day opportunities directly.

→ Proposal 3

Introduce a regular newsletter detailing day opportunities and available in day services, local libraries, community centres etc.



(5) [NHS England » Accessible Information Standard Specification](#)

Day Opportunities in Bournemouth, Christchurch and Poole

Providers

Day opportunities for adults usually involves planned activities for older or working age adults, to support them with important aspects of independence, socialisation, health, nutrition, and daily living. Many of these services are run by social care organisations, and others by private individuals and volunteers, and are often in non-residential, group settings. They are a valuable community resource and the type of care offered enables adults who have care needs, and/or who are at risk of social isolation, to engage in social and organised activities, as well as providing regular respite to carers. It is important that day opportunities are personalised for the individual, their carer and their family and community situation and many people will wish to have the choice to use a personal budget as a route to access their day opportunity.

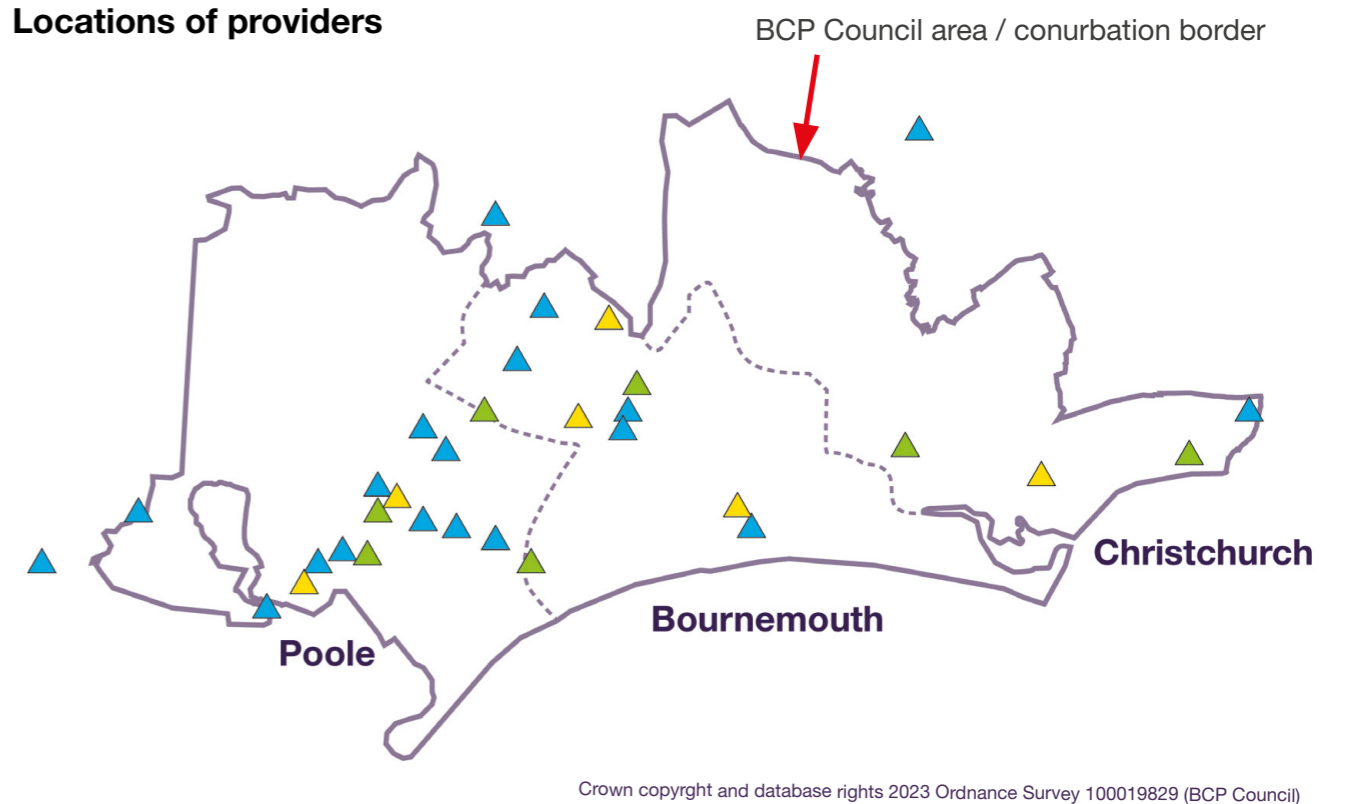
Day opportunity provision across BCP Council is made up of a range of different providers. Tricuro, a Local Authority Trading Company, operates eight day services across the conurbation. These services are based in buildings that are solely used by people who need social care support and are organised as either “Plus” services supporting people with dementia and younger adults of working age who have complex needs related to their disability, or “Connect services”, providing support to older people and adults of working age that require social support. Tricuro day services also run community projects and more recently digital access to their services.

A number of independent day opportunity providers have also been commissioned, offering a variety of provision such as community-based activities, dance, drama, and horticulture. There are approximately 30 independent providers who have a direct relationship with BCP council and operate a self-referral process.

In addition, there are many other day opportunity providers who are not currently commissioned but provide vital services to support people within their communities such as dementia clubs, lunch clubs, church groups, library sessions etc.

The following map shows the locations of these providers (although some are located further afield). As above, there are also many smaller, local organisations not mapped, as they are not directly commissioned, but may be accessed by people using a personal budget or privately through their own money.

Figure 3:
Locations of providers



Colour key to provider type

- ▲ BCP Council funded Day Opportunities
- ▲ Tricuro Day Services
- ▲ Commissioned Supported Employment providers

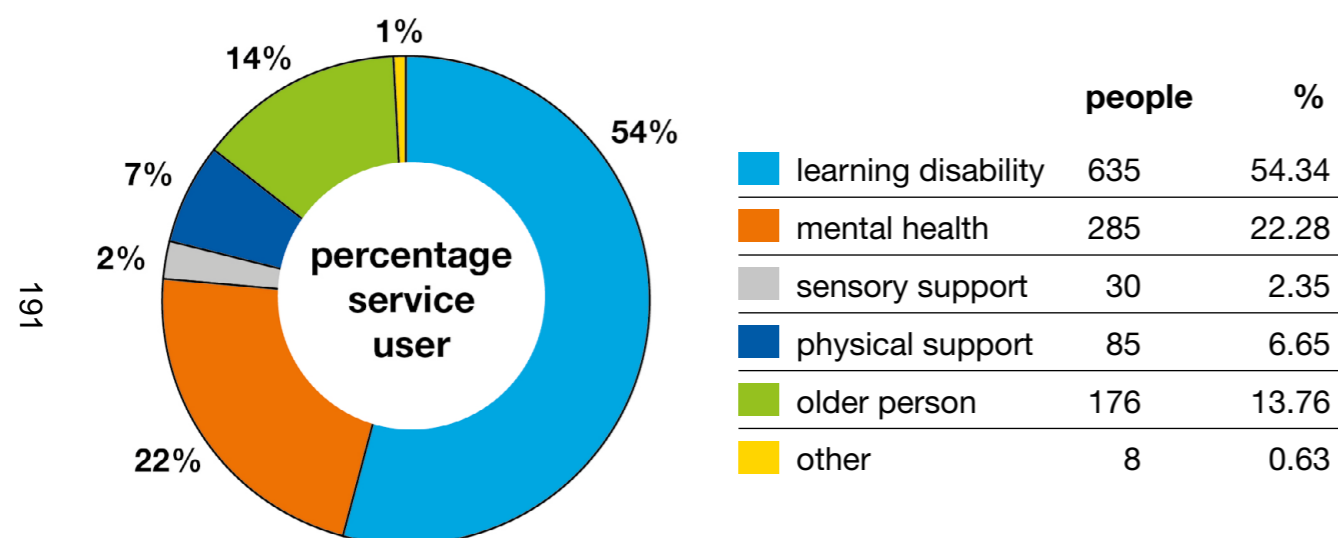
Service user profiles

Primary diagnosis / support reason and funding type

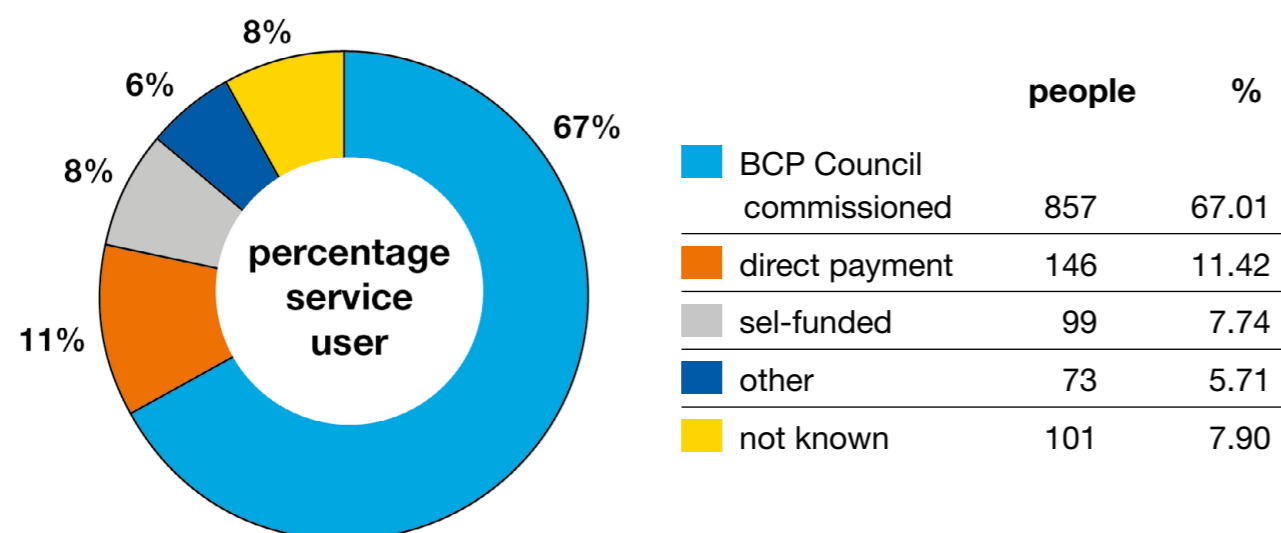
For all providers, over half of day opportunities provision is for those with a primary diagnosis of a learning disability (54%). In terms of funding this is primarily commissioned services (67%) with only 11% of the total accessing direct payments funding.

All providers -percentage charts of service user profiles (1279 people)

Primary diagnosis / support reason



Funding type



BCP Council is facing increasing demand for adult social care (ASC) services. Currently, residents over the age of 75 account for 75% of requests made to ASC services each year. 2021 Census figures show that the population of Bournemouth, Christchurch and Poole has grown by 5.7% since 2011, with the largest increase being in 70–74-year-olds at 39.6%. There is also increasing demand for support for people with complex needs, which often results in high-cost services.

As of June 2023, there were 982 children and young people aged 16+ who have an Education, Health and Care Plan (a 9% increase from the previous year) and will require access to future day opportunities. There are approximately 5,500 registered carers across the conurbation in 2022, many of whom will have family members who attend day services.

With the projected increase in the demand for social care, thinking differently about how to respond to that demand, and how care and support services will be delivered now, and in the future will be crucial for the continued provision of day opportunities for all.

Financial information

Using the information gathered from providers from May 2022 onwards to gain a snapshot week of access to their services in terms of number of users and hours attended, day opportunities were categorised into:

- **Low Cost** (5 services) – base service level agreement funding of a service or a social club for those with moderate to mild needs.
- **Community Based** (19 services) – for services that may or may not still use a building in the community, but are generally smaller, community-based services.
- **Building-based Day Services** (12 services) – larger, building-based day services which may also have outreach projects in the community and provide for a greater range of needs, including those with complex needs.

Average cost of day opportunity provisions in BCP (2022 data)

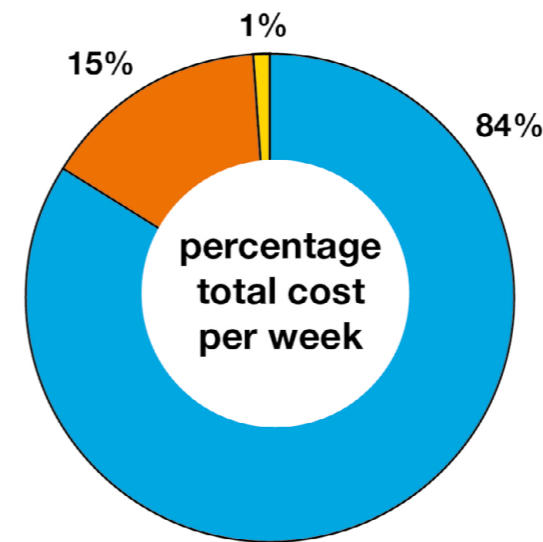
Provision	Average cost per hour
Low cost	£1.99
Community based	£9.51
Building based day services*	£20.21

***Building-based Day Services** are often more expensive due to a range of factors including managing the needs of a more complex group of people (including personal care and a range of health issues), staffing costs related to this, maintenance and running costs of a building potentially owned by the company and for Tricuro services, having previously employed council staff on different terms and conditions in regard to pay and pensions schemes.

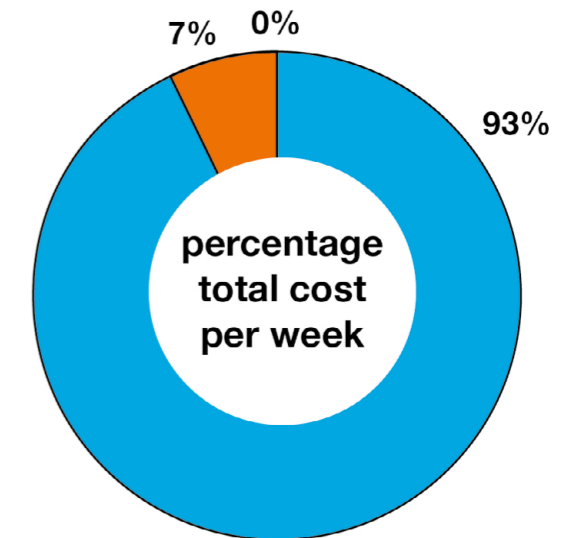
The mixed model of day opportunities includes community-based activities for people within their local area and hubs that will ensure a safe space for people who require a building-based service as well as broadening the day opportunities offer. However, when we look at the percentage of available funding spent on all services and those directly commissioned by BCP Council there is a clear weighting towards building based day services.

Percentage spent per week

All types of provider



BCP Council commissioned provider



■ day service ■ community based ■ low cost

The strategy aims to redress this imbalance of funding and direct more funding towards community-based provision of services and reassessment of individuals to have choice about attending a day service building or a community provision or both.

Pending decisions to be made by BCP Council's Cabinet on the future of Tricuro's building based services (see Building Based Day Service Review section below) the projected cost of future day opportunities and the savings against budget for re-investment in services will be determined.

Building-based day service review

The eight Tricuro day service buildings are owned by BCP Council because they were formerly an in-house council provision. Tricuro conducted a view seeking exercise of all of their day services from August to November 2022. In total there were responses from 155 people who use Tricuro day services, 20 carers and 18 family members.

The results were generally positive about the environment, staff, Covid-19 support, activities and choice and control provided by the day services. There were more mixed responses for building based services to questions about accessing and connecting with the local community. This further supports a need for more community-based services.

The wider BCP Council survey undertaken for all day opportunities in October to November 2022 (as detailed above) largely supported these findings.

A key area for immediate review is the three re-provisioned Tricuro Plus services that require decisions on the future of their previous building bases. These are Highcliffe Plus (for older people), Wallisdown Plus (for people with complex learning disabilities) and Westbourne Plus (for people with a mental health issue) that were relocated at the larger Connect day centres of Christchurch, Parkstone and Boscombe respectively, following the re-opening of those services when the Covid pandemic restrictions allowed.

There have already been engagement events held in June 2023 involving specific advocacy groups to get the views of those who use these services, their parents, carers and others in their circle of support and the staff who work at these services. The initial findings are that the re-provisioned services have worked well for most people and there has been a negligible impact on transport to new service bases. There is a need for a long term decision to be made on these services in order for those using, relying on and working in the services to plan for future provision and have the security of a permanent base.

A formal consultation was therefore planned to consult members of the public and any other relevant stakeholders on the future provision of services for these three day centres.

Due to financial pressures the local authority is facing, there was also a request to review the other two Plus services, namely Poole Plus and Moordown Plus (both for older people). In addition, there was a financially driven request to also review the three Connect centres. Consideration of these reviews were not co-produced, but authority led.

As per the financial section above, there is a need to re-balance the 93% of commissioned funding directed towards building based services and 7% funding directed towards community provision. A review of Tricuro day service buildings to consider community options will assist this re-balance and the development of micro-enterprises to increase the options for those currently attending building-based services, will enable options for people to transfer to a community setting.

Following this, there will be ongoing review of all day opportunities to ensure that services continue to meet existing and future need in accordance with the priorities of the day opportunities strategy.

Future governance and priorities

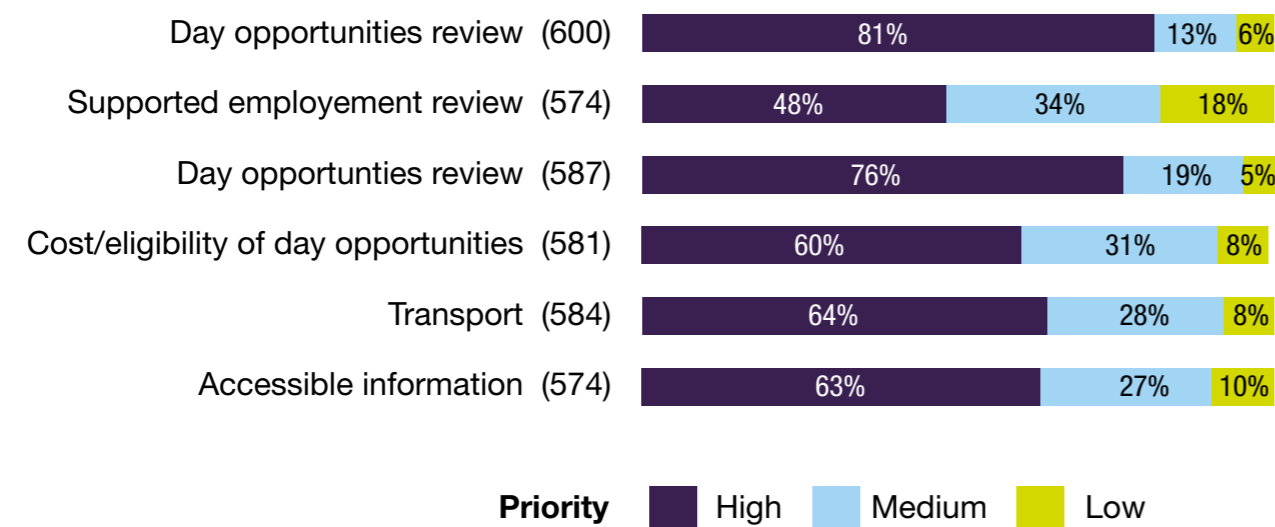
In consultation with the governance groups for this project we have looked to take forward three priorities for future workstreams to realise the proposals of each priority. Although all of the priorities are important and have overlap, the review of day opportunities and supported employment were considered the most urgent. In addition to the review of Tricuro day services detailed above, there is also a need to review existing supported employment contracts that no longer reflect what is currently delivered by the services.

For the priorities of day opportunities and supported employment there is also a requirement to realise budget efficiencies that are associated with these priorities and provide financial resource for the strategy priorities, as detailed above in the financial information section.

The co-production group has requested that the standards/support of day opportunities is of critical importance, as this will provide an agreed set of standards that all day opportunities should adhere to and checks on the quality of this provision as well as bringing day opportunities together.

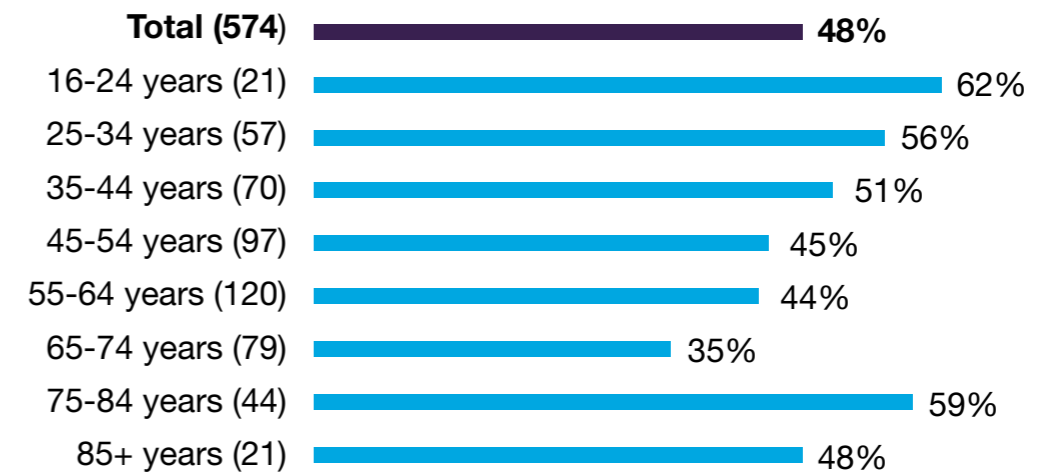
The draft strategy and priorities within were also released for public consultation in December 2023 to January 2024 and provided the following detail of how respondents viewed the priorities.

Priority of the six key strategic priorities



The consultation results are in keeping with two of the three priorities identified by the governance groups of the project to be taken forward for review, with Day Opportunities Review (81%) and Day Opportunity Standards (76%) gaining the most support. The other priority identified by the governance groups of Supported Employment Review was the key strategic priority that the fewest respondents felt was a high priority (48%). This priority was understandably less relevant to non-working age people.

Percentage of respondents who rated the Supported Employment Review as high priority (by protected characteristic of age)



The Supported Employment Review prioritisation was also impacted by the respondent profile for the consultation with over half of respondents being 55 years or older.

**Respondent profile for the 2023-24 Consultation
(by protected characteristic of age)**

Age	Number	Percentage
16-24 years	23	3.7%
25-34 years	62	10.1%
35-44 years	81	13.2%
45-54 years	106	17.3%
55-64 years	137	22.3%
65-74 years	96	15.5%
75-84 years	54	8.8%
85+ years	23	3.7%
Prefer not to say	33	5.4%

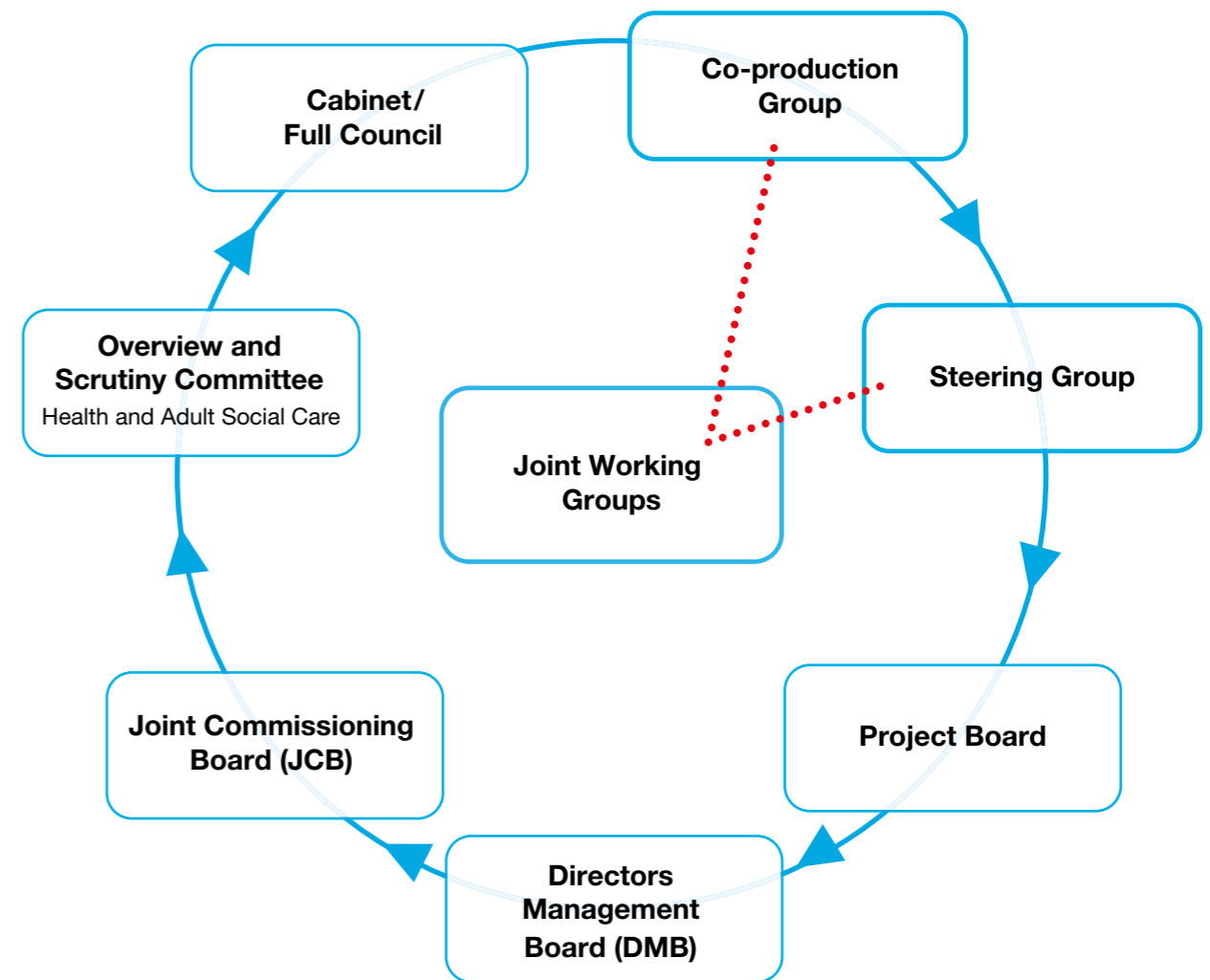
195

In consultation with the governance groups of the project, there has been a strategic decision to include supported employment in the priorities to be taken forward. This is due to the more urgent need to review the existing provision, the lower rate of people with a learning disability in paid employment in our area compared to regional and national figures and the importance attached to younger people having the opportunities.

Governance of the Working Groups

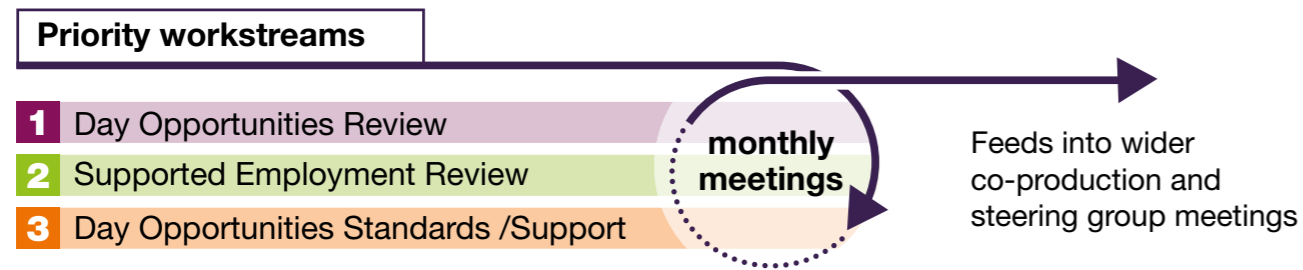
The co-production and steering groups have both agreed to merge to form smaller working groups for the three identified priorities, in order that decisions are agreed with those using, relying on and providing services, alongside relevant BCP Council staff who are managers and decision makers for these areas.

Revised governance chart for Day Opportunities Strategy



These workstream groups will report every 2-3 months or as required to the larger co-production and steering groups already established, who in turn report to the existing governance structure groups.

Working Group Meetings for identified priorities



Joint working

The day opportunities strategy is wide ranging and ambitious in scale and cannot be achieved in isolation. It will require joint working with many stakeholders, other departments and strategies in order to be successful and achieve the outcomes detailed below. The following page shows an overview of the different types of projects already in place that the day opportunities strategy has correlation with under the six priorities identified. This is not an exhaustive list and there will be other current and future projects that will be identified as having relevance to the day opportunities strategy during the realisation of the objectives of the strategy over the next five years.

Projects/departments related to the Day Opportunities Strategy

1 Day Opportunities Review

- Micro-Providers
- Contracts - Tricuro
- Corporate Property Group
- Age Friendly Communities Initiative
- Communities and Children’s Asset Review
- Mental Health Integrated Community Care Programme Accommodation Review
- Learning Disability Partnership Board
- NHS Forward Plan 2023-28
- Asset Review
- Library Strategy
- Finance

2 Supported Employment Review

- Supported Employment Review 2020
- Voluntary and Community Sector and Volunteering Strategy 2021-2024
- Preparing for Adulthood
- Contracts -Supported Employment

3 Day Opportunities Standards/Support

- Strength based approach
- Information Governance - Data/Mosaic
- 3 Conversations roll out

4 Cost/Eligibility of Day Opportunities

- Personal Budgets
- Care manager assessments
- Framework creation
- Charging policy
- Self Funders

5 Transport

- BCP Travel Plan
- Childrens - Travel Training
- Local Cycling & Walking Infrastructure Plan (LCWIP)

6 Accessible Information

- Accessible Information Standard - NHS England
- Carers Strategy 2022-27 - Wellbing Collaborative Virtual Hub
- Integrated Care Board - Strategy - Working Better Together

Measuring success

1 Day Opportunities Review

Review day service buildings and services to achieve a balanced approach of building-based and community-based day opportunities, whilst ensuring those who require a building-based service are provided for.

Increase choice of bespoke community-based day opportunities through Micro-Provider development and consider tender for establishing this initiative.

Creation of community hubs for existing larger day service buildings to maximise the capacity of building based services and hiring of space to community groups.

Promote and share good practice of digital day opportunity provision to increase access and choice for people using services.

Work with the Preparing for Adulthood team to create a smoother transition and greater range of services for younger people to access.

Re-balancing of funding between building based and community-based day opportunities, to invest in the developments of the strategy and achieve Medium Term Financial Plan savings.

Checking with individuals, using the 3 Conversations Model, to see who may wish to try alternative day opportunities, without impacting on their current provision.

2 Supported Employment

Flow chart to be created and agreed for people to be regularly assessed and have a pathway to be able to move between day services, voluntary schemes and paid employment with the choice to access services they need, without financial or support loss.

Supported employment contracts to be reviewed and agreed where they sit within the flow chart.

Review and consider procurement of a targeted service for those who wish to achieve paid employment, evidenced by increased ASCOF (Adult Social Care Outcome Framework) figures for adults with a primary diagnosis of a learning disability and adults in contact with secondary mental health services in paid employment.

Increase access to voluntary schemes in partnership with Empowering Communities - BCP Council's Voluntary and Community Sector and Volunteering Strategy 2021-24.

3 Day Opportunities Standards / Support

Co-produce a charter of standards for day opportunities.

Create a regular forum for day opportunity providers.

Introduce monitoring systems to check on the quality of provision of day opportunities against an agreed set of standards.

Review data collected on day opportunity access to inform the impact of the strategy and focus on outcomes for individuals accessing services.

4 Cost / Eligibility of Day Opportunities

Create a framework of charges for day opportunities so these are more consistent, best value and equitable between providers.

An increased number of people being able to access a greater range of services within the community so that their eligible budget goes further.

An increased uptake of Individual Service Funds as measured by BCP Council's finance department.

5 Transport

An increased number of people being able to access their services independently through joined up travel training schemes

Work with the voluntary sector to source alternative options for people to access their services to create capacity in BCP Council's fleet transport services and reduce pressure on carers to transport their loved ones to and from day opportunities.

Reduce travel times, distances and cost through a greater choice of services that are more local to individuals.

6 Accessible information

Creation of accessible directories of services in a range of formats for people to have an informed choice of available day opportunities.

Work with existing schemes such as Community Action Network's Wellbeing Collaborative Virtual Hub, Carers websites and social prescribers to increase accessible information on and access to a range of services including local community groups.



Day Opportunities Strategy and future of Tricuro Day Centres Consultation

February 2024

Research and Consultation Team

Analysis and Report by Darmax Research

Executive Summary

BCP Council ran a consultation that asked respondents their views on the proposed Day Opportunities strategy and changes to Day Centres.

There were 665 responses to the Day Opportunities Strategy and future of Tricuro Day Centres Consultation survey. In addition, there were 50 responses gathered from meetings, email responses and impact letters that were received throughout the consultation period.

Respondent type

23% of respondents were someone that attends a day centre, while 19% were an unpaid carer for a person that attends a day centre and 18% were someone who lives with a person who attends a day centre. 10% of respondents were a member of staff at a Tricuro day centre.

106 respondents indicated that either they attend or were an unpaid carer for / someone who lives with a person who attends one of the five Tricuro 'Plus' day centres. 219 respondents indicated that either they attend or were an unpaid carer for / someone who lives with a person who attends one of the three Tricuro 'Connect' day centres.

Strategy

Key strategic priorities

During 2022-23 a co-production group made up of people with lived experience, advocacy groups, providers of day opportunities, councillors, colleagues from neighbouring local authorities, and NHS Dorset produced a draft Day Opportunities Strategy. The strategy identifies six key strategic priority areas to focus on:

- Day Opportunities Review
- Supported Employment Review
- Day Opportunities Standards / Support
- Cost / Eligibility of Day Opportunities
- Transport
- Accessible Information

Priority

Respondents were asked to prioritise the six key strategic priorities. 81% of respondents felt that the Day Opportunities Review was a high priority, while 76% felt that the Day Opportunity Standards was a high priority. Just over 60% of respondents felt that Cost / Eligibility of Day Opportunities, Transport and Accessible Information were high priority. Supported Employment Review was the key strategic priority that the fewest respondents felt was a high priority (48%).

Other feedback

Respondents were then asked to provide any other feedback about the draft Day Opportunities Strategy. Comments were themed and assigned to the strategic priority that they related to. Some respondents commented on their views regarding the proposed closures to the Tricuro Day Centres within this question as opposed to directly relating to the strategic priorities.

Day Opportunities Review

There were 398 comments that related to the Day Opportunities Review. Respondents felt that day opportunities are vital and that they should remain open. Respondents were concerned about the support that would be available for the elderly, vulnerable and those with complex needs, including those with dementia, learning disabilities and those who are neurodiverse. Continuity of care is important for many of these individuals, familiar staff recognise changes in individuals and changes in setting, staff and activities can be distressing. Respondents also commented that Plus centres specialise in the type of care that they provide and that it was not appropriate to mix people with different needs. Day centres are important to respondents because they help foster friendships, provide socialising opportunities and reduce loneliness, while they also benefit the mental health and wellbeing of those who attend. Family members and unpaid carers benefit from service users attending day centres as it provides them with their only respite from their caring responsibilities, prevents them having a breakdown and they feel reassured that the person they care for is in a safe place where they are happy and looked after. Reduced day centre provision would result in a need for more residential, full-time and hospital care as carers would not be able to cope, which could result in increased costs to the council.

Supported Employment Review

There were 20 comments that related to the Supported Employment Review. Respondents commented that the provision of employment opportunities is vital and that they have benefited from employment support opportunities previously. However, respondents commented that the supported employment review priority lacks detail, supported employment is not as much of a priority as the other key strategic priorities, employment is not suitable for many service users and that it is a different service to day opportunity provision.

Day Opportunities Standards

There were 114 comments that related to the Day Opportunities Standards. The majority of these comments related to the current standard of day opportunities provision rather than about creating a set of standards. Respondents commented that the current quality of care provided by staff at day centres is good, while day centres provide a safe and secure environment. Individual needs cannot be met in community based settings and community buildings lack specialised equipment and appropriate facilities. A one size fits all approach is not suitable as people have varying needs.

Cost / Eligibility of Day Opportunities

There were 31 comments that related to the Cost / Eligibility of Day Opportunities. Respondents commented that the proposals impact on those who pay for services privately, day opportunities need to be provided to those who have already been assessed as having a need, while others commented that the assessment process needs improvement. In addition, respondents commented on the impact that the two proposals would have on day opportunities provision. Respondents were concerned for the staff who work at day opportunities. Comments related to whether the staff would continue to have a job and concern as to the skills and qualifications of staff at alternative service providers.

Transport

There were 29 comments that related to Transport. Respondents commented that it is important that transport is provided to service users. Service users and carers lack their own transport, there is a lack of public transport and they are unable to travel or use transport independently. In addition, day centres and services need to be local and close to home.

Accessible Information

There were 12 comments that related to the provision of Accessible Information. Accessible information is important and there needs to be greater awareness and promotion of care services that are available locally. The provision of information online is not suitable for the elderly, those with learning disabilities or those who do not have access to the internet.

Overall / other comments regarding the draft Day Opportunities Strategy

There were 161 other comments that related to the draft Day Opportunities Strategy and the Tricuro day services review proposals. Respondents commented that they do not like the proposals or strategic priorities, they had been poorly thought through and criticised the late addition of the proposals to close Tricuro day centres without discussion with the co-production group. The suggested benefits do not justify the closure of day centres and savings should be made elsewhere. Respondents were critical of the length of time the consultation was open for, as well as it being undertaken in December and across Christmas and New Year, while there had been not enough promotion of the consultation to service users and their carers. Respondents also felt that the strategy and proposals lacked detail, were confusing and were difficult to understand.

Tricuro Day Centres Proposals

Proposal One: Close five Tricuro 'Plus' day centres

The draft Day Opportunities Strategy recommends providing more community-based services, therefore reducing the need for building-based services. Proposal one looks to close 5 Tricuro Plus Centres. The services that people access from these centres would still be delivered, either in one of the three Connect Centres (located in Boscombe, Christchurch and Parkstone) or in the community.

By closing these buildings and supporting people to access day opportunities in their community the council could save £1.1m a year. The day centre buildings would return to the council's property portfolio and could be used for another council purpose or sold.

Agreement with Proposal One

Respondents were asked whether they agree or disagree with the proposal to close these Plus day centres. 71% of respondents disagree with the proposal to close Moordown Plus, while 65% disagree with the proposal to close Poole Plus. More than half of respondents disagree with the proposal to close Westbourne Plus, Wallisdown Plus or Highcliffe Plus.

Reason for disagreement

Respondents who indicated that they disagree with the closure of any of the Plus day centres, as well as those who indicated that they accept the proposal but have some concerns were asked why they disagree or what concerns they have. The main reasons for disagreeing or having concerns with the closure of any of the Plus day centres were:

- Some people might not feel confident or comfortable in a community setting (71%)
- Not getting the same level of support in a bigger day centre (67%)
- Loss of a community facility (66%)
- Difficulty travelling to another location (65%)
- Losing relationship with staff at Plus centre (64%)
- Worried about change / not knowing what service can be accessed in the future (62%)
- Losing relationship with other service users at Plus centre (61%)
- Worried that carers won't get a break (61%)
- Connect centres are too busy – need / prefer a quieter environment (59%)
- Worried for staff jobs (58%)

The reason that the least number of respondents gave for disagreeing or having concerns with the proposal were that they were worried how the building might be used in the future (32%).

Impact of Proposal One

Respondents were asked how they will be affected if this change goes ahead.

Support proposal

There were 43 comments that related to support for the proposal. The majority of these respondents commented that they would not be affected/impacted by proposal one, while others commented that the proposals seemed reasonable because service users at three Plus centres have already been relocated to nearby Connect centres following the pandemic in 2020.

Keep day centres open

There were 136 comments that related to keeping day centres open in general. Respondents commented that all day centres should be kept open and that everyone deserves to be able to attend a day centre that makes them feel safe and secure. 17 respondents specifically commented that the Plus centres should remain open, while 29 respondents specifically commented that the Connect centres should remain open.

Reduced access / level of support

There were 371 comments that related to reduced access / level of support should the Plus centres close. Respondents commented that the closures would impact on vulnerable people and specialist centres are required. Connect centres would become too busy and the same level of support would not be provided in bigger day centres. Community facilities lack the required equipment and facilities, while some people won't feel comfortable or confident in a community setting. Respondents also commented that it would be difficult to travel to another location.

Concern for relationships at day centres

There were 156 comments that related to concern for the relationships built at day centres should the Plus centres close. Respondents commented that they would lose the relationship they have with staff, while respondents were also concerned for staff jobs. Respondents commented that they would lose the relationships they have built with other service users and would increase isolation, while their current venue improves their mental health and wellbeing.

Uncertainty that closures bring

There were 98 comments that related to feelings of uncertainty should the Plus centres close. Respondents commented on a need for familiarity within their routine and were worried about change and not knowing what service can be accessed in the future. Respondents commented that there was a lack of detail in the proposal, while some respondents questioned how the building will be used in the future.

Concern for the impact on carers

There were 119 comments that related to concern for the impact on carers should the Plus centres close. Respondents were worried that carers won't get a break as a result of the Plus centre closures and would result in an increased demand for residential care. Some respondents commented on the cost of private care should the Plus centres close.

Proposal Two: Close all eight Tricuro day centres

The council are also considering whether they could close all eight Tricuro day centres. This means that in addition to the five Plus centres mentioned in Proposal One, the council would also close Boscombe Connect, Christchurch Connect and Parkstone Connect. All service users would move to either community-based services or a day centre operated by an independent provider.

It is estimated that this could save the council an additional £1.1million above the savings from Proposal One (£2.2million in total).

Agreement with Proposal Two

The vast majority of respondents disagree with the proposal to close the three Connect centres in addition to the five Plus day centres.

Reason for disagreement

The main reasons for disagreeing or having concerns with the closure of any of the three Connect centres were:

- Difficulty for service users travelling to another location (77%)
- Some people might not feel confident or comfortable in a community setting (74%)
- Losing relationship with other service users at my day centre (72%)
- Losing relationship with staff at my day centre (71%)
- Loss of a community facility (70%)
- Worried about change / not knowing what service can be accessed in the future (69%)
- Worried for staff jobs (64%)
- Worried that carers won't get a break (63%)
- My needs can't be met in a community-based service (56%)

The reason that the least number of respondents gave for disagreeing or having concerns with the proposal was that they were worried how the building might be used in the future (35%).

Impact of Proposal Two

Respondents were asked how they will be affected if this change goes ahead.

Overall impact of Proposal Two

There were 16 comments that related to the overall impact of proposal two. Respondents commented that they would not be affected/impacted by proposal two and were critical that proposal two was not co-produced.

Keep day centres open

There were 205 comments relating to the need to keep day centres open in general. Respondents commented that all day centres should be kept open and that the centres provide a safe and secure environment. Respondents specifically commented that the Connect centres should remain open, while others commented that the Plus centres should remain open.

Funding

There were 138 comments relating to the funding of day centres. Respondents felt that the proposal was focused on cost savings as opposed to providing suitable care provision, while others commented that the proposals would result in increased costs to the council in the long run. The council should ensure that day centres receive appropriate funding and that cost savings should be made from other services and

schemes. Some respondents commented that day care should be funded by the council and not private or voluntary organisations.

Reduced access / level of support

There were 358 comments relating to reduced access and support if the Connect centres were to close. Specialist centres are required, the closures would impact on vulnerable people and community facilities lack the required equipment and facilities. Respondents commented that the needs of service users cannot be met in community settings, while it would be difficult to travel to another location. Some respondents commented that the day centres provide them with hot meals that they may not otherwise have.

Concern for relationships at day centre

There were 297 comments relating to the impact the closures would have on the relationships they have built at their day centre. Respondents commented that they would lose the relationship with staff who know them and their needs, while respondents were also concerned for staff job losses. Respondents commented that they would lose the relationships they have built with other service users and would result in increased isolation, while their current day centre provision improves their mental health and wellbeing.

Uncertainty that closures bring

There were 148 comments relating to uncertainty that the closures would bring. Respondents commented on a need for familiarity within their routine and that they were worried about change and not knowing what service can be accessed in the future. Respondents also commented that there was a lack of detail in the proposal.

Concern for the impact on carers

There were 168 comments relating to being concerned for the impact the closures would have on carers. Respondents were worried that carers won't get a break as a result of the Connect centre closures and it would result in an increased demand for residential care. Respondents also commented on the cost of private care should the Connect centres close.

Matrix summarising the benefits and risks of each option

Option Detail	B1	B1a	B1b	B1c	B2	B3	B4	B5	B5a	B6	B6a	B7	B8	B8a	B8b	B9	B10	B11	B12	B13	R1	R1a	R1b	R1c	R2	R2a	R2b	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	
1 Connect Services to remain open and incorporate or re-provide for the 5 Plus services, with all Plus service original sites to be closed. (Consultation Proposal 1)	B1				B2	B3	B4	B5		B6		B7									R1	R1a	R1b	R1c	R2			R3												
2 Connect Services to remain open and incorporate Highcliffe, Wallisdown and Westbourne Plus services already based there, with Moordown and Poole Plus services to remain open. Highcliffe, Wallisdown and Westbourne Plus original sites to be closed.	B1				B2	B3	B4	B5		B6			B8	B8a	B8b	B9					R1			R1c					R4											
3 Connect Services to remain open and Highcliffe, Wallisdown and Westbourne Plus services to return to their original sites and Moordown and Poole Plus to continue at their current sites.	B1	B1a	B1b	B1c				B5									B10											R4	R5	R6	R7	R8								
4 Connect Services to remain open and incorporate Highcliffe, Wallisdown and Westbourne Plus services already based there. In addition, Poole Plus to be relocated to Parkstone Connect and Moordown Plus service to remain open. Highcliffe, Wallisdown, Westbourne and Poole Plus original sites to be closed. (Recommended option)	B1				B2	B3	B4	B5	B5a	B6		B7	B8	B8a		B9	B10	B11	B12	B13	R1		R1b	R1c		R2a			R4						R9					
5 Close all services. (Consultation Proposal 2)											B6a	B7									R1	R1a	R1b	R1c			R2b			R5		R7				R10	R11	R12	R13	R14

207

Benefits

B1	Responds to the consensus from the consultation to not close Connect services (93%).
B1 a	Moordown (71%).
B1 b	Poole (65%).
B1 c	Highcliffe, Wallisdown and Westbourne Plus services (55%).
B2	Responds to the majority of opinion of current people accessing these services who were directly engaged for Highcliffe, Wallisdown and Westbourne Plus.
B3	In keeping with the draft Day Opportunities Strategy to have a mixed model of building-based and community-based provision.
B4	To be able to consider necessary adaptations for reprovisioned Plus services to be permanently based at Connect centres.
B5	To develop the Connect services to create community hubs.
B5 a	Potential for consideration of Moordown Plus becoming a community hub to provide a specialist service for older people and achieve separate space for community groups to access this site.
B6	Re-purposing / sale of the Plus sites for alternative use / capital income from sale of property.
B6 a	Re-purposing / sale of the Plus and Connect sites for alternative use / capital income from sale of property.
B7	Financial saving for BCP Council.
B8	Responds to the majority view within the consultation for services to remain open.
B8 a	Moordown Plus (71%).
B8 b	Poole Plus (65%).
B9	45% of respondents of the consultation agree or accept the proposal but have some concerns to close Highcliffe, Wallisdown and Westbourne Plus original sites.
B10	Responds to the majority view of the consultation for Plus services to remain open.
B11	Continuation of provision of specialist older people services in all 3 locality areas of BCP.
B12	Capital investment savings associated with the significant repair and refurbishment of Poole Plus for the service to operate in the long term.
B13	Value for money in relation to £940k that was invested in refurbishment of the Moordown Plus site in 2018/19 and as a result lower amount of capital investment required for the existing buildings to continue to be fit for purpose for use as a specialist day service for older people.

Risks

R1	Does not respond to the majority view of the consultation for Plus services to remain open.
R1 a	Moordown (71%).
R1 b	Poole (65%).
R1 c	Highcliffe, Wallisdown and Westbourne Plus services (55%).
R2	Upheaval for existing client group and carers for Poole and Moordown Plus in re-locating to an alternative provision.
R2 a	Upheaval for existing client group and carers for Poole Plus in re-locating to an alternative provision.
R2 b	Upheaval for existing client group and carers all services in re-locating to an alternative provision.
R3	Space at Boscombe Connect limited to effectively achieve a specialised provision for older people currently offered at Moordown Plus.
R4	Impact on any proposed additional MTFP savings. See financial implications section.
R5	Does not respond to the majority of opinion of current people accessing these services who were directly engaged for Highcliffe, Wallisdown and Westbourne Plus.
R6	Upheaval for existing client group and carers for Highcliffe, Wallisdown and Westbourne Plus in returning to original sites.
R7	Not in keeping with the draft Day Opportunities Strategy to have a mixed model of building-based and community-based provision.
R8	Significant cost association with for Highcliffe, Wallisdown and Westbourne Plus services to return to their original sites in re-commissioning buildings and ensuring properties are fit for purpose.
R9	Ensuring that different needs can be accommodated within Parkstone Connect for an older people's specialist service in a designated area.
R10	Does not respond to the consensus from the consultation to not close Connect services (93%).
R11	Inability to develop, at pace, alternative provision to fully meet demand of an additional approximate 6,173 support hours per week
R12	Significant redundancy of Tricuro staff or considerable costs associated with TUPE if services are provided by other organisations.
R13	Transport implications in accessing alternative services.
R14	Lack of alternative specialist provision particularly for older people with a dementia diagnosis and people with a mental health issue.

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CABINET



Report subject	Our People and Communities: 20mph options appraisal
Meeting date	6 March 2024
Status	Public Report
Executive summary	The purpose of this report is to present the outputs of a review of local and national 20mph initiatives and to seek endorsement for a programme to enable the delivery of 20mph speed limits to create safer neighbourhoods across the three towns and make journeys by all modes safer. This will be achieved in areas through consultation with residents in priority communities, and through the reinstatement of a dedicated 20mph speed limit budget allocation within the Council's Local Transport Plan (LTP) Capital programme.
Recommendation	It is RECOMMENDED that Cabinet recommend to Council: a) that a dedicated budget is included in the Local Transport Plan (LTP) Capital programme for 2024/25 financial year to recommence delivery of 20mph speed limits on a neighbourhood basis with a focus on residential roads and this is continued into future years subject to the availability of capital funding.
Reason for recommendation	There are approximately 77 areas across the conurbation that already have 20mph limits in place as shown in Appendix A. The installation of further 20mph limits would create safer neighbourhoods and streets which is aligned with both the Our People and Communities and Our Place and Environment vision and ambitions within the Corporate Strategy. Local evidence suggests that 20mph speed limit only schemes are effective at reducing the number and severity of collisions that result in injuries and death on roads. This report therefore recommends that a dedicated 20mph speed limit budget is established.

Portfolio Holder(s):	Cllr Vikki Slade Leader of the Council and Portfolio Holder for Dynamic Places Cllr Millie Earl Deputy Leader of the Council and the Portfolio Holder for Connected Communities Cllr Andy Hadley Portfolio Holder for Climate Response, Environment and Energy
Corporate Director	Jess Gibbons - Chief Operations Officer
Report Authors	Julian McLaughlin - Director for Infrastructure Richard Pincroft - Head of Transport and Sustainable Travel Richard Pearson - Transport Network Manager
Wards	Council-wide
Classification	For Recommendation

Background

National and International data linked to traffic speed and impact of the speed of traffic

- Speed is a key factor in the number and severity of collisions and studies by the Royal Society for the Prevention of Accidents and Road Wise (and others) have shown that there is a significant link between speed of motor vehicles and the severity of the outcome of a collision. At 20mph a pedestrian has an 97.5% chance of survival when struck by a vehicle whereas at 30mph that drops significantly to 80%¹. A vehicle's stopping distance is 12m at 20mph and 23m at 30mph².
- If motor vehicles are travelling at 20mph, instead of 30mph, this reduces the differential speed between them and people walking or cycling, which improves actual and perceived safety. People generally cycle at between 10 and 15mph. Safety concerns are a key barrier to more people using active modes. The current Cycle Infrastructure Design guidance, Local Transport Note 1/20 recommends that where traffic speeds are in excess of 20mph, then segregated cycling infrastructure is required in order for that route to be suitable for the majority of people to be able to cycle. Dedicated cycle infrastructure is expensive and introducing more 20mph speed limits therefore means more roads would be inherently safer for cyclists (subject to vehicle

¹ [The chance of a pedestrian surviving - Roadwise](#)

² [Highway Code Stopping Distances \(publishing.service.gov.uk\)](#)

speeds reducing) without the costs and disruption associated with the introduction of segregated cycle facilities.

3. The International Transport Forum at the Organisation for Economic Co-operation and Development (OECD), World Health Organisation (WHO), the Parliamentary Advisory Council for Transport Safety and the National Institute for Health and Care Excellence (NICE) all recommend 20mph speed limits in residential areas for reasons including improving safety, reducing conflicts and enabling more walking and cycling.
4. The RAC Foundation (motoring research organisation) supports “the introduction of 20mph limits wherever there is an over-riding road safety case”, but states that “the mobility and productivity needs of road users must also be taken into account”.
5. ‘20 is Plenty’ is a not-for-profit national group founded in 2007 based mainly on the concept that reducing speed limits reduces traffic speeds and this in turn reduces road casualties and creates a more pleasant road environment. 30mph is the national default speed set in UK legislation for urban roads (Section 81 of The Road Traffic Regulation Act 1984) and this group campaigns for the introduction of 20mph limits in all residential streets.

UK guidance and research for 20mph speed limits and zones

6. Before 1991, local authorities were not permitted to set speed limits below 30mph (according to the Road Traffic Regulation Act 1984). Since then, amendments to the Act and a number of Department for Transport (DfT) Circulars (providing advice to transport professionals and local councils) have allowed reduced speed limits to be applied in appropriate circumstances in accordance with the following guidance: Setting Local Speed Limits (DfT Circular 01/2013).
7. The current DfT guidance (2013) on setting local speed limits says that the speed limit on a road should be set to reflect the characteristics of the road so that any speed limit is mainly self-enforcing, i.e., most drivers will naturally drive at a speed close to the limit because they will recognise the character of the road and adjust their speed to suit:

“Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed.”
8. In this context any speed enforcement conducted by local Police forces is rational, proportionate and justifiable and this approach therefore helps maintain public support for policing by consent. The DfT guidance advises that 20mph limits are permitted where the mean (average) vehicle speed on a road has been measured as being 24mph or less.
9. There are two types of 20mph treatments, 1) 20mph zones; which have physical measures to reduce speed e.g., road humps/cushions, point closures

for motorised vehicles, mini-roundabouts, pedestrian crossings, chicanes, painted 20mph roundels and 2) 20mph limit; which have signs and no physical measures albeit can be complemented with painted 20mph roundels at regular intervals. The physical measures associated with zones make them significantly more expensive to implement than limit only schemes.

10. There have been two major studies on 20mph schemes in the UK in recent years. The Atkins report (2018) and the PACTS (Parliamentary Advisory Council for Transport Safety) report (2023) The outcomes of these are summarised in Appendix D and E respectively. Atkins highlights acceptance levels of the change amongst different groups, and that these increased after implementation. PACTS supports lower speed limits in urban areas but stresses that it is important that these deliver real benefits and not the illusion of change.
11. National research suggests (refer to appendices D and E and DfT Circular 01/2013):
 - a. 20mph limit schemes typically reduce traffic speeds by up to approximately 1mph but on some routes can reduce speed by up to 2mph, where the mean traffic speed was 25mph before the intervention. There is some evidence to suggest that greater speed reductions can arise; 3 to 5mph where speeds were approximately 30mph before.
 - b. 20mph limit schemes reduce casualties by 0 to 11%.
 - c. 20mph zones reduce casualties by between 40 and 60%.
12. A summary of what some other authorities have implemented and learnt is included in Appendix F.

Assessment of local (existing) 20mph zones and speed limits

13. There are currently approximately 55 x 20mph zones (with physical measures) already across BCP (many are very small outside of schools) and 22 x 20mph speed limit schemes (signs only) in total across the Council's highway network as shown in Appendix A.
14. A review of these 20mph zones and limit schemes has been undertaken and analysis of the data is summarised as follows:
 - a. 20mph limit schemes have achieved a casualty collision reduction of 48%.
 - b. 20mph zone schemes have achieved a casualty collision reduction of 37%.
 - c. The average casualty collision reduction across all types of 20mph scheme is 40%.

Noting:

- i. In the majority of cases there is 5 years of before and after casualty data.
 - ii. There are fewer limit schemes than zones and therefore the reduction for limit schemes may be statistically less certain than for zones and this may account for the significant variance between the performance of local schemes and more comprehensive national studies.
 - iii. The ongoing average financial benefit of the current 20mph schemes across BCP is approximately £3.9m per annum based on Department for Transport (DfT) figures for the assessment of the cost benefit of reducing casualties. No economic assessment has been carried out to understand the benefits relating to increases in active travel or the financial disbenefits of increase in journey times.
15. Casualty reduction is generally achieved where there is a historic road casualty problem. If there is no history of casualties, then casualty reduction is likely to be minimal or zero, albeit there could be perceptions of improved safety and wider active travel benefits. The assessment of 20mph limit schemes (mainly in Poole) suggests that the outcome locally has been significantly better than national studies found in regard to casualty reduction.
16. Prior to the 2023/24 financial year, the Council had a dedicated 20mph speed limit and/or zone budget allocation in the Local Transport Plan (LTP) Capital programme and the officer process for assessment and prioritisation of these schemes forms part of the minor transport guidance³ (refer to page 12 of the guidance). The council continues to receive regular requests for new 20mph schemes and there are currently 60 scheme requests on the list.

Partnership engagement

17. Dorset Police are a partner, and statutory consultee regarding the Traffic Regulation Orders (TRO) needed to make a speed limit change. They are the only authority with powers to enforce speed limits and have commented as follows:
- a. *‘Dorset Police would support a reduction in speed limit from 30mph to 20mph where a clear evidenced based approach has been taken, to demonstrate that the measure will initiate a reduction in speed and where possible to quantify and relevant, a related drop in collisions.*
 - b. *It’s important to note that Dorset Police will not be able to supply additional resource to monitor and enforce any proposed reduction in speed limits from 30mph to 20mph, and that operations to do so, would have to be built into existing operational capability.*

³ [BCP Council Minor Transport Scheme Request Guidance](#)

- c. *As with any speed limit, Dorset Police would focus its monitoring and enforcement activity based on risk, and in line with National Police Chief Council guidelines. With 20mph limits, and specifically in line with those guidelines, Dorset Police would only enforce where there is a significant risk from continuous high speeds, i.e. a proportionate approach*.
18. Dorset Police and the council work together as part of the Dorset Road Safe Partnership which includes community speed watch groups to encourage speed compliance in areas of concern.
19. The council and Go South Coast (GSC) trading locally as Morebus are members of the Enhanced Bus Partnership. Agreed formal objectives of the partnership are to increase the average speed of buses and increase the number of passenger journeys made by bus. GSC does not support the implementation of 20mph speed limits in roads and streets used by bus routes other than in limited exceptional circumstances but has no objection to 20mph limits elsewhere. A reduction in speed limit from 30mph to 20mph is likely to increase bus journey times and worsen service reliability. This would make buses slower and less attractive to users whilst the increased journey times will result in additional resources and therefore cost being required to maintain service levels or, more likely, service frequency reductions and/or service withdrawals as seen in Wales.

Options appraisal for 20mph speed limit and/or zone delivery across BCP

20. The following options have been considered:
- a. Do nothing. **NOT RECOMMENDED.** This would only see 20mph speed limit schemes or zones introduced as part of the delivery of schemes around schools and where historically significant numbers of casualties and or casualty clusters have arisen. Or as part of developer funded projects where relevant or as part of other capital improvement projects.
 - b. **RECOMMENDED OPTION.** Commitment to deliver 20mph speed limits in residential roads and along appropriate routes across the three towns; delivery facilitated using the Local Transport Plan (LTP) Capital Programme to ensure that 20mph speed limit changes are delivered across areas annually (refer to plan in Appendix B showing indicative neighbourhoods for prioritisation). This would lead to neighbourhood areas and localised sections of non-residential routes where appropriate e.g. local high streets/centres being made safer and help to promote an increase in active travel.

The programme would be prioritised by ranking areas with reference to the Local Cycle and Walking Infrastructure Plan (LCWIP)⁴ to bring forward 20mph limits across areas that offer the best opportunity to reduce casualties and also promote active travel. The amount of

⁴ [BCP Council LCWIP 2022 \(bcpcouncil.gov.uk\)](https://bcpcouncil.gov.uk)

funding available each year would be confirmed as part of the annual LTP Capital Programme approval process. Note: for the 2024/25 financial year the recommended allocation is £149k.

All roads within and on the boundaries of proposed areas or zones would be considered for 20mph treatment including for example local centres on distribution roads e.g., Wimborne Road through the Winton High St. area. Noting: Many other examples exist and could be feasible. Following delivery the impacts to be monitored to inform future delivery.

The impact of delivered schemes would be reviewed regularly to ensure value for money and if required following completion of the 20mph speed limits a programme of installing physical features shall follow where the evidence demonstrates they are needed.

- c. Council to deliver 20mph zones (includes physical features) to cover all residential roads and suitable local centres: **NOT RECOMMENDED**

Although desirable in some regards, the estimated cost of installing zones across residential areas of BCP is in excess of £300m and therefore unfortunately this option is considered beyond the scope of any funding that is, or likely to become available. Furthermore, analysis of the local evidence suggests that 20mph speed limit only schemes are better value for money.

21. Table showing summarised impacts (approximated) of options:

Options ->	a (No change)	b (Some annual capital allocation to deliver limit schemes in prioritised areas)	c (Commitment to deliver 20mph zones across BCP)
Affordable	✓	✓	x
Likely casualty reduction impact	✓	✓✓	✓✓✓
Effectiveness at promoting active travel	✓	✓✓	✓✓✓
Noise reduction	✓	✓✓	✓ to ✓✓✓
Probable impact on emissions	Negligible	Probably None	Probably None
Probable impact on brake and rubber particulates.	Some reduction	Some reduction	Some reduction
Overall Economic Impact	unknown	unknown	unknown
		Recommended	

Summary of financial implications

22. Summary of financial implications of the options:

- a. Do nothing = No change when compared to 2023/24 financial year.
- b. Do something (20mph limits) = Affordable as part of the LTP Capital Programme budget setting process if there is a dedicated 20mph speed limit budget to enable phased delivery. Note: there are no revenue implications because all resources and works associated with the implementation of speed limits and/or zones can be recharged to the LTP programme. The LTP 2024/25 Cabinet report recommends a £149k budget for 20mph Speed Limit implementation.
RECOMMENDED

- c. Do something (20mph zones in all residential roads) = unaffordable.
23. The recommended option b), is affordable within the scope of existing capital budgets and has the advantage of maximising the benefits of 20mph speed limits whilst minimising their disbenefits through more detailed assessment and consultation in regard to how and over what extent the 20mph speed limits would be applied - this would not be a blanket 20mph speed limit everywhere approach. Further to the above, it has the advantage that the programme can be accelerated in future years if/when more LTP Capital Programme grant is available. The intention would be to focus on areas where 20mph speed limit is likely to have the greatest benefit using an evidenced based approach. In addition, any proposed areas would be subject engagement with local Members to ensure transparency and buy-in from the start.
24. The impact of any new 20mph speed limits would be monitored in future years to ensure that they are effective and therefore, represent value for money. This would be assessed by pre-implementation surveys and then analysis 3-years post-implementation.
25. The total cost of implementing 20mph across all BCP neighbourhoods is difficult to calculate accurately due to the varied characteristics of local areas. Implementation costs of any early phases would be monitored to inform the number of areas that could be implemented in future years.

Summary of legal implications

26. The Council, as Highway Authority can make traffic regulation orders (TROs) under the Road Traffic Regulation Act 1984, including moving orders relating to speed so can lawfully proceed with any of the options subject to it following the legally prescribed process for TROs.
27. The recommended option would enable the Council to progress with a prioritised programme of 20mph speed limit schemes local schemes that would be consulted on locally prior to a formal decision to progress.

Summary of human resources implications

28. If the option b) is supported, then officers in the Transport and Sustainable Travel Unit would develop an updated prioritised list and implementation programme for delivery based on the neighbourhood areas shown in Appendix B and prioritised according to the available evidence including likely casualty reduction and propensity for increases in active travel noted in the LCWIP.
29. The cost of preparing the lists and forward scheme programme would be recharged to the LTP capital programme.
30. The Council's consultation and communication teams would be required to promote, facilitate and report the outputs of public engagement regarding proposed 20mph speed limit changes. The costs associated with this activity including officer time would be rechargeable to the LTP capital programme. This is also the case for any finance (inc. procurement) and legal resource.

Summary of sustainability impact

31. A Transport for London (TfL) report⁵ suggests that 20mph zones have no net negative effect on emissions and that the resulting reduced acceleration and braking reduces brake and tyre particulate emissions. If a speed reduction is achieved, the study suggests that a noise reduction would also arise. Other studies suggest that vehicles operate less efficiently below 30mph and with higher resulting tailpipe emissions.
32. If vehicle speeds are reduced, then there should be an increase in walking, wheeling, cycling and scooting.

Summary of public health implications

33. TfL reported (see reference in section 31 above) that lowering vehicle speeds in urban areas supports a shift to walking and cycling. It refers to an evaluation of 20mph zones in Edinburgh which found the proportion of primary school children walking to school rose from 58% to 74%, cycling to school rose from 3% to 22% and taking the car to school fell from 21% to 13%. There is also some evidence in national studies that 20mph schemes help encourage active travel.
34. Active travel is strongly supported by Public Health organisations due to the positive physical and mental health and wellbeing impacts.
35. The possible changes in emissions of all types are considered to be marginal as there are both positive and negative impacts that are relatively small and difficult to accurately quantify.
36. The average casualty collision reduction across all types of 20mph scheme is 40%. Public Health work in partnership with the Police and council to reduce road related casualties as part of the Dorset Road Safety Partnership.
37. Public Health Dorset (PHD) have offered their support to the proposal as a means of improving safety and enabling more people to walk, wheel and cycle (active travel). Increasing active travel offers significant opportunity for improving and protecting the health and wellbeing of people in BCP through increasing physical activity, reducing death and injury from crashes, and improving air quality. The proposal aligns with the objective of 'Building movement into daily life' in Dorset's physical activity strategy: A Movement for Movement which has been endorsed by BCP Health and Wellbeing Board. Measures to increase safety and create environments that support active travel and the public health benefits it can bring are most effective when accompanied by multi component or 'mixed' interventions to encourage behaviour change e.g. 20 mph speed limits along with School Streets programmes, travel plans, cycle skills training etc.

Summary of equality implications

⁵ [Speed, emissions & health \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-traffic/road-traffic-reports-and-research/speed-emissions-health) 2018

38. A brief Equalities Impact Assessment (EIA) screening has been prepared, see Appendix C. The extent of equality implications will depend on the scale, nature of and areas/places considered, and an EIA will be undertaken for each scheme. At this stage general impacts can be identified but the degree to how people are affected will be proportionate to the level of change from the current position.
39. The Road Safety community generally accepts that reduction of speed limits will reduce the number and severity of road traffic accidents. Some protected groups are more likely to be involved in and have more severe accidents. Further inequalities arise from recovery times and the health impacts of accidents. Research has shown age and disability impacts with children, much younger adults, older people and disabled people disproportionately negatively impacted. People covered by pregnancy and maternity are also affected. The costs to society of road traffic accidents needs consideration as a counterpoint to the additional time costs through slower residential driving speeds when 20mph areas are introduced.
40. Reduction of accidents is the main reason for introducing 20mph areas, but a more equal highway environment, reducing the dominance of motor vehicles, improves conditions for active travel. This is of benefit for people that regularly walk, wheel or cycle. This also could encourage under-represented groups to travel differently as some specific concerns raised to a higher extent by these groups are addressed. By enabling safer travel choices there will be a particular positive impact on lower income households who are less likely to have access to a car.
41. Creating 20mph zones prioritises decreasing accidents and reduction of the impact of motor traffic in neighbourhoods over personal mobility freedoms for drivers and passengers. Additional economic costs arise from longer journey times and any displacement of traffic will impact other areas where 20mph zones are not implemented. (Unless all residential areas are covered which means speed limits are equal – eliminating time advantages by taking another route). The economic impact of any extent of 20-mph limits will affect all, but some groups who rely on cars or works vehicles will be particularly affected, including care workers, people that rely on taxis, some parents with young children and disabled people where the car is their only possible means of travel. The profile of people who proportionately drive more – men, middle aged groups, people without a disability, white British, heterosexuals and Christians will generally consider their freedoms associated with driving are being compromised, though individual views may vary.
42. At this stage equality considerations are generic and to guide the high-level options for BCP future strategy in this area. Detailed and local impacts and mitigations to resolve concerns need to be evaluated at a later stage. The perspective is whether to prioritise reducing the number and severity of traffic accidents – which do negatively impact the more vulnerable in society to a higher extent. Or whether to highlight wider economic considerations which are likely to affect far more people but with a much lesser individual impact than that of a serious road accident.

43. Public consultation on specific area proposals should be carried out to evaluate the likely impact more fully on those with protected characteristics before any final decision is taken to progress a local scheme.

Summary of risk assessment

44. There is a risk that the delivery of 20mph speed limits with no consideration of the characteristics of the roads could create a culture of non-compliance. This is because if the roads are not characteristically roads that drivers would tend to drive at 24mph or slower they may perceive the speed limit to be inappropriate or unjustified and may therefore ignore it. Police enforcement is likely to be limited and in combination this may cause a culture of general non-compliance to speed limits. These risks are hard to quantify and essentially relate to public attitudes and levels of acceptance of any interventions. In Wales there is some emerging evidence that vehicles speeds may be increasing following the national rollout of 20mph. The more rational and well evidenced an approach is, the higher the likely acceptance and compliance. Public engagement on an area-by-area basis should minimise this risk.
45. The implementation of any highway measures involves traffic management and there is an element of risk to the public and the workforce during delivery although this can be mitigated by the correct and lawful use of traffic management in line with statutory guidance and best practice.
46. The Transport Secretary and DfT have recently launched a Plan for Drivers to focus more on drivers and this may conflict with some recommendations within this report, in particular options c) and d):

[Plan for drivers - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

This policy position only recently emerged but suggests that widespread (blanket) use of 20mph limits is not appropriate.

It states the Government will:

Update guidance (in England) on 20mph speed limits. While 20mph zones are an important tool in improving road safety in residential areas, over-use risks undermining public acceptance, so we are clear that 20mph zones should be considered on a road-by-road basis to ensure local consent, not as blanket measures.

Background papers

Atkins Report:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757307/20mph-headline-report.pdf

PACTs report (funded by Road Safety Trust):

<https://www.roadsafetytrust.org.uk/news/20mph-more-effective-when-accompanied-by-traffic-calming-0313y>

Speed, emissions & health The impact of vehicle speed on emissions & health: an Evidence summary June 2018: <https://content.tfl.gov.uk/speed-emissions-and-health.pdf>

Welsh 20mph assessment report:

<https://senedd.wales/media/fo3ibze5/sub-ld15187-em-e.pdf>

Appendices

Appendix A – Maps showing existing roads with 20mph speed limits across BCP

Appendix B – Map showing indicative future 20mph speed limit areas for prioritisation

Appendix C – EIA Screening

Appendix D – Summary of Atkins Report

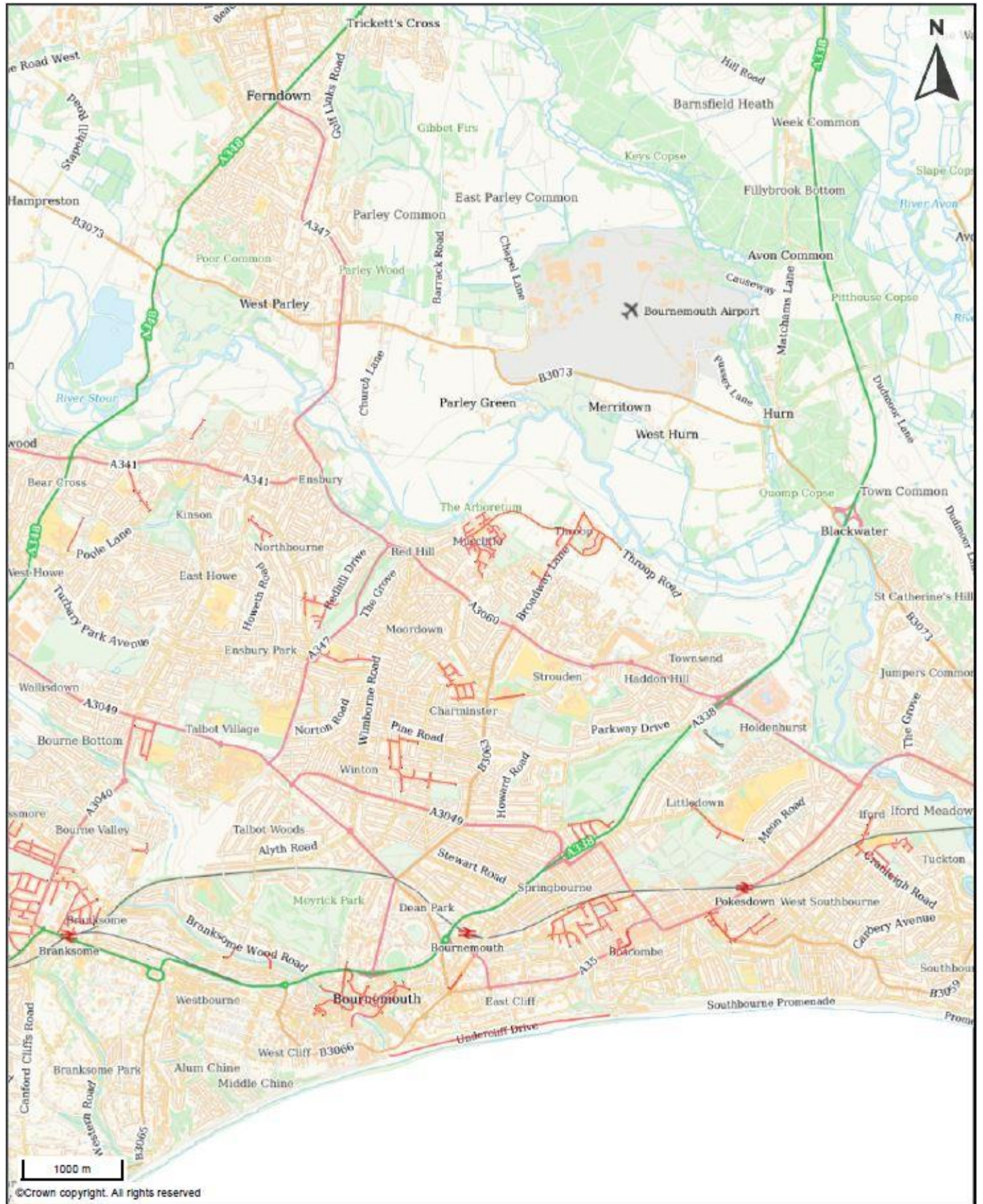
Appendix E – Summary of PACTS Report

Appendix F – A Summary of What Some Other Authorities Have Implemented and Learnt

BCP West



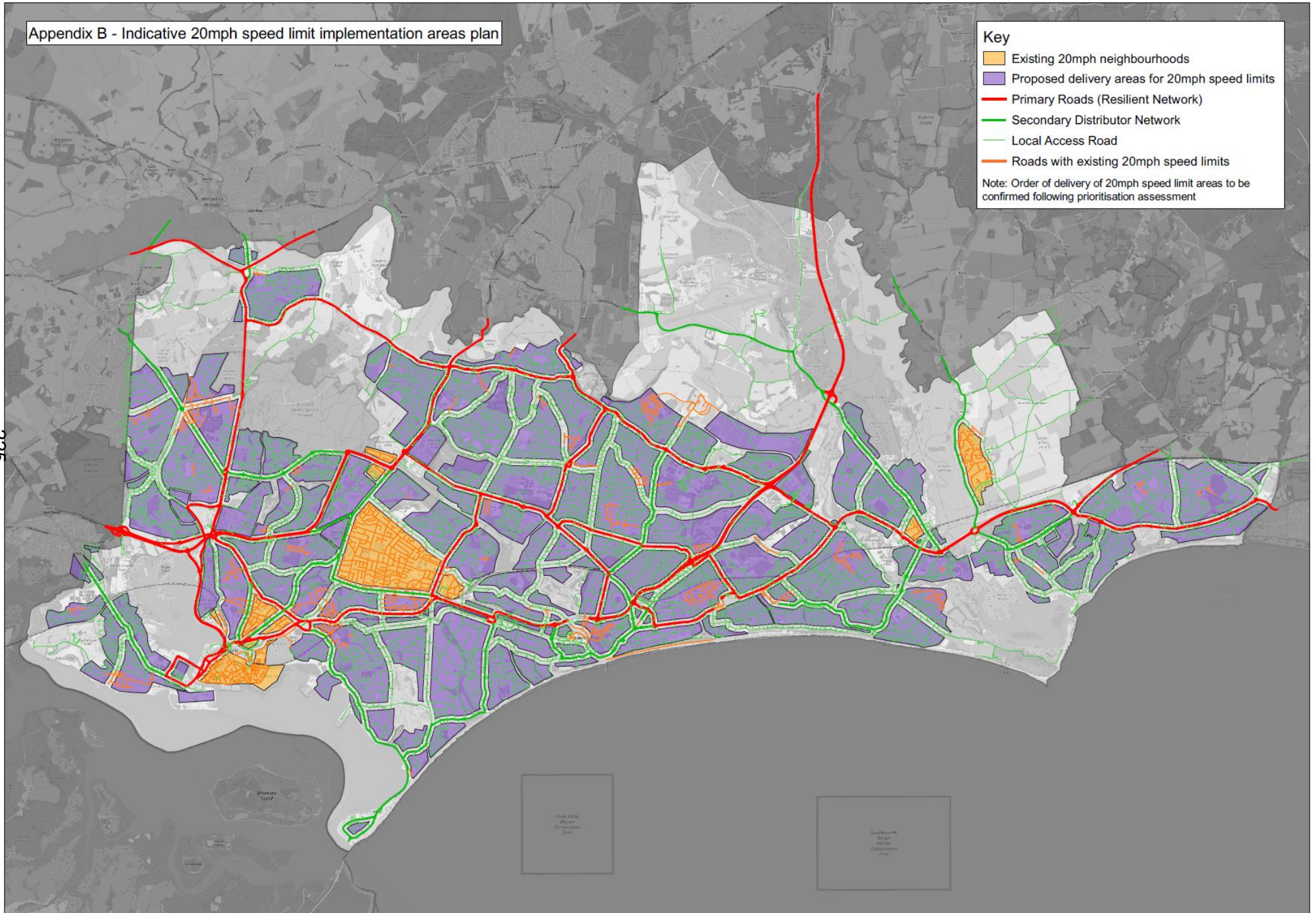
BCP Central



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Appendix B - Map showing indicative future 20mph speed limit areas for prioritisation.



Equality Impact Assessment: conversation screening tool

The Council is legally required by the Equality Act 2010 to evidence how it has considered its equality duties in its decision-making process.

The Council must have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to -

- (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
- (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

A link to the full text of [s149 of the Equality Act 2010](#) which must be considered when making decisions.

	<p>Policy/Service under development/review:</p>	<p>Progression of options as part of our road safety remit, to evaluate the policy for 20-mph speed limits on residential roads in BCP. These include maintaining the current position and consideration of expansion of the number of roads with a 20-mph speed limit.</p> <p>The Council had a statutory duty under section 39 of the 1988 Road Traffic Act to take steps to both reduce and prevent road collisions and casualties. In general, reducing speed limits is considered to contribute to reduction of numbers of and severity of Road Traffic Collisions – RTC’s.</p>
	<p>Are changes are being made to the policy/service?</p>	<p>The proposal is options, to review the extent of 20-mph speed limits in residential areas in accordance with the council Road Safety remit. Initially this will involve a consultation to establish a consensus on the extent to increase the number of locations where a 20-mph limit applies. Specific locations or projects are not being evaluated at this stage.</p> <p>There are three broad options –</p>

		<ol style="list-style-type: none"> 1. Continue to use the existing ranking process – assessing schemes on their merit and progressing subject to existing budgets. 2. Implement 1 to 4 targeted 20 mph speed limit zones each year. 3. Commitment to 20 mph speed limits on residential roads to be implemented incrementally, so all of applicable areas of BCP are in place by 2035. <p>As background, 20-mph speeds limits are introduced in two ways. Either through physical measures – road humps, cushions, pedestrian crossings; or by signage only for a particular stretch of road or zone.</p> <p>Implementing 20-mph zones in the BCP area is not new as there are currently 76 roads or zones where a 20mph limit exists. These are shown on a map – appendix 1, at the end of the screening tool. The location of these roads/zones is based on the willingness of the legacy authorities to introduce them with more areas in Poole and fewer proportionately in Bournemouth and Christchurch. There is not any conclusive link with the level of social deprivation in an area - as 20-mph areas are spread geographically over the BCP area with varying levels of prosperity.</p>
	Service Unit:	Infrastructure
	Persons present in the conversation and their role/experience in the service:	Richard Pearson – Transport Network Manager/Professionally qualified with more than 30 years' experience. Richard Barnes – Service Unit Equality Champion.
	Conversation dates:	19/9/2023, 16/10/23.
	Do you know your current or potential client base? Who are the key stakeholders?	<p>All road users – but specifically –</p> <p>Residents in streets considered for introduction of a 20-mph limit and people that travel using these streets – motorists, pedestrians, bus passengers, cyclists/wheelers. Changes to speed limits can influence how people travel, so all travel is potentially relevant.</p> <p>Emergency services – as changes in speed limits are likely to affect response times.</p>

		<p>Businesses/organisations that particularly rely on road transport – bus operators, taxis, haulage companies, delivery drivers.</p> <p>Agencies in healthcare, road safety, accident prevention, the police where changes in speed limits impact on the number and severity of road traffic accidents.</p>
	<p>Do different groups have different needs or experiences in relation to the policy/service?</p>	<p>The progression of 20-mph zones in residential areas is often divisive, with polarised views. The equality challenge is to identify the impacts on different groups considering information from campaigning road safety organisations and the opposite libertarian perspective citing impact on driving freedoms. There are many different needs or experiences in-between.</p> <p>Reducing the speed limit to 20-mph, is a key factor in reducing the number and severity of collisions according to the Royal Society for the Prevention of Accidents - ROSPA. At 20-mph a pedestrian has a 97.5% chance of survival when struck by a vehicle. At 30-mph the chance of survival falls to 80%.</p> <p>RTC's disproportionately affect people that drive powered two wheelers, pedal cyclists and pedestrians. Termed Vulnerable Road Users – VRU's – 77% of those killed or seriously injured are VRU's.</p> <p>Accidents rates are also higher in more deprived areas. In Wales a country wide 20-mph speed limit for residential roads has recently been introduced. A report making the case for implementation cited accident rates – particularly for child pedestrians, as figures were much higher for children from more deprived areas.</p> <p>Residents of residential roads where speed limits are reduced to 20 mph will have less vehicle noise and intrusion from motor vehicles.</p> <p>Reducing the speed limit is also considered beneficial to increase active travel – encouraging more people to walk, cycle or wheel as the environment on a 20-mph road is safer and the car less dominant. Studies have shown that where 20-mph zones are introduced, journeys by foot and bicycle have increased. In Edinburgh there was a 7% increase in journeys on foot and 5% by cycle, In Bristol the mode share of cyclists related to a scheme increased by 4%.</p> <p>Motorists where the speed limit has been reduced to 20-mph are likely to have different needs or experiences with views expressed that this is an impact on personal freedoms and causes longer journey times</p>

		<p>with related economic impacts. The Royal Automotive Club – RAC foundation, mentions that the “Mobility and productivity needs of road users must also be taken into account”. (when 20 mph areas are being considered).</p> <p>Changes to reduce the speed possible on a particular road or area will impact people and business/organisations using the area where changes are made. Where travel is by car or delivery vehicle, reducing speed is likely to be viewed as negative due to increased journey times.</p> <p>For others using active travel – walking/cycling/wheeling – an improved road environment for their needs is likely to be seen as positive.</p> <p>The link between reduction of speed limits and fewer and less severe accidents varies according to local conditions, specific scheme implemented and accident records. Accepting this, any reductions in speeds are going to benefit certain age groups – specifically children, younger adults and much older elderly people. All of which statistically are more prone to accidents. Disabled people are likely to be more seriously affected by an accident and any reduction in the likelihood of an accident will be a benefit. Lower speed limits will also help pregnant women and children with their parents/guardians feel safer on traffic calmed roads, so a Pregnancy and Maternity benefit applies.</p> <p>Lower speeds limits, with motor traffic less dominant on roads will encourage active travel -with benefits based on the profile of people that already walk and cycle. A BCP Council travel survey (October 2018-January 2019) showed that more men, middle aged people, people that do not have a disability, white other (in terms of race) and non-Christians are more likely to cycle. Much younger, much older age groups, people without a disability and LGBT+ (non-heterosexual people) are more likely to walk. As a result, creating a better environment for walking and cycling through reducing the speed of traffic is likely to be seen as positive to the groups above. Women according to the same survey are less likely to cycle, citing concerns about personal safety. Reducing speed limits may alleviate some of these concerns and encourage women and others put off due to safety concerns to now consider cycling.</p> <p>Negative impacts from additional journey times through additional costs potentially affect all, whether they drive or not as this affects transit costs. The BCP Council</p>
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		<p>travel survey showed that men, middle aged groups, people without a disability, white British people, heterosexuals and Christians were more likely to drive so they are likely to be proportionately impacted by any longer journey times. The profile of car passengers is also known with women and much younger age groups far more likely to undertake car journeys as passengers, so these groups will also be affected.</p> <p>The Measurement Framework for Equality and Human Rights (from the Human Rights Commission) has Health as one of its domains. Reducing the numbers and severity of accidents will contribute to this area, as well as benefits from healthier lifestyles resulting from more active travel.</p>
8.	Will the policy or service change affect any of these service users?	<p>Yes – the benefits and concerns outlined above will affect people that live and travel through the areas affected and also through related economic impacts and changes in accident profiles.</p> <p>The extent that people and organisations will be impacted will depend on the extent of any increase in the areas covered by a 20-mph limit. Targeted local schemes will mainly affect the immediate area; if the coverage of 20 mph is extended to all residential areas in BCP any impacts, both positive and negative will be more significant. At this stage this EIA can only cover general impacts as specific issues will arise from individual schemes which are not yet decided.</p>
9.	What are the benefits or positive impacts of the policy/service change on current or potential service users?	<p>Lower traffic speeds are likely to improve road safety and improve the road environment. This will reduce road casualties – notably in areas where there is a record of RTC's, but far less likely in locations where there is not a history of accidents. RTC's disproportionately impact the more vulnerable in society – the very young (children), younger, elderly and disabled people. Women who are pregnant and people with young children are also more vulnerable.</p> <p>As an example - in BCP the 2021 Road Safety Report cites the 16-25 yr age group are the most likely to be involved in a Killed or Seriously Injured - KSI Accident, at 27% of all such accidents– yet they form 12% of the total BCP population.</p> <p>Vulnerable Road Users are both more likely to be involved in an RTC and also more likely to be hurt more seriously and take longer to recover. Where the speed limit is reduced in an area prone to accidents a positive impact will result for those more vulnerable to accidents. As some evidence suggests, people - especially children who live in more deprived areas –</p>

		<p>are more prone to being involved in an RTC. Where a scheme is implemented in areas of higher social deprivation benefits are likely to be greater due to a higher accident rate. This is a positive for such areas and their residents.</p> <p>Where a reduced speed limit encourages greater take up of active travel some health benefits will result from higher levels of physical activity and wellbeing. Some groups notably those on lower incomes, who are less likely to have access to a car will see a positive impact from an environment that encourages sustainable travel. The 2018/19 BCP Travel survey showed a correlation between car ownership and deprivation – households in the lowest 10% according to the deprivation index had car ownership at 75% compared to 96% of households in the highest 10% - i.e. the most prosperous areas.</p> <p>The same BCP Travel survey asked for reasons that put people off cycling and walking. Personal safety was proportionately higher for women and for cycling - the under 35 age group. Where speed limits are reduced this could particularly encourage cycling for women and younger people and walking for women.</p> <p>The Department for Transport Road Casualties report 2018, estimated that the cost to society of RTC's was £11.8 billion. Implementing 20 mph areas where there is a record of accidents is likely to provide significant economic benefits. As RTC's impact the more vulnerable in society any means to reduce the numbers will also reduce impacts on relatives and households of these people, those likely to be closely connected to an individual more likely to have an accident could include – those who are a parent or have an elderly partner.</p>
10.	<p>What are the negative impacts of the policy/service change on current or potential service users?</p>	<p>Any significant increase in the coverage of roads restricted to 20mph will have economic costs through longer journey times, noting the RAC point that the mobility and productivity of road users' needs taking into account. These economic costs will affect some groups to a greater extent. Some disabled people rely on their motor vehicle for all their mobility needs as they are unable to use other means of transport. People with young children (pregnancy and maternity) may view that a car is the only practical means of transport for their circumstances. Care workers usually very much rely on cars to enable necessary visits. People on lower incomes (socio-economic status) will be disproportionately impacted by increased costs arising from longer journeys. Current cost of living</p>

		<p>pressures will heighten any increased costs resulting from implementing additional 20 mph locations.</p> <p>Introduction of 20-mph areas focused on residential streets is likely to displace traffic onto roads where higher speed limits remain. Predicting impact on the wider road network is uncertain, but increased congestion could result in impacts to those living on non-residential roads from higher traffic levels – noise and pollution. Those people are likely to be on lower incomes as prosperous residential areas are often away from main roads.</p> <p>People that use taxis may experience higher charges due to longer journey times resulting in higher fares and also by longer routes where a taxi avoids 20-mph zones – say due to traffic calming. The BCP Travel survey did not provide any equality information relative to taxi use, but some elderly and disabled people are likely to use taxis more than others.</p> <p>Where changes are made to road layouts studies have shown, that people react in different ways. A Transport for All study - 'Pave the Way' January 2021, covered the impact of Low Traffic Neighbourhoods – LTN's, on disabled people. It mentioned that 'Any change implemented which affects the movement of vehicles and pedestrians as well as flow of traffic will inevitably have some sort of impact on disabled people who feel the changes more strongly due to limited alternative options for travel'. The report also mentioned that change itself can be an access barrier. (Creating 20mph zones, especially those with physical traffic calming features are similar to LTN's)</p>
11.	Will the policy or service change affect employees?	Yes, particularly for employees with the characteristics highlighted as being impacted above. BCP Council employees, to different extents travel to, from work and for work purposes. Those who travel by car are more likely to view 20 mph areas as negative, alternatively a better environment for walking, cycling and wheeling provided through additional 20 mph area will be more positive for employees that travel as such.
12.	Will the policy or service change affect the wider community?	Yes. As described in the benefits and disbenefits above.
13.	What mitigating actions are planned or already in place for those negatively affected by	This screening tool forms part of a BCP Council Cabinet Report to provide information for options in relation to 20 mph roads/zones. Only general impacts are able to be considered at this point. <u>If a different approach from the existing policy is proposed,</u>

	<p>the policy/service change?</p>	<p>consultation will provide detail of different viewpoints and provide equality perspectives. Detail on mitigating actions will follow resulting from individual schemes; If a BCP wide 20 mph rollout is proposed, then equality issues raised in the consultation will be proportionately greater and need applicable mitigation.</p> <p>As a general point local and national transport policy is to encourage sustainable and active travel to reduce car use and provide viable options for people that do not have access to a car. Levels of car ownership result in congestion, pressure on parking spaces and car dependency. Investing in other means of transport and facilities that make active travel safer are a mitigating action which reduce some negative impacts on motorists of introducing new 20 mph areas.</p> <p>Parking pressures are high where vehicle ownership and available parking spaces are insufficient to accommodate the demand. As an alternative to car ownership and use, the Council is investing in arrangements and options that provide alternative transport choices such as facilities that make active travel safer and more attractive, bus subsidies, car share and Beryl Bikes.</p> <p>An area wide approach covering all of BCP will increase the scale of some impacts, but others will be reduced. A consistent approach will mean that impacts from traffic will not transfer to other residential roads as all areas will be covered by a 20-mph limit.</p>
<p>14.</p>	<p>Summary of Equality Implications:</p>	<p>The extent of equality implications from any changes to the existing council policy and then introduction of additional locations will depend on the scale, nature of and areas/places considered. At this stage general impacts can be identified but the degree to how people are affected will be proportionate to the level of change from the current position.</p> <p>The Road Safety community generally accepts that reduction of speed limits will reduce the number of and severity of road traffic accidents. Some protected groups are more likely to be involved in and have more severe accidents. Further inequalities arise from recovery times and the health impacts of accidents. Research has shown age and disability impacts with children, much younger adults, older people and disabled people disproportionately negatively impacted. People covered by pregnancy and maternity are also affected. The costs to society of road traffic accidents needs consideration as a counterpoint to the additional</p>

time costs through slower residential driving speeds when 20-mph areas are introduced.

Reduction of accidents is the main reason for introducing 20mph areas, but a more equal highway environment, reducing the dominance of motor vehicles, improves conditions for active travel. This is of benefit for people that regularly walk, wheel or cycle. This also could encourage under-represented groups to travel differently as some specific concerns raised to a higher extent by these groups are addressed. By enabling safer travel choices there will be a particular positive impact on lower income households who are less likely to have access to a car.

Creating 20-mph zones prioritises decreasing accidents and reduction of the impact of motor traffic in neighbourhoods over personal mobility freedoms for drivers and passengers. Additional economic costs arise from longer journey times and any displacement of traffic will impact other areas where 20-mph zones are not implemented. (Unless all residential areas are covered which means speed limits are equal – eliminating time advantages by taking another route). The economic impact of any extent of 20-mph limits will affect all, but some groups who rely on cars or works vehicles will be particularly affected, including care workers, people that rely on taxis, some parents with young children and disabled people where the car is their only possible means of travel. The profile of people who proportionately drive more – men, middle aged groups, people without a disability, white British, heterosexuals and Christians will generally consider their freedoms associated with driving are being compromised, though individual views may vary.

At this stage equality considerations are generic and to guide the high-level options for BCP future strategy in this area. Detailed and local impacts and mitigations to resolve concerns need to be evaluated at a later stage. The perspective is whether to prioritise reducing the number and severity of traffic accidents – which do negatively impact the more vulnerable in society to a higher extent. Or whether to highlight wider economic and liberty considerations which are likely to affect far more people but with a much lesser individual impact than that of a serious road accident.

Appendix D – Summary of Atkins Report

Key points from Atkins report 2018 are as follows:

- a. Based on 12 study areas of limit only 20mph schemes with a combined length of over 700km across England that had been implemented more than 3 years before the report was published (i.e. there is monitoring data) and where the median speed was 24mph or less prior to the change.
- b. The stated reasons for the scheme's introduction were:
 - i. Transport related (Casualty reduction, rat running, reduce negative impact of cars)
 - ii. Community or political reasons (Community concerns about speed, safety and the quality of the environment. Community pressure on the Council. Cllr led – seen as a low-cost solution.)
- iii. Health related (To encourage active travel and improve health and wellbeing)
 - c. The study examined the level of support for 20mph (signed only) limits amongst different user groups through questionnaire surveys. This showed high levels of post implementation support amongst cyclists (81%), residents (75%), and non-resident drivers (66%); but less support amongst residents in neighbouring 30mph areas (44%) and opposition from motorcyclists (29% supportive, 47% unsupportive). There was limited call for the limit to be changed back to 30mph (12% support amongst residents and 21% amongst non-resident drivers).
 - d. Overall support amongst residents increased after the implementation of the schemes (from +58% to +63%), suggesting that some pre-implementation concerns did not materialise or became more acceptable.
 - e. The most common area of concern across all user groups considered was around compliance, with most focus groups and survey participants of the opinion that stronger enforcement measures are needed if 20mph limits are to be effective.
 - f. The journey speed analysis showed that the median speed fell by 0.7mph in residential areas and 0.9mph in city centre areas.
 - g. The study concluded that there was no measurable reduction in road casualties.
 - h. There was some evidence of a small perceived or real reduction in the volume of vehicles using the roads.
 - i. Journey times were found to have increased by approximately 4%.
 - j. 5% of residents surveyed said they were walking more and 2% said they were cycling more.
 - k. Local authorities have responded positively to revised guidelines on the setting of local speed limits (DfT Circular 01/2013), resulting in a substantial growth in signed only 20mph area-wide limits in recent years, covering larger areas and often entire urban areas. The majority of 20mph limits have been implemented on roads where the average speed prior to implementation was typically less than

24mph; and the case studies have generally been implemented on the basis that they should be self-enforcing, with no expectation of additional police enforcement - in line with DfT guidance.

A logic map approach, articulating the process by which the scheme is expected to deliver outcomes and wider impacts, can help identify the monitoring priorities. For example, where speed reduction is a key objective then data on observed speeds will be important; but where the scheme is focused on improving the attractiveness of the area for walking and cycling, then attitudinal surveys are arguably more informative.

Appendix E – Summary of PACTS Report

A more recent (2023) study carried out by the Parliamentary Advisory Council for Transport Safety (PACTS) together with an international team of road safety experts was funded by The Road Safety Trust.

The study considered examples from the UK, France, Germany, The Netherlands, Norway, Sweden and Switzerland. The report drew evidence from 24 previous studies in the UK.

It found great variability in the quality and amount of data available to enable objective findings to be drawn, however it did reach some useful overall conclusions.

In brief summary the PACTS report concluded:

- a) The use of 20mph speed limits can help support a Safe Systems approach to road casualty reduction.
- b) 20mph limit only schemes reduce speed by 1 to 2mph where speeds were approximately 25mph before, and 3 to 5mph where speeds were approximately 30mph before.
- c) 20mph limit only schemes reduce road casualties by 11%.
- d) 20mph zones reduce road casualties by 40%. (DfT suggests 60% in DfT Circular 01/2013)
- e) Speed plays an important role in delivering casualty reduction and increasing active travel.
- f) Traffic speeds of around 20mph also make walking and cycling more appealing – a crucial step towards the Government's desire that 50% of journeys will be walked or cycled by 2030.
- g) Compliance to 20mph limit only schemes is poor.
- h) The emergence and use of Intelligent Speed Assistance (ISA) is the most effective in-vehicle system for reducing speed in 20mph limit only areas.

- i) That public money spent on self-enforcing 20mph zones has substantially greater effects than when it is spent on just the signs and road markings of 20mph limits.
- j) It also refers to DfT guidance that states that there should be no expectation on the police to provide enforcement beyond their routine activity.

Appendix F – A Summary of What Some Other Authorities Have Implemented and Learnt.

Bristol: In 2012, Bristol City Council voted to introduce 20mph speed limits throughout the city. The 20mph speed limit was introduced in six phases between January 2014 and September 2015. The roll-out sought to improve health and well-being across the city, taking a holistic perspective as to how slower traffic speeds might impact on people's lives. In 2018 the council commissioned University West of England (UWE) to undertake an analysis of the 20mph roll out project⁶ and the conclusions included the following:

- This study has found statistically significant reductions in average traffic speeds of 2.7mph across the city of Bristol, following the introduction of 20mph speed limits. This is a larger reduction than seen in previous evaluations in other cities, but may reflect the study methodology.
- Over the period of the 20mph limit implementation, there has been a reduction in the number of fatal, serious and slight injuries from road traffic collisions, equating to estimated cost savings of over £15 million per year.
- Although there is still majority support for 20mph speed limits in Bristol, there remains concern about compliance and behaviour of other drivers.
- Walking and cycling across Bristol has increased, both among children travelling to school and adults travelling to work.
- The introduction of 20mph speed limits in Bristol offers a model for other towns and cities across the UK, who are seeking to reduce traffic speeds, cut road traffic casualties, and promote community health and well-being through road danger reduction.

Cornwall: Has stated intention to reduce the speed limit on residential and urban roads to 20mph. This is being delivered on the basis of an area-by-area approach following consultation with communities, with priority being given to Urban areas with high pedestrian and cyclist movements, including areas around schools, shops, markets, playgrounds. It introduced 3 pilot areas in 2022 in Camelford, Falmouth and Penryth. It has set out a forward programme from 2023/24 to 2026/27 to deliver 30 more areas across these years.

⁶ <https://uwe-repository.worktribe.com/output/875541>

Oxfordshire: Oxfordshire approved expenditure of up to £8m to implement 20mph schemes and has stated an intent to bring in 20mph areas to 234 of their 310 parishes. In December 2023 it announced the first 18 areas. It is considering 20mph in areas that must meet the following criteria:

- be supported by the local town or parish council **and** the local County Councillors **and**
- be within the extent of the built-up environment of the town or village where vulnerable road users and vehicles mix in a frequent and planned manner **and**
- have an existing speed limit of no greater than 40mph **and**
- be in an environment that explains and justifies a lower speed limit to the driver.

Dorset: Dorset has allocated annual provision of £75k from LTP capital programme to implement 20mph schemes in areas that meet the following criteria:

- In towns or villages where there is a depth of residential development and high levels of pedestrian and cycle movement or there is a potential for high levels of pedestrian and cycle movement if a 20mph scheme was introduced; they should not be on roads where the movement of motor vehicles is the primary function.
- Where existing mean speeds provide a realistic opportunity for compliance: DfT guidance states that 20mph schemes should be self-enforcing. If the mean speed is already at or below 24mph, introducing a 20mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Mean speeds above 24mph are likely to require additional traffic management or enforcement measures.
- Conservation areas.

Their intent is to focus on areas where there is significant Cllr and public support.

Wales: The Welsh Government took a decision to roll 20mph speed limit only schemes on residential roads nationally on 17 September 2023 at a reported cost of around £32.5m. The Government report concluded the following:

- Improved road safety resulting from a reduction in average speeds could result in a positive financial return to government from the policy over 30 years of around £25 million, due to cost savings associated with reduced emergency services and hospital treatment, with savings of ca. £58 million.
- The policy could also create substantial wider economic benefits due to improved road safety (£1.4bn), environmental and health benefits from more active travel (£0.5bn) and further heretofore unquantified benefits from more vibrant and connected local economies.

- However, set against this is the potential for dis-benefits to businesses and households from increased journey times. Based on the current assessment, when included, the value of such dis-benefits (£6.4bn) could outweigh the other positive economic benefits, though the range around those journey time disbenefits is wide (£2.8bn-£8.9bn) and around three quarters of those disbenefits are likely to be attributable to trips with journey time impacts of less than 2 minutes.
- Overall an indicative central estimate of the monetised net present value of the policy is calculated to be a negative £4.54bn.
- Excluding the journey time disbenefits the net present value of the policy is a positive £1.9bn.
- In real terms the central estimate (including journey time benefits) of the policy trades off a journey time cost of 1 min per journey against an average annual reduction of 9 fatalities, 98 serious injuries and 219 slight injuries, and an average annual increase in cycling and walking trips of around 11 million.
- It is important to note that there are a number of wider benefits such as reduced noise pollution, broader impacts health impacts from active travel, increased social interactions, retail spending and land values that are not included in this calculation. Moreover the increases in individuals' travel time are likely to be small and so there is uncertainty about the opportunity cost of that time.
- The exceptions process creates scope to further reduce the impact on journey times while maintaining safety benefits.
- Once the 20mph policy has been fully implemented, it is expected that a wider range of data will become available through monitoring activities. This may enable analysis of the policy's broader impacts to be undertaken, which could improve the overall assessment of economic benefits delivered by the policy.

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CABINET



Report subject	Our Place and Environment: LTP Capital Programme 2024/25
Meeting date	6 March 2024
Status	Public Report
Executive summary	<p>This report sets out and seeks financial approval for investment of the 2024/25 Local Transport Plan (LTP) grant allocation (capital funding) from the Department for Transport (DfT).</p> <p>The 2024/25 LTP Capital grant allocation is £8.49m comprising £3.1m of Integrated Transport Block (ITB) funding and £5.39m of Highway Maintenance and Pothole funding.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> a. Cabinet recommends to Council approval of the 2024/25 LTP Capital Programme as set out in Appendix A and delegates the delivery to the Director of Infrastructure in consultation with the Portfolio Holder for Dynamic Places b. Cabinet recommends to Council approval of the indicative 2025/26 and 2026/27 Highways Maintenance Programmes as set out in Appendix B
Reason for recommendations	<p>Delegate delivery of the LTP Capital Programme in line with financial regulations. The purpose of approving indicative 2025/26 and 2026/27 Highways Maintenance programmes is to demonstrate forward planning to satisfy criteria associated with assessment of the incentive fund element.</p>
Portfolio Holder(s):	<p>Cllr Vikki Slade Leader of the Council and Portfolio Holder for Dynamic Places</p> <p>Cllr Millie Earl Deputy Leader of the Council and the Portfolio Holder for Connected Communities</p> <p>Cllr Andy Hadley Portfolio Holder for Climate Response, Environment and Energy</p>
Corporate Director	Jess Gibbons – Chief Operations Officer

Report Authors	Julian McLaughlin – Director for Infrastructure Richard Pincroft – Head of Transport and Sustainable Travel Bob Askew – Transport Improvement Manager Susan Fox – LTP and Capital Programme Manager
Wards	Council-wide
Classification	For Decision and Information

Background

1. The Local Transport Plan (LTP) Capital Programme implements schemes (see Appendix A) that align with the Council's Local Transport Plan (LTP 3) and the vision, key ambitions and priorities set out in the Corporate Strategy including the council's commitments to sustainability, equality, and diversity.
2. The Local Transport Plan (LTP3) covers the period from 2011 to 2026 and came into effect from April 2011. In south east Dorset, the LTP 3 draws heavily on the South East Dorset Transport Study. Local Transport Plan objectives include:
 - Reducing the need to travel
 - Manage and maintain the existing network more efficiently
 - Active travel and 'greener' travel choices
 - Public transport alternatives to the car
 - Car parking measures
 - Travel safety measures
 - Strategic infrastructure improvements

Note: work is underway via a separate workstream to create a new Local Transport Plan 4 (LTP4) for adoption during 2025.

3. Government funding is provided by the Department for Transport (DfT) to deliver the Local Transport Plan in the form of Local Transport Plan Funding Capital Grant. The grant comprises of two main areas; Integrated Transport and Highway Maintenance. The proposed expenditure of the grant in 2024/25 is set out in Appendix A. Noting: that approval is being sought via this report for the funding shaded in grey and in bold type.
4. The council has secured additional funding streams which for indicative purposes have been presented in Appendix A to provide context for the recommended investment of the grant. In many instances the LTP grant has been utilised as a local contribution to secure the external grant.

Integrated Transport

5. The council was allocated £1.89m government grant in 2023/24 from the Safer Roads Fund. This is being used to reduce the risk and severity of collisions along the A35 between Iford and St Paul's roundabouts in Bournemouth. Public engagement is

being progressed and in full consideration of the outputs delivery of these positive measures is scheduled to commence in September 2024.

6. The council has also benefited from a further award of £3.78m grant from the government's Active Travel Fund 4 programme to invest in the delivery and development of several walking, wheeling, and cycling infrastructure improvements. Delivery is phased across 2023/24 and 2024/25. The next round of ATF grant (Tranche 5) is expected to be launched in Spring/Summer 2024.
7. The council successfully secured funding from the DfT to deliver the 3-year Bus Service Improvement Plan (BSIP) in 2022. The Capital grant of £6.1m is facilitating improvements as follows:
 - A programme of Bus Priority Measures is being developed to ensure increased reliability of services at 7 locations. This includes the key Bournemouth Station-Town Centre corridor where high frequency bus services experience significant delays. Initial engagement on these proposals is scheduled to commence in March this year.
 - Enhancements to passenger facilities are being delivered, with 10 new bus shelters being installed this financial year. New Real Time Information displays are being provided, whilst existing screens are being upgraded to the latest communications with in built CCTV. This footage will be live streamed to the council's Control Room for added passenger security. Poole Bus station will benefit from new information screens and a comprehensive CCTV system. The CCTV works complement the introduction of Transport Safety Officers who will be patrolling on buses and at key interchanges from February this year.
8. During 2024/25, the Council will continue with the delivery of the final stages of the Transforming Cities Fund (TCF) programme.
9. Local Electric Vehicle Infrastructure (LEVI) grant has been indicatively awarded to the council subject to assessment of a full business approval process by the DfT.
10. In December 2023 the Council submitted an Intelligent Transport Systems and Signal bid for £500k to the DfT to upgrade obsolete technology. Confirmation of a grant award of £167k via letter has already been received from the DfT.

Highway Maintenance

11. Funding for Highway Maintenance is allocated annually by the DfT on a 'needs' basis. The nationally available budget is shared between authorities based on network length, number of bridge and number of street lights. The total funding is ordinarily made up from three streams, the needs based element, pothole fund and incentive fund. However, the council has recently been advised that an additional allocation from Network North Fund shall boost the 2024/25 programme by £604k. BCP council's total allocation from this new fund is £18.9 million up to 2034/35.
12. For 2024/25 the Incentive element has been awarded without the need to complete the self-assessment process. This is currently under review by the DfT with the expectation that an enhanced scheme will be introduced from 2025/26 onwards.
13. Within the structural maintenance section of the programme there is an ongoing commitment to deliver over £2 million of additional highway maintenance schemes as part of the Challenge Fund award secured and approved by Cabinet in 2020. The A341 Wimborne Road, Northbourne and Castle Lane West schemes will be delivered alongside planned Transforming Cities Fund works.

14. In advance of a new scheme being put in place by the DfT and to continue to satisfy the 'incentive' requirements for Band 3 status which requires Councils to publish a rolling 3-year Highways Maintenance Programme on their websites. Appendix B comprises proposed Highways Maintenance Programmes for 2025/26 & 2026/27. The 3-year Highways Maintenance Programme is compiled using the Highways Asset Management Policy and Strategy, previously approved by Cabinet in 2021. Note: the specific amounts to be allocated in each year up to 2034/35 from the new Network North Fund have not been confirmed to date, hence, it is not included in the indicative programmes set out in Appendix B for 2025/26 and 2026/27.

Summary of financial implications

15. Table 1. shows the indicative values for the elements that form the 2024/25 LTP capital programme .

Table 1.

LTP Capital Funding		2024/25 Allocation
Integrated Transport Block total		£3,102,000
Highway Maintenance	Needs element	£2,127,000
	Incentive element	£532,000
	Potholes Fund	£2,127,000
	Network North fund	£604,000
	Highway Maintenance total	£5,390,000
LTP Capital Programme 2024/25 total		£8,492,000

16. To ensure continuity with delivery this report seeks approval of the programme including delegation of authority to amend the LTP Capital Programme to the Director of Infrastructure in consultation with Leader of the Council and Portfolio Holder for Dynamic Places.
17. The Highway Maintenance allocations include £1.05m funding to support Neighbourhood Services planned maintenance / pre-patching work. This allocation has been assumed in the MTFP revenue budget for 2024/25.
18. The programme also includes other allocations that are required to deliver MTFP proposals linked to School Crossing Patrols and Road Safety.
19. LTP funding shall be used to fund direct staff time allocated to delivering the capital programme.

Summary of legal implications

20. The programme includes local contributions to committed to programmes. Adjustment of these contributions would have implications for the respective programmes and would likely output in the council defaulting on legal agreements thereby requiring it to pay back any awarded monies related to the impacted programmes.

21. Public engagement and/or consultation shall be undertaken for the projects and programmes delivered by the overarching LTP Capital Programme.

Summary of human resources implications

22. Continuity of delivery of the LTP Capital Programme for 2024/25 is subject to securing appropriate resources, both within the Transport and Engineering Structure and through the ongoing partnering contract for technical consultancy support.

Summary of sustainability impact

23. The Local Transport Plan capital programme aims to promote sustainable/active travel and to minimise congestion to reduce carbon emissions from transport.

Summary of public health implications

24. The Local Transport Plan and associated LTP schemes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of activity.

Summary of equality implications

25. The LTP Capital Programme has been Equality Impact Assessment (EQIA) screened and a full EQIA for the programme itself is not required, however, individual projects within the programme will be EQIA screened and full EQIAs completed should a need be identified during screening.

Summary of risk assessment

26. No significant risk implications with regards to approval of the respective programmes have been identified.
27. Schemes of significant scale would be subject to specific risk assessments and risk registers as part of the overarching programme delivery process.

Background papers

None

Appendices

1. Appendix A – 2024/25 Local Transport Plan Capital Programme
2. Appendix B – 2025/26 and 2025/27 Highways Maintenance Programmes

Appendix A - Local Transport Plan 2024/25 BCP Capital Programme

Note: the funding within the column headed “2024/25 LTP Funding” in bold type and shaded is that for which approval is being sought in this report.

Integrated Transport Block	Funding Source (£)		
	2024/25 LTP Funding [£]	External grant *indicative spend during 2024/25 [£]	Total funding (including indicative spend) 2024/25 [£]
Strategic network improvements			
South East Dorset Strategic Transport Model	65,000	0	65,000
Advanced design for future year schemes	80,000	0	80,000
STB, LTP, DfT, LCWIP, OBC Development & Bidding	220,000	0	220,000
Boscombe Towns Fund - LOCAL CONTRIBUTION	141,000	0	141,000
Sub-total	506,000	0	506,000
Active travel & 'greener' travel choices			
Walking and Cycling (priorities derived from Local Cycling and Walking Infrastructure Plan)	50,000	0	50,000
School Streets	30,000	0	30,000
Accessibility improvements	50,000	0	50,000
Public Rights of Way	75,000	0	75,000
Local Electric Vehicle Infrastructure (LEVI) (2023/24 and 2024/25)	0	1,447,000*	1,447,000
DLEP: Ferndown, Wallisdown, Poole (FWP) Corridors - LOCAL CONTRIBUTION	650,000	0	650,000
Active Travel England - Ambition Fund. Tranche 4 (2023/24 and 2024/25)	0	3,780,000*	3,780,000
TCF Cycle Corridors - C1/C2/C5	0	2,175,000*	2,175,000
TCF Sustainable Transport Corridors - S5/S6	0	22,546,000*	22,546,000
Sub-total	855,000	29,948,000*	30,803,000
Continued on next page			

Integrated Transport Block (cont'd)	Funding Source (£)		
	2024/25 LTP Funding [£]	External grant *indicative spend during 2024/25 [£]	Total funding [£]
Public transport alternatives to the car			
National Passenger Travel Information	25,000	0	25,000
Bus Service Improvement Plan (BSIP) - LOCAL CONTRIBUTION	377,000	2,732,250*	3,109,250
Sub-total	402,000	2,732,250*	3,134,250
Travel Safety Measures			
Road Safety – Safety improvements - 20mph speed limit areas	149,000	0	149,000
Road Safety – Safety improvements - Pedestrian Crossings	220,000	0	220,000
Road Safety – Casualty reduction measures/cluster sites - MTFP	100,000	0	100,000
Safer Routes to Schools and School Crossing upgrades - MTFP	500,000	0	500,000
Safer Roads Fund - A35	0	1,899,000*	1,899,000
Sub-total	969,000	1,899,000*	2,868,000
Manage and maintain the existing network more efficiently			
Intelligent Transport Systems (ITS) (Note: £500k of the £667k pending subject to DfT award)	50,000	667,000*	717,000
Data Collection	25,000	0	25,000
Network Management Interventions	100,000	0	100,000
Minor Transportation Schemes - MTFP	100,000	0	100,000
Sub-total	275,000	667,000*	942,000
Programme Management Fees	95,000	0	95,000
Total for Integrated Transport Block	3,102,000	35,246,250*	38,348,250
Appendix A continued on next page			

Highway Maintenance	Funding Source (£)		
	2024/25 LTP Funding [£]	External grant *indicative spend during 2024/25 [£]	Total funding [£]
Structural Maintenance			
Resurfacing Programme	1,600,000	0	1,600,000
Surface Treatments (Micro asphalt, prevention treatments, pre-patching etc)	1,064,000	0	1,064,000
Pothole investment (Environment) – MTFP	500,000	0	500,000
Planned/Pre-Patching (Environment) – MTFP	550,000	0	550,000
Footways (resurfacing & footway slurry)	150,000	0	150,000
Highway Drainage	120,000	0	120,000
Surveys & software	80,000	0	80,000
Maintenance Programme Management Fees	200,000	0	200,000
Challenge Fund	0	2,255,000*	2,255,000
Sub-total	4,264,000	2,255,000*	6,519,000
Bridge & Structures Maintenance			
Bridge Maintenance	450,000	0	450,000
Principal Inspection	100,000	0	100,000
Sub-total	550,000	0	550,000
Street Lighting Maintenance			
Street Lighting Maintenance	400,000	0	400,000
Sub-total	400,000	0	400,000
Signals & Sensor Maintenance			
Traffic Signals and Crossings Maintenance	176,000	0	176,000
Sub-total	176,000	0	176,000
Total for Highway Maintenance	5,390,000	2,255,000*	7,645,000
Total Local Transport Plan (LTP) 2024/25 Capital Programme	8,492,000	37,334,250*	45,826,250

**Appendix B - Local Transport Plan 2025/26 and 2026/27 Highways
Maintenance elements**

Note: the funding within the column headed “2025/26 LTP Funding” in bold type and shaded is that for which approval is being sought in this report.

Highway Maintenance	Funding Source [£]		
	2025/26 LTP funding [£]	<i>Columns intentionally blank</i>	
Structural Maintenance			
Resurfacing Programme	1,500,000		
Surface Treatments (Micro asphalt, prevention treatments, pre-patching etc)	900,000		
Pothole investment (Environment)	500,000		
Planned/Pre-Patching (Environment)	200,000		
Footways (resurfacing & footway slurry)	150,000		
Highway Drainage	100,000		
Surveys & software	100,000		
Maintenance Programme Management Fees	110,000		
Sub-total	3,560,000		
Bridge & Structures Maintenance			
Bridge Maintenance	550,000		
Principal Inspection	100,000		
Sub-total	650,000		
Street Lighting Maintenance			
Street Lighting Maintenance	400,000		
Sub-total	400,000		
Signals & Sensor Maintenance			
Traffic Signals and Crossings Maintenance	176,000		
Sub-total	176,000		
Total 2025/26 Highway Maintenance	4,786,000		
Continued on next page			

**Appendix B- Local Transport Plan 2025/26 and 2026/27 Highways
Maintenance element of BCP Capital Programme (continued)**

Highway Maintenance	Funding Source [£]		
	2026/27LTP Funding	<i>Columns intentionally blank</i>	
Structural Maintenance			
Resurfacing Programme	1,500,000		
Surface Treatments (Micro asphalt, prevention treatments, pre-patching etc)	900,000		
Pothole investment (Environment)	500,000		
Planned/Pre-Patching (Environment)	200,000		
Footways (resurfacing & footway slurry)	150,000		
Highway Drainage	100,000		
Surveys & software	100,000		
Maintenance Programme Management Fees	110,000		
Sub-total	3,560,000		
Bridge & Structures Maintenance			
Bridge Maintenance	550,000		
Principal Inspection	100,000		
Sub-total	650,000		
Street Lighting Maintenance			
Street Lighting Maintenance	400,000		
Sub-total	400,000		
Signals & Sensor Maintenance			
Traffic Signals and Crossings Maintenance	176,000		
Sub-total	176,000		
Total 2026/27 Highway Maintenance	4,786,000		

Figures provided in the table for 2025/26 and 2026/27 are subject to possible variation based on DfT confirmation of allocations. DfT funding levels, including the allocation of further Network North funds, for 2025/26 and beyond are not yet confirmed and therefore an assumption has been made that they will at least remain at 2024/25 funding level.

CABINET



Report subject	Permanent Traffic Order for Livingstone Road, Bournemouth School Street (Ref M103)
Meeting date	6 March 2024
Status	Public Report
Executive summary	<p>A School Street trial was introduced on Livingstone Road, Bournemouth (Pokesdown Community Primary) by way of an experimental traffic order (ETRO). This facilitates for a maximum of 18 months a prohibition of motor vehicles restriction to coincide with the school start and end times each day.</p> <p>Consultation and engagement ran for the first six months of the trial. The school street has successfully remained in place with the support of the school and the school community.</p> <p>A decision is now being sought to make the existing experimental order which expires in August 2024 permanent.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approve the Traffic Order as outlined in Appendix 2 of this report to make Permanent the Experimental Traffic Order for the Livingstone Road School Street (E1 2023).</p>
Reason for recommendations	<p>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 Street has to date successfully remained in place with the support of the school itself and the school community.</p>

Portfolio Holder(s):	<p>Cllr Vikki Slade, Leader of the Council and Portfolio Holder for Dynamic Places</p> <p>Cllr Millie Earl, Deputy Leader of the Council and Portfolio Holder for Connected Communities</p> <p>Cllr Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy</p>
Corporate Director	Jess Gibbons, Chief Operations Officer
Report Authors	Clare Griffiths, Senior Traffic Technician; Andy Brown, Traffic Team Leader
Wards	Boscombe East & Pokesdown;
Classification	For Decision

Background

1. The Decision to proceed with the trial School Street at Pokesdown Community Primary and to make an Experimental Traffic Order for it was made by the then Portfolio Holder for Sustainability and Transport on 7 February 2023 and published on 8 February 2023 and is available in the Decision register on the BCP website as the 'School Streets Trials Decision Record'.
2. The traffic restriction to prohibit motor vehicles Monday – Friday 8.15am – 9.15am and 2.40pm – 3.40pm was implemented on Livingstone Road on 27 February 2023.
3. Statutory consultation for the Experimental Traffic Order has been undertaken and is detailed below in the 'Consultation undertaken' section.

Consultation Undertaken

4. Pre-implementation consultation for the School Streets Trial was carried out via online survey (hard copies were available on request) from 9 December 2022 – 8 January 2023.
5. The statutory consultation process set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 has been carried out for the Experimental Order as detailed below.
 - a. Notification was made to the Chief of Police prior to the sealing of the Experimental Order.
 - b. A six-month public consultation for the Experimental Order commenced on the date of its implementation - 27 February 2023.
 - c. A Notice was placed in the Bournemouth Echo.
 - d. Notification emails were sent to all councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments).

- e. Street Notices with consultation details were displayed in relevant locations.
 - f. The Deposited Documents (consultation documents) for the Experimental Order were published on the BCP Council website (Appendix 2).
 - g. A School Streets Trial Survey for this location was available online for the duration of the consultation period; notice of this was sent to the school parents/carers and local residents.
 - h. The Sustrans Bike it Plus and School Streets Officer letter-dropped local businesses and residents to invite feedback, carried out hands up and pupil perception surveys and in early July 2023 gathered anecdotal responses from parents and stewards on the street during the closure times.
6. A total number of 61 respondents completed the online School Street Trial Survey (Appendix 3). Results illustrate a majority of those completing the survey agree with the idea of School Streets, its introduction at the school, that the changes have made it safer to walk in the area or to cycle in the area and would like to see the closures to continue beyond the trial. The majority have positive perceptions of the impact of the changes such as numbers of people cycling or walking, the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.
 7. There are many comments on positive impacts on for example individuals' health, safety within the street and some comment from local residents who are supportive of the street. There are some concerns expressed for example, over parent behaviour towards residents of the street itself and concerns over inconsiderate parking in neighbouring streets. The active travel team continue to work with the school to encourage active travel, with initiatives such as permits for parents to park and stride from Woodside Rd car park.
 8. Sustrans analysis contained in the BCP Bike it Plus Annual report concludes that monitoring behaviour change for the School Street shows some positive improvements to increasing active travel, with a significant increase in park and stride. Responses from the pupil survey and anecdotal responses from parents and stewards does suggest that it feels safer and more pleasant and is more accessible for people to walk, wheel, cycle, and scoot.
 9. A total of two formal representations were received in response to the traffic order consultations. Consideration of the points made in the representations for each site is detailed in Appendix 1 to this report.

Options Appraisal

10. The options are to:
 - a. Make the Order giving permanent effect to the Experimental Order which will reproduce and continue in force indefinitely the provisions of the Experimental Order (this is the preferred option and proposed decision, as set out in Appendix 1). This must take place before the expiry date of the Experimental Order which is 27 August 2024.
 - b. Not to make the Experimental Order permanent in which case the restriction will cease to be in effect from the expiry date of the Experimental Order.

Summary of financial implications

11. The cost of the Order to make the Experimental Order permanent is approximately £1000, funded from the Active Travel Fund budget. Implementation measures already in place for the restrictions will remain in place indefinitely and so there are currently no additional implementation costs associated with making the Experimental Orders permanent.

Summary of legal implications

12. The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders. The Experimental Orders were made pursuant to the provisions of Section 9 of the Road Traffic Regulation Act 1984 and can remain in place for a period of up to 18 months.
13. Highway Authorities can revoke, amend and/or make permanent Experimental Orders.
14. 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.
15. All formal representations received have been formally considered as outlined in Appendix 1 in making this decision, in addition to consideration of all other consultation feedback from the online School Street Trial Survey (Appendix 3).
16. No material negative impacts have been identified in relation to the restrictions to be implemented including to matters such as access to premises, amenities, and use of the roads by public service vehicles.
17. In reaching a decision regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1 and s122 of the RTRA 1984, s16 of the Traffic Management Act 2004 and s149 of the Equality Act 2010.

Summary of human resources implications

18. Barriers to School Streets manned by community volunteers/school staff.

Summary of sustainability impact

19. School Streets help promote sustainable travel locally, in line with wider national and local transport policy. They are also likely to improve air quality outside the school gates, by removing most motor vehicles. Therefore, the environmental impact of this measure is considered to be positive locally. Some of the benefits may be offset by the displacement of traffic, however the school is on a minor residential road and therefore any negative effect is expected to be limited. Any displacement of traffic may be offset, in turn, by promoting more local travel by sustainable modes.
20. Sustrans findings were that the percentage of children usually travelling by car has decreased; 35% of pupils at Pokesdown Community Primary reported that they walked, wheeled, cycles or scooted to school journey more often now that the road outside their school is closed.
21. The online School Street Trial Survey (Appendix 3) results show a majority of those completing the survey agree that the changes have made it safer to walk or cycle in the school street area or to cycle in the area. They have positive perceptions of the

impact of the changes such as numbers of people cycling or walking, and the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.

Summary of public health implications

22. Sustainable travel measures help promote more active travel modes and these modes help promote a healthy lifestyle, improve mental and physical wellbeing and better-connected communities. Reducing traffic at the school gates will help improve air quality by reducing airborne particulates and engine fumes which can be concentrated in these areas.
23. Sustrans found that the school street introduction has had an impact on increasing levels of active travel to school. There has been a significant increase in park and stride; more pupils have been actively travelling for part of their journey, by parking further away from school and using active travel modes for the remainder. Anecdotal feedback gathered indicates that at drop-off and pick-up times the street is more inclusive, sociable and a more welcoming and pleasant environment.
24. The online School Street Trial Survey (Appendix 3) results show a majority of those completing the survey agree that the changes have made it safer to walk or cycle in the school street. They have positive perceptions of the impact of the changes such as numbers of people cycling or walking, and the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.

Summary of equality implications

25. An Equalities Impact Assessment screening has been undertaken and is attached at Appendix 4. School Streets have an overall positive impact on people from protected characteristic groups, to varying degrees. Both nationally and locally, the transport network has for many years been dominated by the private motorcar. Whilst the car undoubtedly brings advantages to many people in terms of mobility and convenience, its dominance has tended to be to the detriment of other transport modes, including walking and cycling. This has had a disproportionate effect on people who don't drive – which is more likely to be older people, people from low-income households, disabled people, people from a black or ethnic minority background, women, and of course, children. Many of these people are also the most likely to be adversely affected by air pollution and road danger. Certain groups in our population are more likely to be involved in and impacted by traffic accidents including school aged children. All these things are of particular concern outside many of our local schools. The aim of School Streets is to reduce road danger and air pollution, whilst encouraging and enabling travel to school by means other than driving. Rebalancing our streets will benefit everyone, including those who have no choice but to travel by car.

Summary of risk assessment

26. No significant risks associated with the proposed traffic restriction changes have been identified beyond risks identified in risk assessments carried out for the School Streets initiative.

Background papers

27. School Streets Trials Decision Record – published work (Decision Register, BCP Council website)
28. Sustrans Bike it Plus Annual Report September 2022 to August 2023

Appendices

Appendix 1 – M103 Formal Responses to Livingston Road ETRO Consultation

Appendix 2 – School Streets Experimental Traffic Order for Livingstone Road, Bournemouth (Ref E1 2023) Deposit Document

Appendix 3 – Pokesdown Community Primary School Street Trial Survey – Summary Report

Appendix 4 – M103 Equalities Impact Assessment Conversation Screening Tool

Appendix 1 - Summary of Formal Responses to School Streets Experimental Traffic Order Consultation – received by SSETRO@bcpcouncil.gov.uk
Livingstone Road, Bournemouth (Ref E1 2023)
Consultation dates: 27 February 2023 – 27 August 2023

ETRO Reference	Road Name	Location	Proposed Restriction	BCP Ward	Summary of points made in representations	Recommendation in response to formal representations
E1 2023	Livingstone Road	Entire length from its junction with West Road	Prohibition of Motor Vehicles Monday – Friday 8.15am – 9.15am and 2.40pm – 3.40pm	Boscombe East & Pokesdown	<p>One objection received:</p> <ul style="list-style-type: none"> As a resident of Livingstone Road, I would like to complain about this school project. Since this started large numbers of parents have been gathering around our property and one of them broke our front fence. When we tried to ask them to respect our property offensive comments from parent were made so police will be informed. Please stop making our lives miserable. <p>One response in support received:</p> <ul style="list-style-type: none"> The restriction of traffic during school drop-off and pick up is brilliant. It has significantly reduced noise and air pollution on the street. It has also stopped cars in Livingstone Road waiting outside the school and causing traffic jams around the block. Suggestions to resolve issues of non-residents parking in the street, our dropped kerb being blocked, pavement parking:1. Resident permit parking system with one permit allocated per household and with additional permits available for purchase. 2. Make school car parking area available to residents on weekends and overnight. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> One formal objection received regarding parent/carer behaviour whilst waiting at pick up times, of which the school were made aware. The school is proactive in supporting measures to help counter issues for local residents, requesting parents respect local residents at school drop-off and pick up times and working with the BCP Active Travel team supporting and communicating initiatives such as park and stride and an associated car park permit trial for parents at a local BCP off-street car park. Parking provision off the highway, on school or private property, raised by one respondent, is outside the scope of this consultation as are general parking issues, however the following provides some more information: <ul style="list-style-type: none"> Resident permit schemes are not a priority for review at this time; more information on how requests for parking restrictions are dealt can be found in Appendix G of the Minor Transport Scheme Request Guidance (bcpcouncil.gov.uk). Details of how dropped kerbs are now enforced when any part of it is blocked including the riser, can be found at Report a vehicle parked in front of your dropped kerb (bcpcouncil.gov.uk). Residents may also Apply for an Access Protection Marking (bcpcouncil.gov.uk). Parking restrictions such as no waiting must be in place on the carriageway for enforcement by BCP Civil Enforcement Officers of footway parking, otherwise this is a matter for the Police.

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Livingstone Road, Bournemouth Experimental Order Ref E1 2023



School Streets

Bournemouth, Christchurch and Poole Council
(Livingstone Road, Bournemouth)
Experimental Order (No. 1) 2023

INDEX OF DOCUMENTS ON DEPOSIT

A. *Notice of Making* of the Experimental Traffic ORDER as sent for advertisement in the Bournemouth Echo on the 17 February 2023

B. A copy of the Experimental Traffic ORDER

C. A plan illustrating the effects of the above ORDER

D. A Statement of the Council's reasons for making the above ORDER

The last date for representations is on the 27 August 2023 or six months from the last amendment. All representations and comments will be considered before deciding whether to make the provisions of the Order permanent. Due to the number of representations we receive to consultations we regret we will be unable to respond individually.

Contact details – SSETROresponse@bcpcouncil.gov.uk | Traffic Management Team, BCP Council Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY

A. NOTICE OF MAKING

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

Bournemouth, Christchurch and Poole Council (Livingstone Road, Bournemouth) Experimental Order (No. 1) 2023

Bournemouth, Christchurch and Poole Council ("the Council") has made the above Order on 14 February 2023. The Order becomes operational on 27 February 2023.

The effect of the Order is outlined in the Schedule to this Notice.

The provisions of the Order may be varied or amended within the regulations governing Experimental Orders. The persons authorised to agree such variations or amendments are: The Chief Constable of the Dorset Police and the Director of Transport and Engineering of the Council; or such of their officers as they may authorise.

From 17 February 2023 a copy of this Notice, a plan illustrating the proposals, a copy of the Order and a statement of the Council's reasons for making the Order may be inspected online at: www.bcpccouncil.gov.uk/highwayconsultations and at the BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY (by appointment only Monday to Friday 10am to 4pm, contact: SSETROresponse@bcpcouncil.gov.uk).

The Council will be considering in due course whether the provisions of the Order should be continued in force indefinitely. Within a period of six months from the coming into force of the Order – 27 February 2023 or if the Order is subsequently varied by another Order (under Section 9 of the Road Traffic Regulation Act 1984 or modified pursuant to sub-section (2) of Section 10 of the Act), from the coming into operation of those variations or modifications (whichever are the latest), any person may object to the making of an Order for the purposes of such indefinite continuation.

Any such objection must be in writing, quoting reference **E1 2023**, must give the grounds on which it is made and must be emailed to: SSETROresponse@bcpcouncil.gov.uk or sent to: The Traffic Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY. (Please note that all representations received will be available for public inspection).

If you wish to question the validity of the Order or of any of the provisions contained in it on the grounds that either is not within the powers conferred by the Road Traffic Regulation Act 1984, or on the grounds that any requirement of that Act, as amended, or of any instrument made under it has not been complied with in relation to the Order, you may within six weeks from 14 February 2023, apply to the High Court for this purpose.

**J McLaughlin, Director:
Transport and Engineering
SCHEDULE**

Livingstone Rd, BH5: Prohibition of Motor Vehicles for its entire length from its junction with West Rd
Mon - Fri 8.15am - 9.15am and 2.40pm - 3.40pm.

B. EXPERIMENTAL TRAFFIC ORDER

**Bournemouth, Christchurch and Poole Council
(Livingstone Road, Bournemouth)
Experimental Order (No. 1) 2023**

Bournemouth, Christchurch and Poole Council ("the Council") makes the following order under sections 9 and 10 of the Road Traffic Regulation Act 1984 ("the Act") as amended and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act.

1. In this Order

"motor vehicle" has the same meaning as sections 136 and 140 of the Act.

2. No person shall cause or permit any motor vehicle to enter or proceed in Livingstone Road, Bournemouth for its entire length from its junction with West Road, Monday to Friday from 8.15am until 9.15am and from 2.40pm until 3.40pm.

3. Nothing in Article 2 hereof shall apply to anything done upon the direction or with the permission of a police constable in uniform or to vehicles or personnel of the emergency services undertaking official duties or to vehicles authorised by the Council.

4. The provisions of Article 2 of this Order may be varied or amended within the regulations governing Experimental Orders. The persons authorised to agree such variations or amendments are: The Chief Constable of the Dorset Police and the Director for Transport and Engineering for Bournemouth, Christchurch and Poole Council, or such of their Officers as they may so authorise.

5. The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

6. This Order shall come into operation on the 27 February 2023 and may be cited as: Bournemouth, Christchurch and Poole Council (Livingstone Road, Bournemouth) Experimental Order (No. 1) 2023.

Executed as a Deed by the affixing of the Common Seal

On fourteenth of February 2023

In the presence of

Signature 

Full Name HELEN CARRETT

Position Solicitor for Monitoring Officer



C. EFFECTS OF THE ORDER:

Prohibition of Motor Vehicles Monday to Friday 8.15am– 9.15am and 2.40pm – 3.40pm on Livingstone Road for its entire Length from its Junction with West Road



D. STATEMENT OF STATUTORY REASONS

The Council is using the Experimental Traffic Regulation Order process to provide flexibility and enable changes to be made following feedback from the public and statutory consultees on the changes made as part of the school streets initiative outlined below.

The roads outside schools can be very congested at school drop-off and pick-up times, resulting in concerns about road safety, localised air pollution, and in some cases, inconsiderate or dangerous parking.

School Streets is an initiative which aims to create a calmer, safer and more pleasant environment for children as they arrive at and leave school. School Streets involves temporarily restricting through-traffic and parking on small roads immediately outside of schools during drop-off and pick-up times only. This creates a safer and healthier environment for young people to walk, wheel, cycle or scoot to their school gates.

The Council will consider in due course whether the provisions of the Order should be continued in force indefinitely. Within a period of six months from the coming into force of the Order – 27 February 2023 or if the Order is subsequently varied by other Orders (under section 9 of the Road Traffic Regulation Act 1984 or modified pursuant to sub-section (2) of section 10 of the Act), from the coming into operation of those variations or modifications (whichever are the latest), any person may object to the making of an Order for the purposes of such indefinite continuation. Any such objection must be in writing, quoting reference E1 2023 and must give the grounds on which it is made and must be emailed to: SSETROresponse@bcpcouncil.gov.uk or sent to The Traffic Management Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY Please take note that all representations received will be available for public inspection. Due to the number of representations we receive to consultations we regret we will be unable to respond individually.

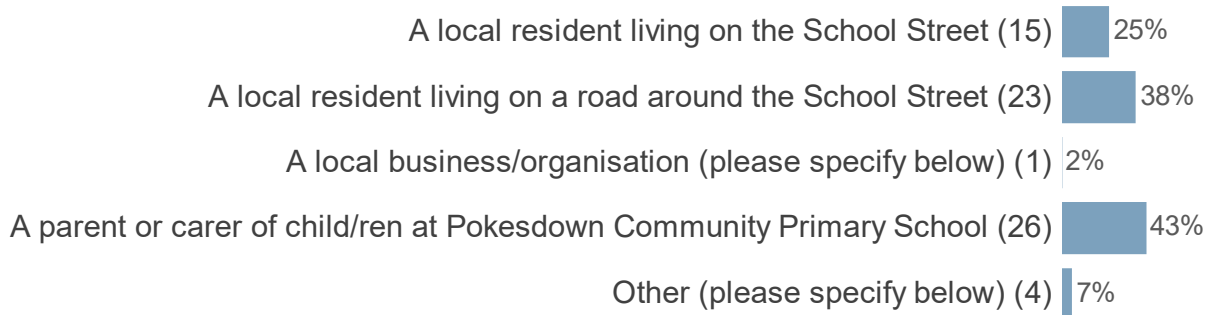
The Council as Highway Authority has made the above Order in discharge of its duty under section 122 of the Road Traffic Regulation Act 1984, “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)”, in accordance with the provisions of Section 1(1) of the Road Traffic Regulation Act 1984 namely:

- | | | |
|-----|---|-------------------------------------|
| (a) | for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising; or | <input checked="" type="checkbox"/> |
| (b) | for preventing damage to the road or to any building on or near the road; or | <input type="checkbox"/> |
| (c) | for facilitating the passage on the road or any other road of any class of traffic (including pedestrians); or | <input checked="" type="checkbox"/> |
| (d) | for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; or | <input checked="" type="checkbox"/> |
| (e) | (without prejudice to paragraph (d) above) for preserving the character of the road in a case where it is specifically suitable for use by persons on horseback or on foot; or | <input type="checkbox"/> |
| (f) | for preserving or improving amenities of the area through which the road runs; or | <input checked="" type="checkbox"/> |
| (g) | for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality) | <input type="checkbox"/> |

Pokesdown Community Primary School Street Trial Survey

This report was generated on 29/01/24. Overall 61 respondents completed this questionnaire. The report has been filtered to show the responses for 'All Respondents'.

Are you responding as: **(Select all that apply)**



Please tell us which business/organisation you are responding on behalf of?

BH Active Travel

Other:

Staff member at the school

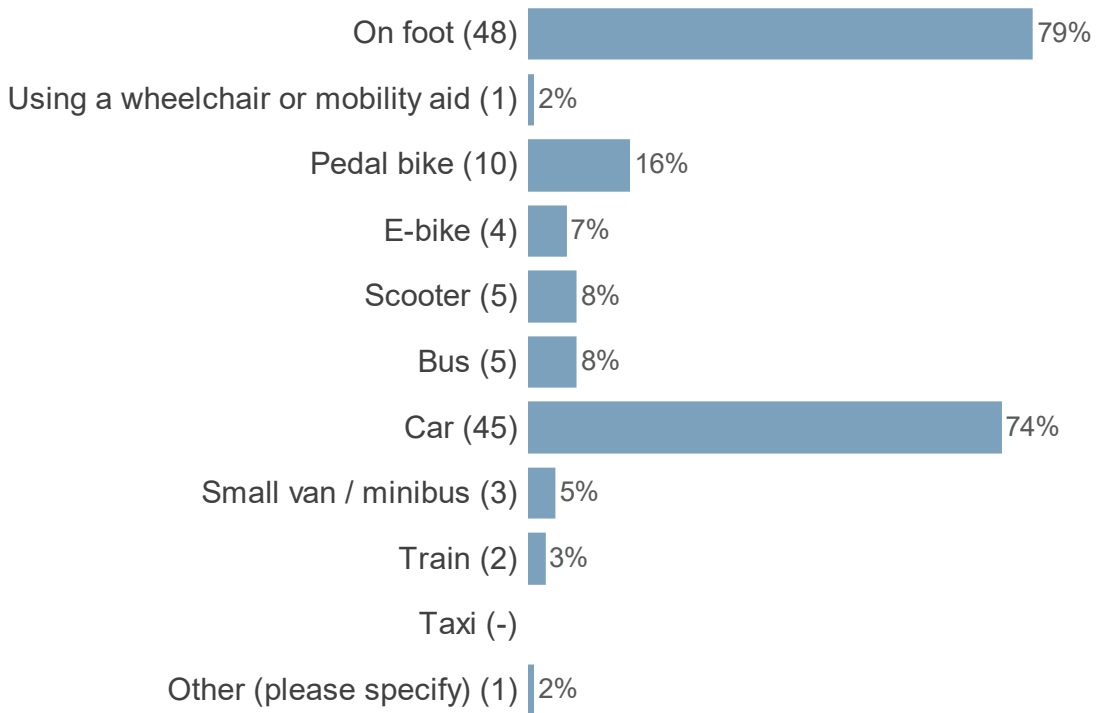
Teacher at Pokesdown Community Primary School

Teacher at Pokesdown School

Employee at Pokesdown School

Pokesdown Community Primary School Street Trial Survey

How do you travel on the streets surrounding Pokesdown Community Primary School?
(Select all that apply)

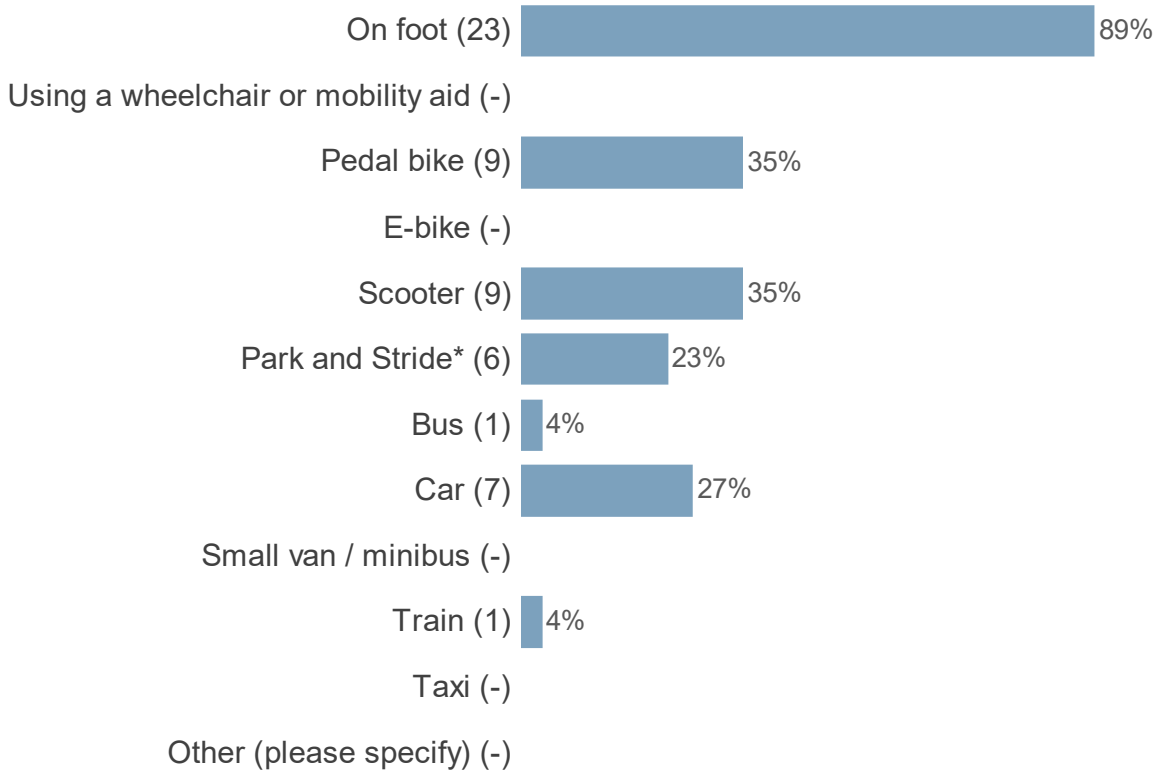


Q2a

Skateboard/longboard

Pokesdown Community Primary School Street Trial Survey

How does your child/ren travel to and from Pokesdown Community Primary School?
(Select all that apply)



Has the way you travel to and from Pokesdown Community Primary School changed because of the introduction of the School Street? (Select one option only)



In what ways have your travel behaviours changed because of the introduction of the School Street? (Write in below)

We still walk, but now there's no longer a crush on the pavement and we can get to school without crossing a busy street.

I used to drive down the school road to drop the children off, now we park on parkwood road and walk the rest of the way. It doesnt make too mich difference.

it has been lovely to see all the children walking down the street to school

My children are happier to cycle now that there is more space and safer access to the school.

We now park further away from the school.

It is much safer to walk to school and back. We don't feel stressed about the cars coming up very close to us anymore. I was standing close to the curb on one occasion before the scheme was introduced and the car brushed against my backpack and I was nearly knocked over. The street closure makes it easier to walk or scoot to and from school because we can use the space in the street if needed, it was very cramped otherwise.

I have been forced to park more inconsiderately, as there are not enough parking areas around the surrounding streets.

Safer to cycle to school

I am encouraged to walk more, and be on time better where as when I used the car I would often be late.

For what reason(s) have your travel behaviours not changed since the introduction of the School Street? (Write in below)

I walk already

We live on Livingstone Road. We have always walked to school.

Live on the road. No change for us in terms of method of travel. Just far better now with traffic control methods in place.

Continued to walk

We always walked, used the bus or parked in local car park.

We were already walking

We live so close we were walking anyway

Walking was always our first choice

We have always walked to school and never used the car.

Because I walked previously.

We were already parking away from the school for park and stride encouragement.

when we drive, we normally park a few streets away and walk to gates. we did this before the street change

We always walked as we live close. However, it is so much calmer now.

I need to get to work and wouldn't be able to do this on time if I didn't drive. I park slightly further away when I not dropping off or picking up from after school club.

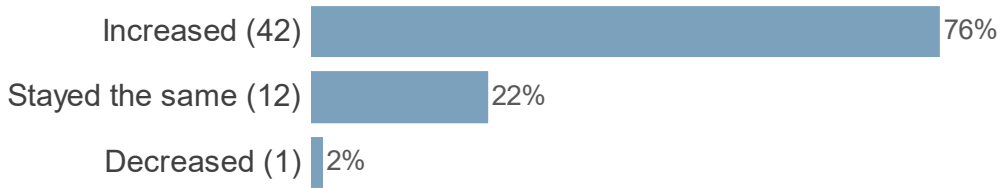
I never drove down the school street before - always parked around the corner and walked in or walked all the way in from home

We live less than 10mins away so have always chosen to walk our child to school in the mornings. Collection is either by car or on foot.

Your views on the area

Pokesdown Community Primary School Street Trial Survey

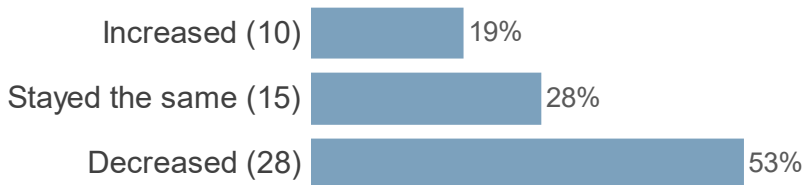
Since the introduction of the Livingstone Road School Street, how do you think each of the following have changed on the streets surrounding Pokesdown Community Primary School?
(Number of people walking)



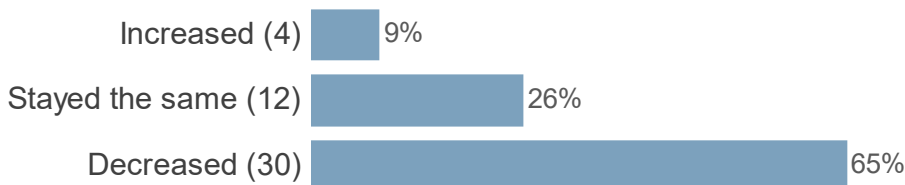
Since the introduction of the Livingstone Road School Street, how do you think each of the following have changed on the streets surrounding Pokesdown Community Primary School?
(Number of people cycling)



Since the introduction of the Livingstone Road School Street, how do you think each of the following have changed on the streets surrounding Pokesdown Community Primary School?
(Difficulty crossing the road as a pedestrian)

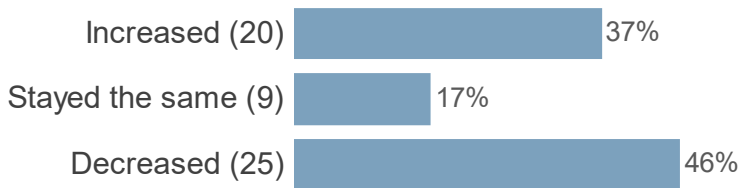


Since the introduction of the Livingstone Road School Street, how do you think each of the following have changed on the streets surrounding Pokesdown Community Primary School?
(People driving too fast)

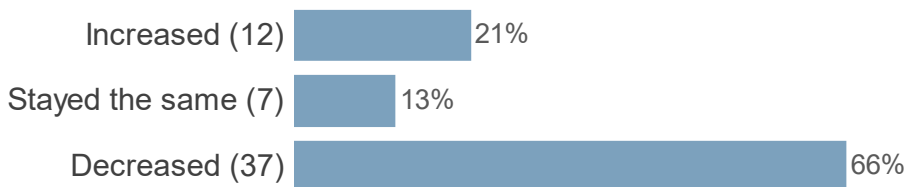


Pokesdown Community Primary School Street Trial Survey

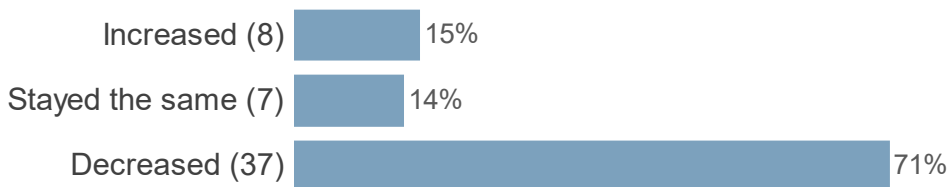
Since the introduction of the Livingstone Road School Street, how do you think each of the following have changed on the streets surrounding Pokesdown Community Primary School?
(People parking inconsiderately/badly)



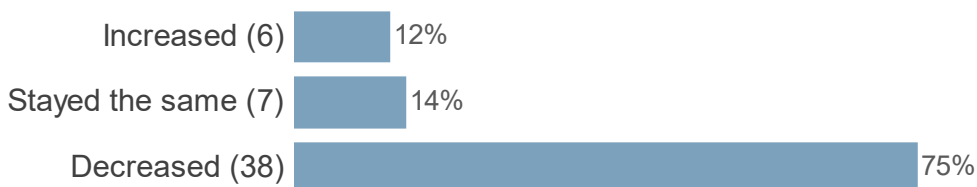
Since the introduction of the Livingstone Road School Street, how do you think each of the following have changed on the streets surrounding Pokesdown Community Primary School?
(Amount of traffic)



Since the introduction of the Livingstone Road School Street, how do you think each of the following have changed on the streets surrounding Pokesdown Community Primary School?
(Traffic noise)



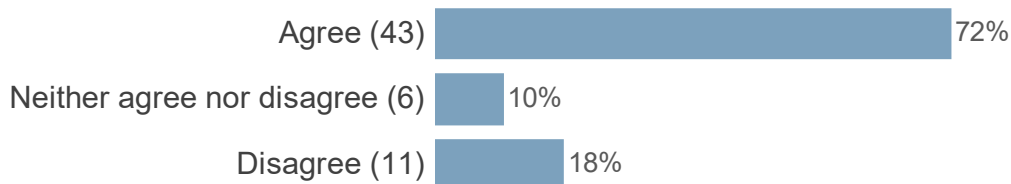
Since the introduction of the Livingstone Road School Street, how do you think each of the following have changed on the streets surrounding Pokesdown Community Primary School?
(Traffic fumes)



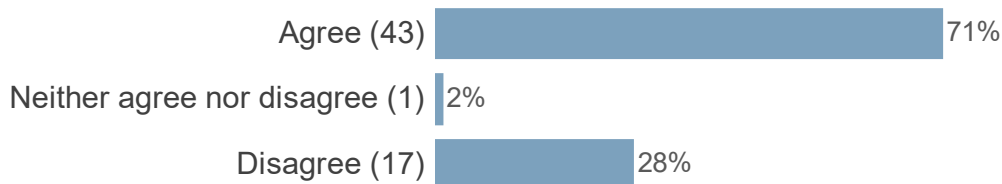
Your views on the changes

Pokesdown Community Primary School Street Trial Survey

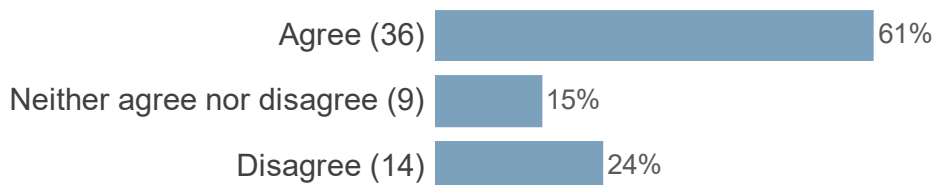
To what extent do you agree or disagree with the following:
(Select one option per row) **(The idea of School Streets)**



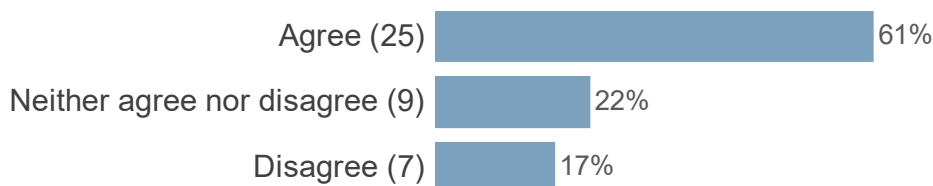
To what extent do you agree or disagree with the following:
(Select one option per row) **(The introduction of the School Street on Livingstone Road)**



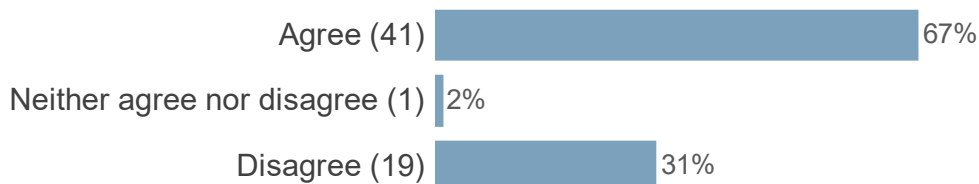
To what extent do you agree or disagree with the following:
(Select one option per row) **(The changes have made it safer for me to walk in this area)**



To what extent do you agree or disagree with the following:
(Select one option per row) **(The changes have made it safer for me to cycle in this area)**

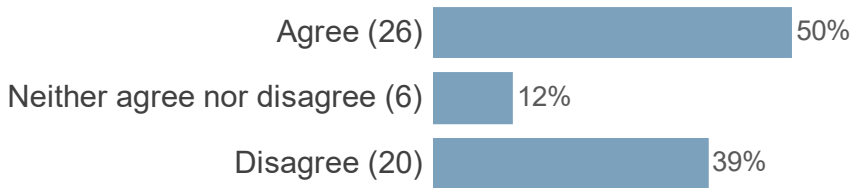


To what extent do you agree or disagree with the following:
(Select one option per row) **(I would like to see the school street road closures continue beyond the trial)**

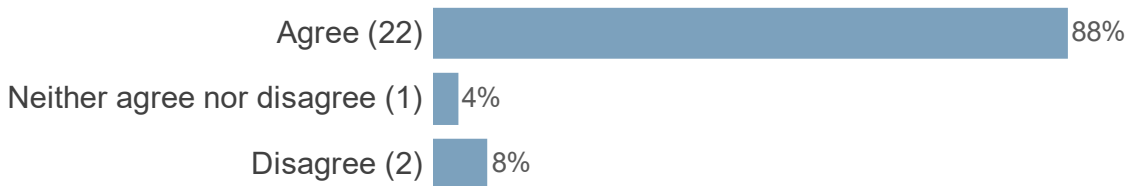


Pokesdown Community Primary School Street Trial Survey

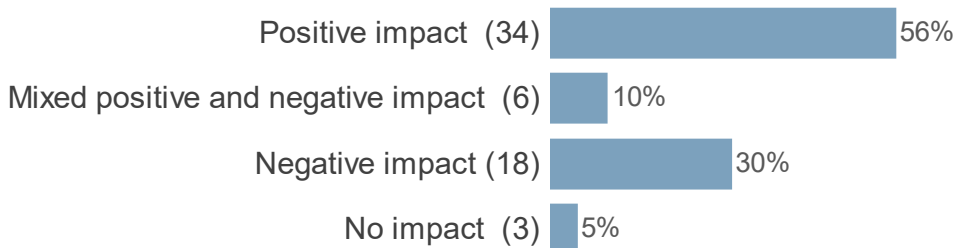
To what extent do you agree or disagree with the following:
 (Select one option per row) **(The street closures have strengthened relationships in the local community)**



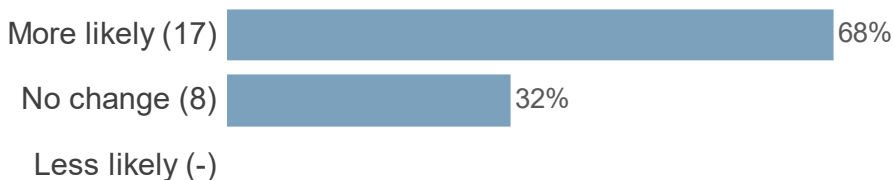
To what extent do you agree or disagree with the following:
 (Select one option per row) **(The changes have made it safer for my child/ren to walk, scoot or cycle in this area)**



How much of an impact, if at all, do the changes have on you?
 (Select one option only)



Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?
 (Select one option per row) **(On foot)**



Pokesdown Community Primary School Street Trial Survey

Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?

(Select one option per row) (Wheelchair or mobility aid)

More likely (-)



Less likely (-)

Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?

(Select one option per row) (Pedal bike or e-bike)



No change (4) 20%

Less likely (-)

Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?

(Select one option per row) (Scooter)



No change (5) 20%

Less likely (-)

Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?

(Select one option per row) (Park and Stride)



No change (3) 21%

Less likely (-)

Pokesdown Community Primary School Street Trial Survey

Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?

(Select one option per row) (Bus)

More likely (-)

No change (3) 100%

Less likely (-)

Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?

(Select one option per row) (Car or van)

More likely (-)

No change (9) 56%

Less likely (7) 44%

Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?

(Select one option per row) (Train)

More likely (-)

No change (2) 100%

Less likely (-)

Do the changes make your child/ren more or less likely to use the following when travelling to and from Pokesdown Community Primary School?

(Select one option per row) (Taxi)

More likely (-)

No change (2) 100%

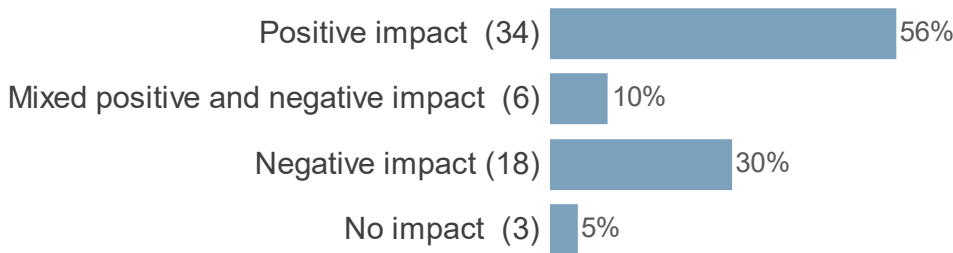
Less likely (-)

Impact of the changes

Pokesdown Community Primary School Street Trial Survey

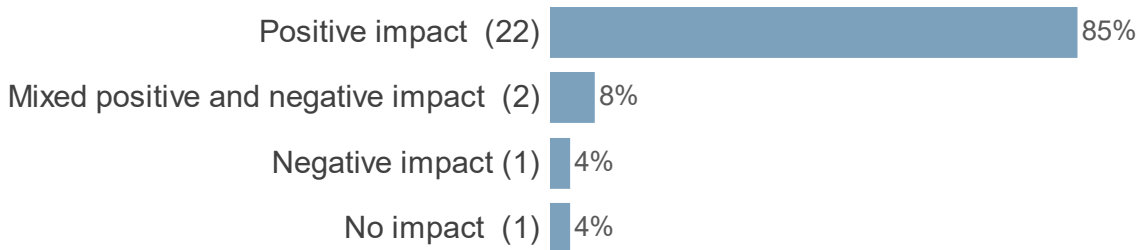
How much of an impact, if at all, do the changes have on you?

(Select one option only) (How much of an impact, if at all, do the changes have on you?)



How much of an impact, if at all, do the changes have on your child/ren?

(Select one option only) (How much of an impact, if at all, do the changes have on your child/ren?)



Please elaborate and explain your previous answers about how the changes impact on you / your family briefly in the box below:

On the first day we had people driving down the wrong way of Stourfield road and parking across people's drives. They were parked on double yellow lines of Seaborne Road and Stourfield Road, blocking the vision on the junction for cars entering Stourfield Road. My daughter couldn't see when she was riding her bike home from work if any children were crossing the road at the junction of Seaborne Road and Stourfield Road because of the cars parked on the corner. Also it was causing issues along West Road because of the congestion of cars trying to pass each other, the cars were also parking across drives.

A car parked on the corner of west road and Stourfield Road completely blocking any car from turning left out of Stourfield road into west road, because they were sticking out into Stourfield Road so much. This was a parent from Pokesdown school as three children got out of the car. There was also a van parked in front of that car who was already on the yellow lines hanging over into Stourfield Road. Also it made it Very dangerous for for children trying to get to school.

More cars now coming early and staying until school gate opens. Also teachers now parking on a street where residents normally park, even teachers car park is full half empty. It's a good idea but then we need residents parking permit!

Please extend this to Darracott Road.

I work from home so it is much quieter and I do not have parents parking across my driveway!

The road closure has made other local streets busier, more traffic, poor parking, congestion and fumes. It feels as if the same amount of traffic has been moved elsewhere not reduced do not see how this benefits anyone. Would not like to be a resident in the school road must make life difficult.

It shifts the traffic onto our road (which is also one way) - people are frustrated that they cant drive the way they were intending and then speed down our road to make up time. The increase in volume and speed of traffic on our road during the road closure times is significant.

Pokesdown Community Primary School Street Trial Survey

Please elaborate and explain your previous answers about how the changes impact on you / your family briefly in the box below:

The change has made it much safer to walk to school, decreased the total traffic in the area, and made it much easier to get in and out of my property via car around school pickup and dropoff.

I live on Darracott Road, which now has gone crazy busy. Parents parking on the junction. Who thought up this idea doesn't have any consideration for local residents

Need to adapt to difficulty for deliveries visitors etc. for residents while the social aspects for children and families good it's annoying when people sit on the wall or in front garden. Some don't respect private space.

Cones have had to be placed outside my property to stop parents blocking my off road parking. Parents swearing and being verbally abusive towards residents. Increase in litter being dropped. Verbal abuse towards the people in highvis who block the road with the barrier.

The actual school street may be safer but the streets around it are definitely more unsafe. Driving & parking on West Road is extremely inconsiderate at best and dangerous at its worst. Parents driving are looking for somewhere to park and pulling out in front of children without looking. Engines are still idling just not directly in front of the school. Nearly every residents drive gets blocked leading to most having to put cones out every single pick up/drop off. Parents are abusive and rude to residents that ask them not to park across their drives. It is so bad that not only are residents having to pay to buy cones but also now going to have to pay £250 for access protection markings to try and deter parents from blocking drives. I have only seen a parking warden once during the entire trial despite being told that they would support the surrounding streets. It is nice for the children that the actual school street is better however nearly every time I'm there a car needs access so negates the benefit of the children being able to walk in the street. The trial has just made all of the cars that used to use the school street park and idle on the surrounding streets instead and West Road is an extremely narrow street that just doesn't have the capacity for it. Feedback to the school street team doesn't seem to do anything. Unfortunately as great as it is for the school street itself to be car free it's just moved the problem to the surrounding streets.

I think it is much safer for children but inconsiderate parents now park across drives more frequently in my street.

yes, I can get a space easilier when coming home from dropping daughter off at senior school but I hate the fact at 9.10am I get escorted to my space when the road is empty and the school gates are closed.

Quality sleep time in the mornings. Less stress finding parking spot.

I live on the main Seabourne Road which has become double yellow lines in the past few years. We use to park outside, near our house but unable to since the double yellow lines were introduced. We now only have one small Toyota Yaris car within our household and usually park in Livingstone Road, for convenience to location of our house. We do use public transport, walk and cycle more since getting rid of one of our cars. We would still like the opportunity to park in Livingstone road without having to move our car during school hours.

Horrifying! Parents keep gathering, they are aggressive as we had a verbal abuse, they damaged our front fence by sitting in it! Who would compensate this to us?

Parents gathering making more noise, unsupervised children running on a road. Some parents so disrespectful broke our front brick fence. Nightmare

The hours chosen do not relate to the school opening and closing time. There are just as many children leaving the school at 4.30 because there are so many after school clubs. It is a minor inconvenience to have to explain your presence at the barriers. There must be much more traffic trying to park in the adjoining roads.

So much quieter now and no traffic jams queuing to get into Livingstone Road. I live directly opposite and I would often be blocked in or unable to park on the hard standing outside my house. Bit worrying when you have multiple hospital appointments as I did last year with cancer treatment.

Living nearby as made it difficult for me when not working, very hard to get onto the main road. Plus parking outside my drive as made difficult to leave my property

Pokesdown Community Primary School Street Trial Survey

Please elaborate and explain your previous answers about how the changes impact on you / your family briefly in the box below:

I am unable to park my car on my road due to the introduction of double yellow lines that were not outside my house when I moved in .I have a small car and was always able to find a parking space in Livingstone Road which is around the corner from where I live.Better to encourage parents and guardians to actively encourage their children to walk ,scooter ,cycle or to use public transport.This will encourage the adults &children to get some exercise to and from the school.

The fact in Livingstone road you have blocked 2 parking spaces with bollards and then in stourfield road you have allowed 1 dropped kerb and extended the white line parking restriction also losing 1 space is madness, you've taken 4 parking spaces away from the 2 roads in the space of one month. Absolutely ridiculous descion!!

The traffic on Livingstone Road during school drop off and pick up times was severe. The pavements are narrow and the risk to pedestrians, especially small children, was significant. Drivers would mount the pavement to park, regardless of the presence of small children. Drivers would drive too quickly for the conditions. With the school streets program in place, the road is much safer for pedestrians and cyclists. The school street is also beneficial to me as a resident of Livingstone Road. Prior to the road closure it was nearly impossible to get home in a car at pick up times. The traffic made it impossible to access my home from 2:40-3:15. Now, with school streets closure in place, there is very little traffic and I am able to drive down Livingstone Road (with an escort) and park on my drive without having to idle in traffic.

Excellent incentive and I would like it to continue.

Live in the next road but leave for work earlier than road closure. Fully support this initiative and think it should be introduced at all primary schools especially Malmesbury Park!

We live on west road and people are very rude when we point out a Dropped Curb ,White Line ,Cones and we can not get out of our own drive! We are both elderly and one is Disabled all we get in return is verbal abuse!!! It also affects our mental health and it is all very distressing.

Has had had very little impact on me or West Road in general In the main, a positive initiative. Particularly for residents of Livingston Rd

It just makes the street a lot nicer to live on. It's so much quieter at pick up and drop off time, and I think it's probably helped to distribute the traffic around more and even reduce it. My dad is not necessarily the most positive about the scheme but it's definitely helped him through reduced traffic along the road if he needs to go somewhere quickly for work.

The children are able to walk safely on the road rather than squeeze onto the pavements.

I like the school street idea but it hasnt really changed how we bring the kids to school very much.

There's less cars on the roads around school. Kids are less likely to get hit by cars. The roads and pavements are very narrow. I feel like my child is less likely to get hit.

its much safer for children to cycle or scoot now to school

Travelling to school is much less stressful and the extra space outside school makes it safer and more social.

Before this scheme started, the roads around PCPS (and, in particular Livingstone Road) were choked with traffic. Bearing in mind how narrow the pavements are, and the idiotic speeds some people drive at, walking the children the last bit of the way to school was a horrible experience. Frankly, it bloody annoyed me that my children were being placed in danger (including by car fumes). The atmosphere now is far happier and more relaxed.

Great to now have a safer walk to school

Feels safer. Less stressful as previously a very busy road with small pavements.

Significant improvement in safety

We were mostly walking to school before the closure. We feel safer now and more encouraged to use bike and scooter and continue to walk instead of driving.

Pokesdown Community Primary School Street Trial Survey

Please elaborate and explain your previous answers about how the changes impact on you / your family briefly in the box below:

I think it's ridiculous. I don't like how the school street is teaching my children it's ok to walk in the middle of the road and not be aware of cars - I have seen how this blasé attitude towards traffic has already impacted their judgment outside of the school street. The traffic and parking outside of the "naive" school street has got chaotic and in my opinion has not reduce vehicles, in turn pushed to the edges of the road and overflowed into an already condensed area.

I think the scheme is ridiculous, Fundamentally it is teaching our young children that it is ok to walk in the road. From a parent perspective, both parents work full time and do not have time in excess of 40 minutes walking to and from school, so travelling by car is the only feasible option. Now we have to park further away, the car is parked for longer as we walk the remainder of the journey in turn increasing the car congestion. The parking bays on Livingstone road were previously working as a almost rolling drop off, where time out of the car was generally minimized. In my opinion the problem of the street congestion was created when parents were no longer allowed within the school gates.

the pavements are very narrow in some parts and the road is narrow with the parked cars- before the road closure, the van's wing mirrors are over the pavement, when they drive down the road. it is not a safe road for cars when children are all trying to get to school and go home. the freedom and stress free walk down the road now is lovely and it feels very safe. when a car does need to come down, the volunteers handle it very well and we are all still safe i really want this scheme to continue

The School Street has eliminated any chance of a child being injured by a vehicle before or after school. The beginnings and ends of the school day are far less stressful for children, parents and school staff with the traffic danger being removed.

The impact is hugely positive on Livingstone Road. However, some people park really inconsiderately on West Road and also the corner of West Road/ Stourfield Road. There is parking half on pavements and blocking drop curbs on crossings which makes this part of the journey unsafe. Also, with more cars going both directions on West Road - between Parkwood Road and Livingstone Road - the cars get so close to the very narrow pavements that it can still feel very dangerous here.

Made it much safer to take and collect children from school

Since school Street has started I now only walk to school as its a lot of effort to try park and walk and its not far to walk. This has drastically improved my weight, fitness and my mental wellbeing. It encourages me to stay out and walk more. I find the same benefits for my children too and better sleep. I stopped walking to school after an incident where a parent almost hit my baby in a buggy and myself and since the school street have noticed a significant decrease in traffic which has made walking near the school pleasurable again. I would often have to push and walk my children in the road due to narrow footpaths and it was so dangerous with parents speeding and rushing.

Makes the road much safer to walk down with less fear of being run over by cars

Having the road closed enables the parents and children to congregate outside the school gates and walk safely in either direction as the pavements are so narrow around the school.

My visiting family get stopped at the top of the street and get escorted down the road by a person walking at a snails pace!! Its ridiculous, thetes speed bumps its not a race track. We have had fedex reurn a long awaited psrce yo USA because they ssid ' fsiled delivery fue go road closure. NOT HAPPY I don't think the council are open to opinions comments either, we tried to object before, forgive me for being cynical but i think they will do what they want anyway. Als trying this scheme is summer is a lot different to winter. Im not happy with it but BCP will continue with it anyway. I dont think its a trial its already decided.

Pokesdown Community Primary School Street Trial Survey

Please elaborate and explain your previous answers about how the changes impact on you / your family briefly in the box below:

Livingstone Road is now a very calm space during closed times. This not only makes it much safer, quieter and less polluted for the children, but it has also eradicated parents stopping their car in the middle of the street to let their children jump out unaccompanied. This used to be very frustrating when stuck behind them, whilst they 'blocked' traffic flow! (and unsafe for the children.) Despite many requests via the school newsletter, parents frequently continued this practice but it is now simply not possible for this to happen. At the onset, I thought inconsiderate parking and congestion would be a concern in streets surrounding the school, but this has not been the case. All vehicles accessing Livingstone Road during closed times are accompanied by an adult wearing a high-viz vest. Travel is at a walking pace which is also far safer for all concerned. Overall, I think it has had a very positive impact and I would vote for it to continue.

As a resident who works and requires a car for work, almost daily I have to leave during the road closure time and arrive home often during road closure time. This causes a daily hassle of needing one of the wardens to try and clear the streets of pedestrians who then look at me like I am breaking the law. Outside of these times I have noticed more children walking in the road oblivious to traffic, I think this scheme is teaching children bad habits. There has definitely been an increase in bad parking on West Road during road closure times.

Whilst I live in the area, I do not have children attending the school and work full time Mon-Fri and therefore am unimpacted due to the timing of the closures. Having had to do the school run when children were younger I can only imagine it makes the roads less congested and easy to manage pedestrian access.

Comments**Do you have any other comments or suggestions for improvements for the streets surrounding Pokesdown Community Primary School?**

The residents who live directly opposite the school street barrier/closure should be provided with BCP/Police bollards as there were several families who parked across their driveways

Turn west road into a one way street.

As above

My main comment is that I don't understand why it finishes at 1540. This covers the 1st afternoon pick up but does not cover the 4pm pick up. The later pick up becomes exactly like before with parents parking badly, running engines outside the school and parents who can't park just stopping in the middle of the street to wait for their children which causes traffic chaos. I don't understand why when it is working so well for the drop off in the morning and the 1st pick up why not extend it to cover 4pm which would only be an extra 40 minutes. Apart from this I think it's a wonderful idea, well done.

As above

Encouraging the development of more family housing rather than conversions back from smaller apartments to decrease the pressure on parking spaces (reducing traffic further) and encourage more families to the area. Another comment I have with no suggestions on a fix is that this area has very narrow pavements, which would be nigh impossible to navigate on mobility aids.

Yeah either have school transport or walk

This survey is not very inclusive for older residents who don't access social media. I think it is very important for the school to live up to its name as 'community' school if it is to keep residents on board in terms of goodwill. The school has become increasingly noisy. Would also like more notice of major renovation during school holidays.

The footpaths are narrow and often parked on by vehicles leaving no other option but to walk in the street. Parents should be held accountable for their antisocial behaviour.

Pokesdown Community Primary School Street Trial Survey

Do you have any other comments or suggestions for improvements for the streets surrounding Pokesdown Community Primary School?

The parents need to be warned by the school more severely not to park across residents drives and they need to be fined when they do. There is no incentive for them not to do it currently as nothing happens when they do. The parking wardens need to be there and visible. The school street volunteers are doing a great job but ultimately they only monitor the entrance to the school street and ask the parents to move on, which the parents do by driving a tiny bit further up west road blocking the drives. If a resident asks them not to then the parents get abusive. Residents should be given access protection markings for free rather than having to pay £250 when this was never an issue beforehand. If you feedback to the school you are told to tell the school street team, when you feedback to the school street team you are given the information for the BCP team to report parking over a dropped curb which is not helpful as by the time they would come out the parents would be gone.

I think parents who need to use a car should register for a free car park pass for a local car park within walking distance to encourage safer parking and less congestion in surrounding streets

I think the time of the road closures is wrong as I see people arrive before 8.15am to park up until gates open and therefore all the spaces are full before the road is closed, also the end time is too late as again people arrive to get a space before the road closes at 2.40pm and remains closed well after school has finished. I recommend 8-9am and 2.30 to 3.30pm to prevent people rushing to the road to park up and sadly wait in their cars as they are unable to park further and walk the distance.

no

Actively encourage parents to walk, cycle ,scooter or using public transport,their children to school. Encouraging families to get some exercise together whilst walking to and from school.

Introduce recidense only parking to avoid parking issues, also allow drop off only on a school side of the road. This would be more organised. Also when was Covid the was a staggering starting and finishing- there was no problem with too much gathering on a street

Who would compensate the damage make by parents, school don't want to do it?

The yellow lines need extending for a few more metres on West Road near Livingstone Road in the South direction opposite №21& 23. There is often opposite parking here which creates a sort of narrow chicane that a fire engine or any other large vehicle would find impossible to get through. Yellow lines are also needed on the corner of Stourfield Road because people park right on the corner (contrary to the Road traffic act I believe), and cut down on the visibility for people turning left or right out of Stourfield Road.

Allow those of us that actually live within the area to park our cars accordingly .We pay tax to also be able to park in side streets. I would never have bought my property in 2013 in Seabourne Road if I had known that it would become a double yellow ,controlled parking zone.

Make Livingstone road and Stourfield road residents only, seeing as you seem determined to make it as difficult as possible for the people who live in these roads.

Just revert to how it was.

No

I think longer term reducing more parking spaces on the school side of the road would be a good idea as has been started already. I'm not sure on how feasible it would be but improving conditions for active travel? Like a bike lane down Seabourne Road maybe.

We love it. It's created such a lovely buzz outside of school on the way in and out. It was horrific prior to this with all the traffic, narrow pavements and inconsiderate parking.

well done to all the team at Pokesdown community school

Ending the scheme would be a very bad idea indeed! The children's safety should be the overriding concern.

It will be great if the road at the back of the school where you collect reception aged children shut aswell.

Do you have any other comments or suggestions for improvements for the streets surrounding Pokesdown Community Primary School?

The school should open the playground and let parents pick up children from inside the school gates. This would stop the cluster of parents and children on the pavement at pick up time and reduce the dangers to pedestrians who right now are forced into a tiny corridor of the pathway outside the school gates. Pre covid pick ups were allowed in the gates - this is absolutely crazy.

Open the school gates to parents at pick up will massively help with pavement congestion.

Extend the double yellow lines along West Road around the entrance to Livingstone Road, also on the corner of Stourfield Road and West Road.

I would like to see it stretched a little further down west road as well. This road remains unsafe with inconsiderate parking and cars. Please do not get rid of this for the safety of our children!

Remove these restrictions its not helping residents but just makes surrounding streets more conjested.

I think this is teaching children bad habits, the parents seem oblivious to cars trying to access properties. Poor parking has increased.

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 organisation could reduce or remove any negative impacts or increase any positive impacts?

none

Mobility in general should be easier with the school street closure in place, simply due to the extra space to maneuver; prior to the closure navigating this area with a mobility aid would have been a nightmare.

No idea

n/a

Not Applicable.

Negative impact as we experienced verbal abuse from parents who not respecting our privacy and property

Negative, as neither parent or children respect local residents.

People that live locally should be able to park in the side streets in order to maintain a reasonable quality of life ,especially for those of us nearly 70 years old.Let those of us that live locally, purchase a low fee annual parking pass instead of penalising us .there are plenty of those inconsiderate parents that drive huge cars and park across other residences drop kerbs and driveways.

No

I think looking towards disabled residents and parents/guardians in particular, their needs should maybe be prioritised or at least understood more.

very positive way parents take time to talk and say hello to each other

No

The school to open up the gates to the playground removing waiting parents, carers, other children on the street.

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Equality Impact Assessment: conversation screening tool

Policy/Service under development/review:	Permanent Traffic Orders for Livingstone Road, Bournemouth School Street
What changes are being made to the policy/service?	<p>Making a Traffic Orders which will give permanent effect to the School Street Experimental Traffic Order for Livingstone Road, Bournemouth (E1 2023).</p> <p>A School Street is where the road directly outside a school is closed to motor vehicles for short periods at drop off and pick up times. The aim is to improve safety, air quality, and the general atmosphere at the school gate, as well as to nudge people into considering walking, wheeling, scooting or cycling to school.</p> <p>Details of the restrictions to be made permanent are included in Appendix 1 to the Cabinet Report – ‘Permanent Traffic Order for Livingstone Road, Bournemouth School Street (Ref M103)’</p>
Service Unit:	Transport and Sustainability
Persons present in the conversation and their role/experience in the service:	<p>Clare Griffiths - Senior Traffic Technician</p> <p>Andy Brown – Traffic Management Team Leader</p>
Conversation dates:	<p>January 2024</p> <p>5 November, 2 December, 8 December 2021, updates January 2023, March 2023 taken through Equalities panel:</p> <p>Beth-Barker-Stock – Senior Cycling and Walking Officer, Richard Barnes - Strategic Public Transport Manager, Emma Cocksedge – Sustrans Delivery Coordinator</p>
Do you know your current or potential client base? Who are the key stakeholders?	<p>People who walk (with or without mobility aids), wheel, scoot or cycle to the school – including people who may do so in the future. People who drive to the school – including people who may choose not to do so in the future. The affected school – including staff, pupils, and visitors. Residents who live on the School Street, or on nearby surrounding streets. BCP Council officers and Councillors - when making decisions or forming policies relating to, affecting, or affected by, transport and travel and also education within the conurbation. Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability - community interest company, BH Active Travel Forum Dorset Local Access Forum.</p>
Do different groups have different needs or experiences in relation to the policy/service?	<p>Age – Children are the people most likely to benefit from this proposal. Children are more susceptible to lung damage from vehicle pollutants in the air, and therefore reducing the amount of traffic at the school gate, where children are likely to congregate, will be beneficial to their long-term health. Many children do not meet the government’s recommendations for physical activity, which can adversely affect physical and mental wellbeing. Improving opportunities for them to walk, scoot and cycle as part</p>

of their daily routine could help address this. Physical activity is also believed to have a positive impact on children's ability to concentrate at school and is associated with better educational attainment. Older people who need to drive in the area may be affected if they feel restricted in when and how they can travel – this could be residents of the School Street or grandparents who have childcare responsibilities. Measures are in place to ensure that residents and any Blue Badge holders are able to enter/leave the School Street at all times.

Disability – Disabled people are less likely to have access to a car than non-disabled people (Future of Mobility – Evidence Review 2019). Certain disabilities may also make people more susceptible from lung damage or conditions caused/exacerbated by vehicle pollutants. Improving transport options for people that can't drive will be a benefit to those people whose disability does not preclude them from walking (including with a mobility aid) or cycling (including with a non-standard cycle). Removing the majority of vehicles from the street will also reduce parking including pavement parking which is endemic in some areas. Pavement parking particularly impacts blind and visually impaired people and users of wheelchairs and mobility scooters. Disabled drivers who need to enter the School Street are permitted to do so.

Experience from previous sustainable travel schemes has shown that based on consultation responses disabled people are much less likely to support such initiatives, although School Streets are a relatively new initiative for BCP Council.

The very first pilot for School Streets in the BCP Council area produced positive feedback from disabled people such as the fact that they were now able to access required parking spaces outside the school as they weren't occupied by others. Other feedback included that the School Street measures made the environment outside the school calmer and better for their autistic child.

Disability groups are a consultee for the statutory consultation undertaken for this Experimental Traffic Order as per statutory requirement and no formal responses from these consultees were received.

Gender – According to the National Travel Survey England 2020, women are more likely to do the majority of school runs than men, and therefore will be more likely to be impacted. They will benefit from the improved road safety and air quality, but some women may have to change their usual routine if they usually drive their children to school and park in the School Street.

Race – Individual School Streets schemes are unlikely to disproportionately affect people with respect to Race. However, more broadly, initiatives which promote travel alternatives to the car are likely to have a positive impact. Ethnicity is a factor in car use, with all people from all ethnicities far less likely to have access to a car than white people. People from black and minority ethnic backgrounds are more likely to live in areas which suffer from a lack of public transport options, and therefore walking and cycling can be a good option for these communities, if safe and direct infrastructure is provided.

	<p>Sexual Orientation – Individual School Streets schemes are unlikely to disproportionately affect people with respect to Sexual Orientation. However, more broadly, initiatives which promote travel alternatives to the car are likely to have a positive impact. People who identify as one of ‘All other sexual orientations’ are less likely to drive compared to heterosexuals. LGBT+ people are more likely to suffer with mental ill health, loneliness and inactivity that the general population. Therefore, improving opportunities for people to walk and cycle as part of their daily routine could help address this.</p> <p>Deprivation – People living in the most deprived areas are significantly less likely to drive than less-deprived areas. However, they are more likely to suffer the effects of car use – for example through air pollution, noise pollution and road danger. By improving conditions for walking and cycling, residents from more deprived backgrounds will benefit from more choice over how they travel, and more equalised access to education and other opportunities.</p>
<p>Will the policy or service change affect any of these service users?</p>	<p>The proposed changes will affect anyone who currently travels on or through the particular School Street during the hours that the street is proposed to be closed. Many people whose travel is not connected with travel to the particular school are likely to already if they can, avoid travelling through areas with high school traffic at the relevant times of the day.</p>
<p>What are the benefits or positive impacts of the policy/service change on current or potential service users?</p>	<p>There are positive benefits, to varying degrees, of School Streets, in particular to many of the groups as listed above. The main benefits are improved road safety and perception of safety, improved air quality, a calmer, more relaxed atmosphere, and enabling/encouraging more children and their families to travel in an active way. More broadly, walking and cycling has the potential to improve access to essential services and facilities; education; employment; social contact and leisure – and the School Streets initiative helps BCP Council introduce and integrate active travel into our communities. School Streets are part of wider local and national transport policy to encourage sustainable transport. By improving means to travel around without the need for a car a more inclusive environment is created. There are benefits accordingly for many protected groups including young and old, BME and ‘Other White’ ethnicities, different religious groups and those without religion.</p> <p>The groups positively affected by the Traffic Orders proposals are age and disability as School Streets improve the highway environment for vulnerable users. A calmer experience outside the school has been mentioned and this helps neurodiverse children and their parents, as parents have mentioned for previous School Street trials.</p> <p>Sustrans conclude that with the Livingstone Road School Street in place there has been an increase in children travelling to school actively and a decrease in the number being driven, the closures have provided a more accessible space with those with limited mobility and for parents with younger children, a stronger sense of community and improved physical and mental health for children. The percentage of children travelling actively to school has</p>

	<p>increased and a majority indicate they want their School Street to continue beyond the trial.</p> <p>The online School Street Trial Survey (Appendix 3) results for illustrate a majority of those completing the survey agree with the idea of School Streets, its introduction at this school, that the changes have made it safer to walk in the area or to cycle in the area and would like to the closure to continue beyond the trial. The majority have positive perceptions of the impact of the changes such numbers of people cycling or walking, and the and the decrease in traffic, people parking inconsiderately, traffic noise and traffic fumes.</p>
<p>What are the negative impacts of the policy/service change on current or potential service users?</p>	<p>Negative impacts could include adding time to people's journeys for those who usually drive and park in the School Street – some of these people may be from Protected Characteristic groups and may fall outside of mitigation measures put in place. Based on the known profile of people that are more likely to drive and have access to a car, some groups may view they are impacted to a greater extent - middle aged, some disabled, 'White British', Christians and heterosexual people.</p> <p>Through the consultation road users have been given opportunity to express their views and needs. The feedback from the consultation has not identified any material negative impacts which cannot be mitigated.</p>
<p>Will the policy or service change affect employees?</p>	<p>This could affect employees who have children at the affected school, or who live on the affected streets.</p>
<p>Will the policy or service change affect the wider community?</p>	<p>The changes are believed to have positive effect on the wider community, by reducing traffic and parking issues, and improving air quality. Also, as one volunteer noted, residents on the school street may enter or leave their property without facing aggression.</p> <p>Where motorists usually use the street concerned as part of their usual route, specifically at the start and end of the school day their journey could be affected.</p>
<p>What mitigating actions are planned or already in place for those negatively affected by the policy/service change?</p>	<p>The School Street closure point is manned by trained stewards, who will manage any required entry by exempt drivers – for example residents, carers of residents, or Blue Badge holders. Continued discussions are had with the school to ensure that any other exemptions are considered and managed also – for example if there are disabled children arriving by minibus. Sustrans officers, funded by BCP Council via central Government funding, have worked with the School Street school to engage with the children and teach them about road safety, scooter skills, planning walking routes to school etc This mitigates concerns that families or residents might have, and helps facilitate modal shift. The mileage of road space under the restriction is very small compared to the total highway network. Many may already avoid areas surrounding schools if their journey is not linked to the school in question. As a result, it is not envisaged that there will be any substantial wider network implications. A positive impact has arisen with the reduced car trips to the school.</p>

Summary of Equality Implications:

School Streets have an overall positive impact on people from protected characteristic groups, to varying degrees. Both nationally and locally, the transport network has for many years been dominated by the private motorcar. Whilst the car undoubtedly brings advantages to many people in terms of mobility and convenience, its dominance has tended to be to the detriment of other transport modes, including walking and cycling. This has had a disproportionate effect on people who don't drive – which is more likely to be older people, people from low-income households, disabled people, people from a black or ethnic minority background, women, and of course, children. Many of these people are also the most likely to be adversely affected by air pollution and road danger. Certain groups in our population are more likely to be involved in and impacted by traffic accidents including school aged children. All of these things are of particular concern outside many of our local schools. The aim of School Streets is to reduce road danger and air pollution, whilst encouraging and enabling travel to school by means other than driving. Rebalancing our streets will benefit everyone, including those who have no choice but to travel by car.

The traffic restrictions to be made by this Traffic Order has positive outcomes for all sections of the community as they will help provide a safer environment for all road users and an improved environment closer to the school entrance on Livingstone Road to encourage a greater number of people of all ages and abilities to walk and cycle.

Any physical changes proposed to enhance and support any permanent school street traffic restriction will be designed in accordance with the relevant guidance to ensure it is fully accessible.

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CABINET



Report subject	Residential Disabled Parking Bay Proposals - Sealing of Traffic Order Ref P45 2023
Meeting date	6 March 2024
Status	Public
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 2024.
Recommendations	It is RECOMMENDED that: Cabinet approve the Traffic Order as advertised, to enable the order to be made, sealed and to implement the restrictions which are outlined in Appendix 1 of 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 Residential Disabled Parking Bays.
Portfolio Holder(s):	<p>Cllr Vikki Slade, Leader of the Council and Portfolio Holder for Dynamic Places</p> <p>Cllr Millie Earl, Deputy Leader of the Council and Portfolio Holder for Connected Communities</p> <p>Cllr Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy</p>
Corporate Director	Jess Gibbons, Chief Operations Officer
Report Authors	<p>Clare Griffiths, Senior Traffic Technician</p> <p>Andy Brown, Traffic Team Leader</p>
Wards	Boscombe East & Pokesdown; Boscombe West; Burton & Grange; Commons; East Cliff & Springbourne; Kinson; Moordown; Muscliff & Strouden Park; Oakdale; Poole Town; Queen's Park; Wallisdown & Winton West; West Southbourne; Westbourne & West Cliff; Winton East;

Classification	For Decision
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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 Residential Disabled Parking Bay (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 41 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 Monday 04 December 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; disability organisations; emergency services; 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 [Residential Disabled Parking Bay Proposals \(P45 2023\) | Have Your Say Bournemouth, Christchurch and Poole \(bcpcouncil.gov.uk\)](#).
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 RDPB application fees. The total cost is estimated at 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.

Background papers

Officer Guidance Assessing Requests for Minor Transport Schemes V4.0 November 2021) – Published work, BCP Website

Appendices

Appendix 1 – Consultation Outcome and Recommendations – Residential Disabled Parking Bays (P45 2023)

Appendix 2 – Equalities Impact Assessment Conversation Screening Tool (P45 2023)

Appendix 1 – Consultation Outcome and Recommendations – Residential Disabled Parking Bays (P45 2023)

Consultation dates: 04 December 2023 – 29 December 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.	Arnewood Rd, BH6	Adjacent to western side of No. 80 Cranleigh Rd	New Permit DPP	Unrestricted	West Southbourne	No response received.	Implement as advertised. Reason: no objections.
2.	Boreham Rd, BH6	Outside No. 7	New General DPP	Unrestricted	West Southbourne	No response received.	Implement as advertised. Reason: no objections.
3.	Briar Cl, BH23	Outside rear of No. 6.	New Permit DPP	Unrestricted	Burton & Grange	No response received.	Do not implement as advertised. Reason: applicant has cancelled their application.
4.	Capstone Rd, BH8	Outside No. 97	Revoke General DPP	General DPP	Queen's Park	No response received.	Implement as advertised. Reason: no objections.
5.	Castle Ln W (service road not A3060), BH8	Outside No. 378	New General DPP	Unrestricted	Muscliff & Strouden Park	No response received.	Implement as advertised. Reason: no objections.
6.	Charminster Rd, BH8	Outside No. 617	New Permit DPP	Unrestricted	Muscliff & Strouden Park	One objection received: <ul style="list-style-type: none"> Will limit where other residents can park. 	Implement as advertised. Reason: <ul style="list-style-type: none"> 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.
7.	Dale Cl, BH15	Outside pedestrian entrance to Nos. 47-53	New Permit DPP	Unrestricted	Oakdale	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
8.	Durley Gdns, BH2	Outside No. 3 (Napier Ct)	New Permit DPP	Unrestricted	Westbourne & West Cliff	<p>Three objections received:</p> <ul style="list-style-type: none"> Will limit where other residents can park. New commercial waste bins on the highway have reduced parking spaces. Currently unable to park outside my house. Private car parks are underutilised and should be made available for others to use. Hotel guests are exacerbating parking stress. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> 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. Collection points for the council's commercial waste service are outside the scope of this consultation. Collection points are determined by the council following a site visit. Further information can be found at bcpcouncil.gov.uk/bins-waste-and-recycling/commercial-waste-and-recycling. On public roads (such as Durley Gardens), ownership or tenancy of a property does not give any entitlement for a person to park outside of it. This of course may be different on private roads, or where there is a Traffic Regulation Order for designated parking spaces (for example a RDPB). Private car parks do not form part of the public highway and are outside the scope of this consultation. Hotel parking is outside the scope of this consultation.
9.	Endfield Rd, BH23	Outside No. 56	New Permit DPP	Unrestricted	Commons	No response received.	<p>Implement as advertised.</p> <p>Reason: no objections.</p>
10.	Florence Rd, BH5	Outside No. 24	Revoke Permit DPP	Permit DPP	Boscombe West	No response received.	<p>Implement as advertised.</p> <p>Reason: no objections.</p>
11.	Green Cl, BH15	Outside rear of No. 3	New Permit DPP (to replace LWEPH)	LWEPH	Poole Town	<p>One objection received:</p> <ul style="list-style-type: none"> Unnecessary as Blue Badge holders can park on single or double yellow lines. Will limit where other residents can park. <p>One observation received:</p> <ul style="list-style-type: none"> It appears that new parking bays are proposed in addition to the RDPB. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> 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. 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. The existing restrictions will remain in place except the location where it is proposed to replace them with a RDPB.
12.	Hankinson Rd, BH9	Outside No. 14	New Permit DPP	Unrestricted	Winton East	No response received.	<p>Implement as advertised.</p> <p>Reason: no objections.</p>
13.	Ivamy Pl, BH11	Outside No. 12	New Permit DPP	Unrestricted	Wallisdown & Winton West	<p>One observation received:</p> <ul style="list-style-type: none"> There are already four RDPBs on the street. RDPBs take up excessive space reducing parking capacity. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> Each of the four existing RDPBs are for individual permit holders only. In addition to the proposed new RDPB, this consultation is also proposing the removal of the existing RDPB outside No. 17 Ivamy Pl because it is no longer required. The dimensions of a RDPB are subject to statutory requirements set out by central government.
14.	Ivamy Pl, BH11	Outside No. 17	Revoke Permit DPP	Permit DPP	Wallisdown & Winton West	No response received.	<p>Implement as advertised.</p> <p>Reason: no objections.</p>
15.	Mallard Rd, BH8	Outside No. 82	Revoke Permit DPP	Permit DPP	Muscliff & Strouden Park	No response received.	<p>Implement as advertised.</p> <p>Reason: no objections.</p>

Item No.	Road Name	Location	Proposed Restriction	Existing Restriction	BCP Ward	Summary of Responses & Points Raised	Decision
16.	Oxford Ln, BH11	Outside No. 2	Revoke General DPP (replace with SPPC&M)	General DPP	Kinson	No response received.	Implement as advertised. Reason: no objections.
17.	Queen Mary Ave, BH9	Outside No. 20	New Permit DPP	Unrestricted	Moordown	<p>12 objections received:</p> <ul style="list-style-type: none"> • Applicant has a driveway which they can park on. • Applicant does not warrant a RDPB because the parking stress is caused by them owning more than two vehicles. • RDPBs are already provided on Queen Mary Avenue. • Applicant parks in a way which causes an obstruction. • Proposed RDPB would hinder access for emergency services. • Applicant's adapted vehicle is an eyesore. • Applicant's adapted vehicle is too long. • Will limit where other residents can park. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> • It has been determined that the applicant's driveway cannot accommodate their adapted vehicle with its tail ramp deployed. • Applicant meets the eligibility criteria for a RDPB (number of vehicles in a household is irrelevant). • The RDPB outside No. 1 Queen Mary Avenue is too far away from the applicant's home, whilst the RDPB outside No. 19 Queen Mary Avenue is for permit 069 only. • Information on how to report illegally parked vehicles can be found at bcpcouncil.gov.uk/parking/pay-or-report-parking-problems/report-an-illegally-parked-vehicle-in-bournemouth-christchurch-and-pool. • Queen Mary Avenue is approximately 7.0 metres wide. This is considered sufficient to allow for parking on either side and for traffic to pass through in a 'give and take' arrangement. The proposed RDPB would be approximately 2.0 metres wide. • The visual aesthetics of a vehicle are not relevant to a proposed traffic restriction. • In accordance with statutory requirements set out by central government, RDPBs are a minimum 6.6 metres long and can be longer if required. • 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.
18.	Ripon Rd, BH9	Outside No. 10	New Permit DPP	Unrestricted	Winton East	No response received.	Implement as advertised. Reason: no objections.
19.	Somerset Rd, BH23	Outside No. 6	New Permit DPP	Unrestricted	Commons	<p>Three objections received:</p> <ul style="list-style-type: none"> • Resident at No. 8 who owns the front garden adjacent to the proposed RDPB is considering applying for a dropped kerb. • Will limit where other residents can park. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> • As of 31 January 2024 (when this report was submitted to Cabinet), no formal application for a dropped kerb outside No. 8 had been received by the Council. The proposed RDPB would not prevent the resident from applying, however all dropped kerb applications are charged a fee to cover the cost of any changes to parking restrictions that may be required. Further information is available at bcpcouncil.gov.uk/roads-and-transport/dropped-kerbs/before-you-apply-for-a-dropped-kerb. • 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
20.	Sw ay Gdns, BH8	Outside No. 1	New Permit DPP	Unrestricted	Muscliff & Strouden Park	<p>Eight objections received:</p> <ul style="list-style-type: none"> RDPB is not justified as the applicant has access to off-street parking. Applicant does not warrant a RDPB because the parking stress is caused by them owning more than two vehicles. Applicant tries to bully other neighbours out of the parking spot in question. Applicant thinks that because the parking bay is located outside their house that only members of their household should be allowed to park there. Will limit where other residents can park. Applicant has been observed walking unaided to their vehicle. Will make it harder for other disabled residents to park. <p>Three follow up responses received:</p> <ul style="list-style-type: none"> Same points raised as those in the objections. <p>One observation received:</p> <ul style="list-style-type: none"> Same points raised as those in the objections. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> It has been determined that the Blue Badge holder does not have access to suitable off-street parking. Applicant meets the eligibility criteria for a RDPB (number of vehicles in a household is irrelevant). Antisocial behaviour is outside the scope of this consultation. Information on what help is available can be found at bcpcouncil.gov.uk/communities/crime-disorder-and-antisocial-behaviour/antisocial-behaviour. On public roads (such as Sw ay Gardens), ownership or tenancy of a property does not give any entitlement for a person to park outside of it. This of course may be different on private roads, or where there is a Traffic Regulation Order for designated parking spaces (for example a RDPB). 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. It has been verified that the applicant has a valid Blue Badge. Subject to eligibility, other Blue Badge holders can also apply for a RDPB by visiting bcpcouncil.gov.uk/parking/blue-badges-for-disabled-parking/residential-disabled-parking-bays.
21.	Vanguard Rd, BH8	Outside No. 4	New Permit DPP	Unrestricted	Muscliff & Strouden Park	No response received.	<p>Implement as advertised.</p> <p>Reason: no objections.</p>
22.	Washington Ave, BH1	Outside No. 21	Revoke General DPP	General DPP	East Cliff & Springbourne	<p>Four in support received:</p> <ul style="list-style-type: none"> RDPB is no longer used and exacerbates parking stress. Resident Parking Permits need to be implemented to mitigate against parking issues which arise on AFC Bournemouth matchdays. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> No objections. Changes to other parking restrictions are outside the scope of this consultation.
23.	Washington Ave, BH1	Outside No. 27	Revoke Permit DPP	Permit DPP	East Cliff & Springbourne	<p>Five in support received:</p> <ul style="list-style-type: none"> RDPB is no longer used and exacerbates parking stress. RDPB is being abused and is not used for its intended purpose. Resident Parking Permits need to be implemented to mitigate against parking issues which arise on AFC Bournemouth matchdays. 	<p>Implement as advertised.</p> <p>Reasons:</p> <ul style="list-style-type: none"> No objections. Changes to other parking restrictions are outside the scope of this consultation.
24.	York Pl, BH7	Outside No. 17	Revoke General DPP	General DPP	Boscombe East & Pokesdown	No response received.	<p>Implement as advertised.</p> <p>Reason: no objections.</p>

Equality Impact Assessment: conversation screening tool

Policy/Service under development/review:	New Traffic Order (ref P45 2023)
What changes are being made to the policy/service?	<p>Consideration as to whether a Traffic Order to introduce new on-street RDPBs and change existing on-street RDPBs can be implemented.</p> <p>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 (P45 2023) Have Your Say Bournemouth, Christchurch and Poole (bcpcouncil.gov.uk)</p>
Service Unit:	Infrastructure
Persons present in the conversation and their role/experience in the service:	<p>Clare Griffiths – Senior Traffic Technician, Traffic Management</p> <p>Daniel Parsons – Assistant Traffic Engineer, Traffic Management</p>
Conversation dates:	15 January 2024
Do you know your current or potential client base? Who are the key stakeholders?	<p>Local residents.</p> <p>Organisations on the statutory consultation list for Traffic Orders. These include: BCP Council departments; business groups; disability organisations; emergency services; public transport providers; taxi associations / operators, utility firms; and walking / cycling groups.</p>
Do different groups have different needs or experiences in relation to the policy/service?	<p>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.</p> <p>This Traffic Order makes provision for RDPBs. These are intended for residents who:</p> <ul style="list-style-type: none"> • Qualify and hold a Blue Badge. • Meet the council's published eligibility criteria. <p>Blue Badge criteria: bcpcouncil.gov.uk/parking/blue-badges-for-disabled-parking</p> <p>On-street RDPB criteria: bcpcouncil.gov.uk/parking/blue-badges-for-disabled-parking/residential-disabled-parking-bays</p>
Will the policy or service change affect any of these service users?	<p>Yes</p> <p>Residents who qualify and hold a Blue Badge.</p> <p>Residents without a disability.</p>
What are the benefits or positive impacts of the policy/service change on current or potential service users?	<p>RDPBs help a resident maintain their independence and mobility. This could result in additional positive outcomes including:</p> <ul style="list-style-type: none"> • Reduced social exclusion through increased accessibility. • Improvements to physical / mental health and wellbeing.
What are the negative impacts of the policy/service change on	The proposals should not have a negative impact on any group with protected characteristics.

current or potential service users?	The proposed RDPBs may 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?	<p>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.</p> <p>Motorists without a disability can use an alternative parking space when a space adjacent to their home is unavailable.</p> <p>RDPBs that are no longer required by the applicants will be removed to free up on-street spaces.</p>
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	Traffic Order Proposal, LTP Safer Routes to School, Sandecotes Road, P42 M102 2023
Meeting date	06 March 2024
Status	Public Report
Executive summary	<p>Subject to approval the proposal shall enable the implementation of new waiting restrictions and improved cycling measures along Sandecotes Road.</p> <p>The proposal is aligned with the BCP Local Cycling and Walking Infrastructure Plan (LCWIP).</p> <p>This scheme aims to create a safer environment and to encourage more travel, especially to and from Schools, by sustainable modes including such as walking and cycling, thereby reducing congestion and improving health and well-being overall.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approve the Traffic Orders as advertised, to enable the order to be made, sealed and to implement the restrictions which are outlined in Appendix 2 of this report.</p>
Reason for recommendations	<p>No material negative impacts have been identified in relation to the restrictions to be implemented including matters such as access to premises and amenities.</p> <p>It is considered that the Traffic Order proposals will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).</p>
Portfolio Holder(s):	<p>Councillor Vikki Slade - Leader of the Council and Portfolio Holder for Dynamic Places</p> <p>Councillor Millie Earl - Deputy Leader of the Council and the Portfolio Holder for Connected Communities</p> <p>Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy</p>
Corporate Director	Jess Gibbons – Chief Operations Officer
Report Authors	<p>Andy Brown – Traffic Team Leader</p> <p>Robert Walter – Senior Traffic Technician</p>
Wards	Parkstone; Penn Hill
Classification	For decision

Background

1. This scheme was originally identified through the safer routes to school programme. The Council received a petition from Baden-Powell School for a formal crossing facility to aid the safe passage of children across Woodside Road whilst walking to and from the school. It was also identified that this area and Sandecotes Road in particular could also benefit from improved cycling facilities.
2. The main objective of the scheme is to improve the environment for students walking and cycling to and from Baden-Powell School via Woodside and Sandecotes Road. The new facilities would help create a safer route to the school for the students and should therefore encourage more students to choose sustainable and active travel modes to travel to and from the school and encourage more families to cycle to the school.
3. In addition, the creation of these facilities should also help encourage sustainable travel more widely across the community in this area, not just for the school children. It is also noted that a formal crossing facility provides a much improved and safer crossing point for visually impaired and more vulnerable pedestrians such as the elderly and wheelchair users.
4. The waiting restrictions which are required to complete this section of the scheme plan to protect sight lines on junctions for motorists and cyclists approaching the junction and for pedestrians crossing the road. The upgrading of the existing “no entry” and “one-way” restrictions to allow for cycling will improve the Cycle Network, encouraging more safe sustainable and active travel, particularly for children cycling to School, which is one of the Council’s main priorities.
5. The specifics are detailed in Appendix 2 of this report. The statutory consultation of the proposed Traffic Order has been undertaken. Objections have been received and they are detailed in Appendix 2. No material negative impacts have been identified in relation to the restrictions including to matters such as access to premises and amenities.

Options Appraisal

6. The options are to:
 - Make the Orders and implement the provisions as advertised (this is the preferred option and proposed decision, as set out in Appendix 2).
 - Amend and make the Orders and implement only some of the advertised provisions/vary some of the advertised provisions to be less restrictive than advertised.
 - Not to make the Orders

Summary of financial implications

7. The cost associated with the consultation of the Order is estimated to be £2,000 and would be funded from the LTP Capital Programme.

Summary of legal implications

8. The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders. 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. In reaching a

decision regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.

Summary of human resources implications

9. There are no known human resource implications.

Summary of sustainability impact

10. The traffic restrictions would complete a highway improvement scheme that would complement the council's wider Transforming Travel programme and declared climate and ecological emergency. It would also support ambitions for improving local travel and creating an environment where the use of walking and cycling become more attractive travel choices.

Summary of public health implications

11. The traffic restrictions would complete a highway improvement scheme that is designed to promote sustainable/active travel, which should reduce harmful emissions, provide healthy choices, provide better connected communities, thereby improving health and wellbeing. The scheme should also improve road safety, thereby creating a safer environment for all road users.

Summary of equality implications

12. The proposed Traffic Orders have positive outcomes as they will help provide a safer environment for all road users and an improved environment to encourage a greater number of people of all ages and abilities to walk and cycle. Pedestrians and cyclists are vulnerable road users. Within this group, children, the elderly and disabled people are especially vulnerable and would see a stronger positive impact from improved pedestrian/cycle crossing facilities that these Traffic Orders will help complete.

Summary of risk assessment

13. No significant risks have been identified. Following implementation a stage 3 road safety audit will be carried out in line with process.

Appendices

Appendix 1 - Scheme Drawings

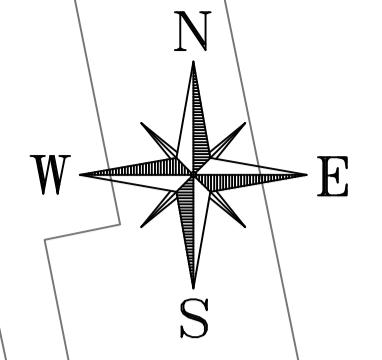
Appendix 2 - TRO Consultation Outcome and Recommendations

Appendix 3 - Deposit Document (TRO Proposals)

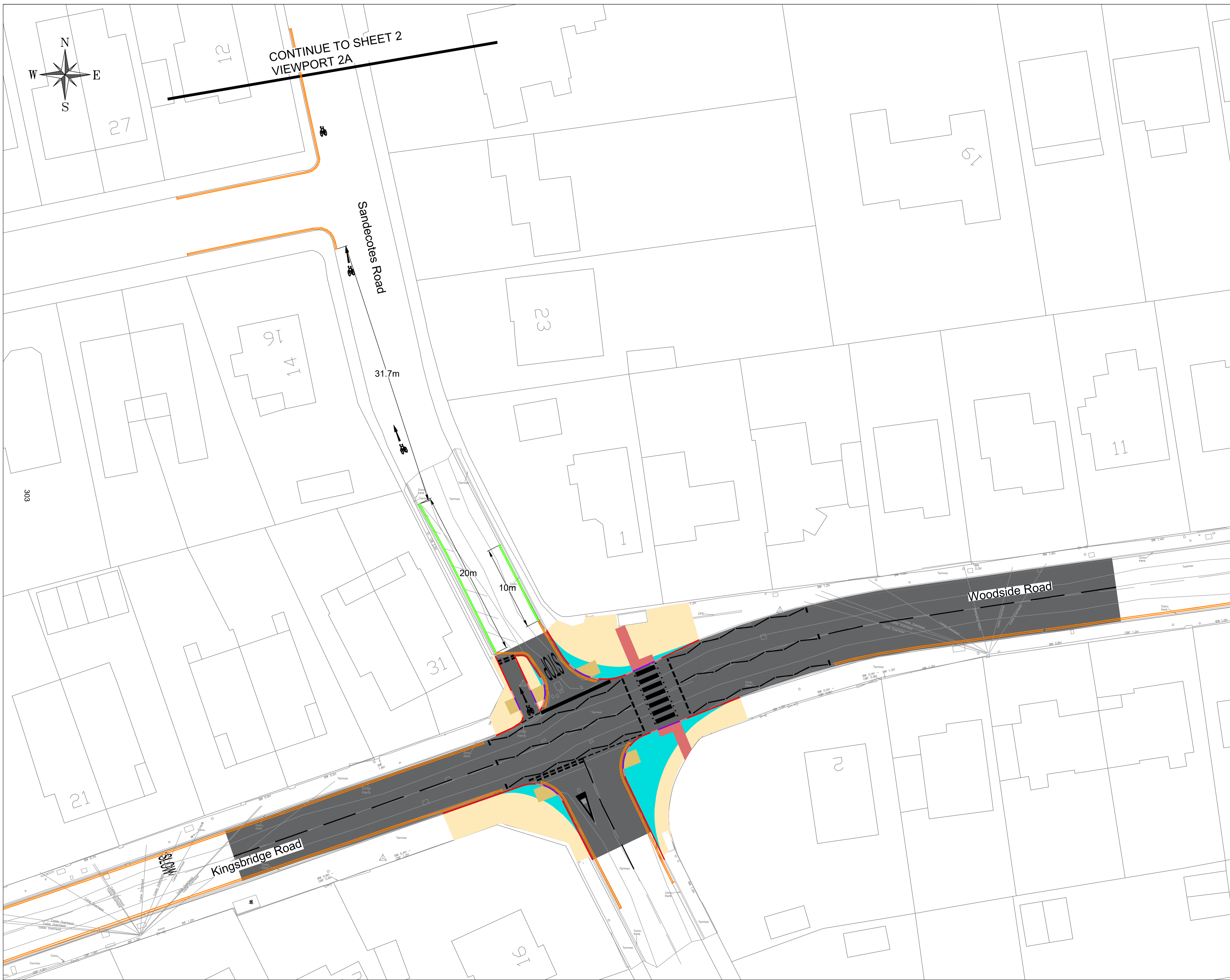
Appendix 4 – EIA

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- KEY:
- EXISTING DOUBLE YELLOW LINES
 - PROPOSED DOUBLE YELLOW LINES
 - PROPOSED WHITE LINING
 - PROPOSED FOOTWAY AREA
 - TACTILE PAVING - BUFF BLISTER
 - TACTILE PAVING - RED
 - ROAD SIGN & POST
 - BELISHA BEACON
 - Ⓢ CYCLE SYMBOL ROUNDDEL



CONTINUE TO SHEET 2
VIEWPORT 2A



Rev.	Date	Description
P01	15/08/2023	First Issue

Transport and Engineering



J. McLaughlin
Service Director of
Transport and Engineering

Project Title:
**Safer Routes to Schools
Pedestrian Crossings**

Drawing Title:
**Baden Powell Sandecotes
TRO Application
Sheet 1 of 3**

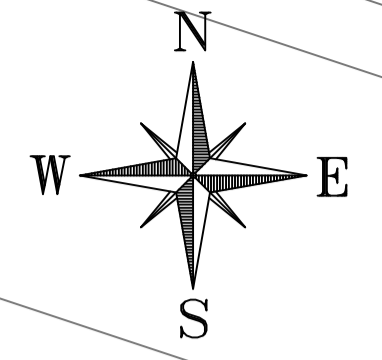
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Checked: AS
Approved: APPROVED

Date: 15/08/2023
Scales: 1:500 @ A1

Drawing Number: Z3260-BPS-TRO-101
Rev: P01

DRAFT

Hillside Court



Bournemouth Road

Mansfield Road

73

79

Use Existing Kerb Line

13.5m

6m Radii Corner

5m

Bournemouth Road

76

78

08

2

304

2

5

Sandecotes Road

31.5m

40m

8

2

2c

2b

2a

8

4

20m

11m

10m

4.5m

10m

Inverclyde Road

CONTINUE TO SHEET 2
VIEWPORT:2B

Parkside Road

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- KEY:
- EXISTING DOUBLE YELLOW LINES
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P01	15/08/2023	First Issue

Transport and Engineering

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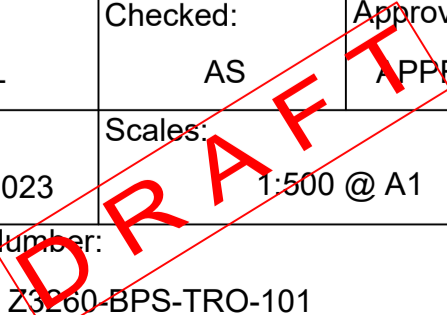
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**Safer Routes to Schools
Pedestrian Crossings**

Drawing Title:
**Baden Powell Sandecotes
TRO Application
Sheet 3 of 3**



Drawn: **SDL** Checked: **AS** Approved: **APPROVED**

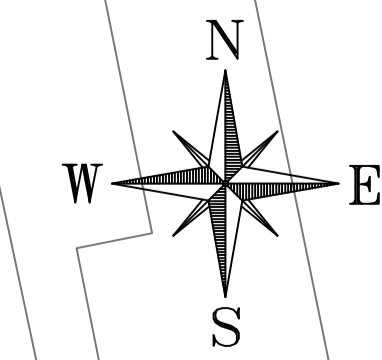
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Drawing Number: 23260-BPS-TRO-101 Rev: P01



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 -  PROPOSED DOUBLE YELLOW LINES
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VIEWPORT 2A

VIEWPORT 2B

Rev.	Date	Description
P01	15/08/2023	First Issue

Transport and Engineering
 J. McLaughlin
 Service Director of
 Transport and Engineering



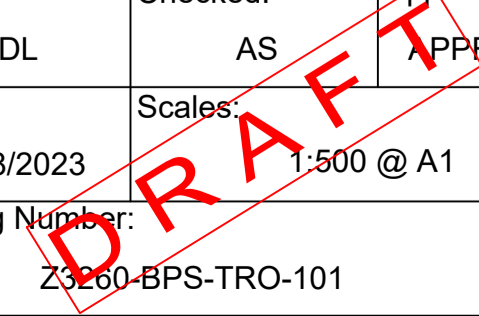
Project Title:
**Safer Routes to Schools
 Pedestrian Crossings**

Drawing Title:
**Baden Powell Sandecotes
 TRO Application
 Sheet 2 of 3**

Drawn: SDL
 Checked: AS
 Approved: APPROVED

Date: 15/08/2023
 Scales: 1:500 @ A1

Drawing Number: 23260-BPS-TRO-101
 Rev: P01



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Appendix 1 - Consultation Outcome and Recommendations
LTP Safer Routes to School, Sandecotes Road (P42, M102 2023)

Consultation dates: 22 September 2023 – 13 October 2023

Item No.	Road Name(s)	Location/ Description	Advertised Restriction(s)	Existing Restriction(s)	BCP Ward	Summary of responses (Number received & summary of points raised)	Decision	
						<p>A total of 45 responses have been received.</p> <p>25 (56%) support the overall proposal 13 (28%) object 7 (16%) have made general comments</p>		
1.	Inverclyde Road	On the junction with Sandecotes Road and Parkside Road	No waiting at any time	Unrestricted	Parkstone	<p>Support:</p> <ul style="list-style-type: none"> Great idea and would like more schemes like this. Would also like restrictions to go further Inverclyde Road – vehicles park on the junction making it dangerous with poor visibility. Safer for cyclists and pedestrians travelling to School. <p>Object:</p> <ul style="list-style-type: none"> Inverclyde Road – has never had an issue with traffic at School times and not witnessed incidents. Displacement of parking. Sandecotes Road – parking spaces unnecessarily removed. Park in this location all the time. Double yellow lines go too far. Do not feel restrictions will make the School route safe. 	<p>Implement as advertised. The proposed restriction will reduce unsafe and obstructive parking, enabling improved visibility/ manoeuvrability on the junction for motorists and cyclists, especially children on their way to School.</p> <p>This will also provide clear sight lines for pedestrians crossing the road, particularly children on their way to School, the disabled and the elderly.</p>	
2.	Parkside Road	On the junction with Sandecotes Road and Inverclyde Road	No waiting at any time	Unrestricted	Parkstone			
3.	Sandecotes Road	On the junction with Inverclyde Road and Parkside Road	No waiting at any time	Unrestricted	Parkstone			
4.	Sandecotes Road	Junction with Kingsbridge Road (northern arm) additional 10m on eastern side, additional 20m on the western side.	No waiting at any time	Unrestricted	Parkstone		<p>Moving restrictions:</p> <p>Support:</p> <ul style="list-style-type: none"> Allowing cyclists to cycle against no entry and one way will allow cyclists to safely use the quieter Sandecotes Road, especially for children on their way to School. <p>Object</p> <ul style="list-style-type: none"> Dangerous to make it one way Closure of Sandecotes Road will increase traffic on surrounding roads. No need to open up to cyclists 	<p>Implement as advertised. The proposed restriction will reduce unsafe and obstructive parking, enabling improved visibility / manoeuvrability on the junction of Sandecotes Road with Kingsbridge Road for motorists and particularly cyclists approaching the junction.</p>
5.	Sandecotes Road	From its junction with Bournemouth Road to its junction with Parkside Rd.	One way except cycles	One way	Parkstone			
6.	Sandecotes Road	On the junction with Kingsbridge Rd (northern arm)	No entry except cycles	No entry to all road users	Parkstone			<p>The road is already one-way but would allow for cycling in both directions.</p> <p>Sandecotes Road will not be closed, there is currently a no entry, however proposal is to change to allow cyclists, therefore no impact with volume of traffic on surrounding roads.</p>

Item No.	Road Name(s)	Location/ Description	Advertised Restriction(s)	Existing Restriction(s)	BCP Ward	Summary of responses (Number received & summary of points raised)	Decision
						<p>Comments outside the scope of the TRO consultation:</p> <p>Crossing:</p> <ul style="list-style-type: none"> • Desperately needed as Woodside is very difficult to cross, especially school children and church users. • Will create more congestion along Woodside Road • Will cause more accidents than prevent them. • Other safe routes are available <p>General comments requesting additional measures:</p> <ul style="list-style-type: none"> • Introduce 20mph • One way on Parkside Road • Would like yellow lines to go further • Widen the footway on Sandecotes Road where it joins Woodside Road 	



**LTP Safer Routes to School
Sandecotes Road
P42 M102 2023**

**Bournemouth, Christchurch and Poole Council
(Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021
(Amendment No. 42) Order 202x**

**Bournemouth, Christchurch and Poole Council
(Traffic Movement & Speed Limit Regulations) Consolidation Order 2023
(Amendment No.XX) Order 202X**

INDEX OF DOCUMENTS ON DEPOSIT

A.	<i>Notice of Proposals</i> to make the ORDER as sent for advertisement in the Bournemouth Echo on the 22 September 2023.			
B.	A Copy of the above titled draft ORDER (map based) titled Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021 (Amendment No. 42) Order 202x			
	Road	Proposed Restriction	Location	Map Tile Reference
	Inverclyde Road	No waiting at any time	On the junction with Sandecotes Road and Parkside Road	AL15
	Parkside Road	No waiting at any time	On the junction with Sandecotes Road and Inverclyde Road	AL15
	Sandecotes Road	No waiting at any time	On the junction with Inverclyde Road and Parkside Road	AL15
	Sandecotes Road	No waiting at any time	Junction with Kingsbridge Road (northern arm) additional 10m on eastern side, additional 20m on the western side.	AL15, AM15
C.	A Copy of the above titled draft ORDER (map based) titled Bournemouth, Christchurch and Poole Council (Traffic Movement & Speed Limit Regulations) Consolidation Order 2023 (Amendment No.XX) Order 202X			
	Sandecotes Road	One way except cycles	From its junction with Bournemouth Road to its junction with Parkside Rd.	AK15, AL15
	Sandecotes Road	No entry except cycles	On the junction with Kingsbridge Rd (northern arm)	AM16
D.	A copy of the original traffic ORDERS being amended (waiting restrictions)			
E.	A copy of the original traffic ORDERS being amended (traffic movement)			
F.	A statement of the Council's reasons for making the above traffic ORDERS			

All roads in the table above are within the BH14 Postcode area. The last date for representations on the Notice of Proposals is 13 October 2023. All representations and comments will be considered before deciding the outcome.

Contact details Traffic Management Team, Transport and Engineering, BCP Council Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

**Bournemouth, Christchurch and Poole Council
(Parking Regulation, On-Street Parking Places
and Off-Street Parking Places)**

Consolidation Order 2021 (Amendment No. 42) Order 202X

**Bournemouth, Christchurch and Poole Council
(Traffic Movement & Speed Limit Regulations) Consolidation
Order 2023**

(Amendment No.XX) Order 202X

Notice of Intention to Install Controlled Crossing (No. 4) 2023

PROPOSALS

Bournemouth, Christchurch and Poole Council proposes to make traffic regulations to control waiting, introduce a one way street except for cycles, a no entry except for cycles; and intends to install a controlled crossing with the effects detailed in the Schedules to this Notice.

SUPPORTING INFORMATION

From 22 September 2023 a copy of this Notice, copies of plans illustrating the proposals, copies of the Draft Orders, the Statutory Reasons for the proposals and copies of the Orders being amended may be inspected online at: www.bpcouncil.gov.uk/highwayconsultations and at the Customer Services Centre, St Stephen's Road, Bournemouth, BH2 6EB (by appointment only Monday to Friday 10am to 4pm).

REPRESENTATIONS

If you wish to make representations in support of, or in objection to, the proposals please do so online at bcp.traffweb.app/traffweb/2/Haveyoursay. Alternatively, you may send them in writing, quoting reference **P42 2023** and specifying the grounds of any objection to: Traffic Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY to arrive by 13 October 2023. Please take note that all representations received will be available for public inspection.

Julian McLaughlin, Director: Infrastructure

SCHEDULES

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021 (Amendment No. 42) Order 202X

Legend: NWAAT-No waiting at any time (double yellow lines)

Item No.	Road Name(s)	Proposed Restriction	Location/Description
1.	Sandecotes Rd/ Parkside Rd/ Inverclyde Rd, BH14	NWAAT	On the junction
2.	Sandecotes Rd, BH14	NWAAT	Junction with Woodside Road (northern arm) additional 10m on eastern side, additional 20m on the western side.

Bournemouth, Christchurch and Poole Council (Traffic Movement & Speed Limit Regulations) Consolidation Order 2023 (Amendment No.XX) Order 202X

Item No	Road Name(s)	Proposed Restriction	Location/Description
1.	Sandecotes Rd, BH14	One way except cycles	From its junction with Bournemouth Road to its junction with Parkside Rd.
2.	Sandecotes Rd, BH14	No entry except cycles	On the junction with Kingsbridge Rd (northern arm)

Notice of Intention to Install Controlled Crossing (No. 4) 2023

1. Woodside Road: Zebra crossing, immediately east of its junction with Sandecotes Road.

B: DRAFT ORDER (WAITING RESTRICTIONS)

**Bournemouth, Christchurch and Poole Council
(Parking Regulation, On-Street Parking Places and Off-Street Parking Places)
Consolidation Order 2021 (Amendment No. 42) Order 202X**

Bournemouth, Christchurch and Poole Council ("the Council") makes the following order under sections 1, 2, 3, 4, 32, 35, 45, 46, 49, 51, 52, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") as amended and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act.

Part 1

1. Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021 is hereby varied by:
 - a) The deletion from Schedule 2 thereto of the items contained in Part 2 to this Order;
 - b) The addition to Schedule 2 thereto of the items contained in Part 3 to this Order.
2. Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021 as varied on divers dates and save as expressly varied as aforesaid shall continue in full force and effect.
3. The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
4. This Order shall come into operation on the XXXXXXXXXXXXXXXX and may be cited as:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021 (Amendment No. 42) Order 202X.

Executed as a Deed by the affixing of the Common Seal

On

In the presence of

Signature

Full Name

Position

**Part 2 - (Items to be deleted)
SCHEDULE 2**






















Map tile	Revision
AL15	2
AM15	0
AM16	1


**Part 3 - (Items to be inserted)
SCHEDULE 2**

Map tile	Revision
AL15	3
AM15	1
AM16	2

Map Schedule Legend

Traffic Order Restrictions Types

-  Bus Parking Place
-  Coach Parking Place
-  Controlled Parking Zone
-  Disabled Blue Badge Holders
-  Emergency Vehicle Parking Place
-  Limited Waiting
-  Loading Place
-  Motorcycle Parking Place
-  No Stopping on School Entrance Markings
-  Other Parking Place
-  Payment Parking Place
-  Permit Holders Only Parking Place
-  Permit Parking Area
-  Restricted Parking Zone
-  Shared Use Parking Place
-  Street Parking Place
-  Taxi Rank
-  Waiting Prohibited
-  Waiting Prohibited At Any Time
-  Waiting Prohibited with Loading Ban
-  Clearway – No Stopping

-  Off-Street Parking Place

Other Information

-  Bus Stand
-  Bus Stop
-  Pedestrian Crossing
-  Pedestrian Crossing Zig Zag

Note:

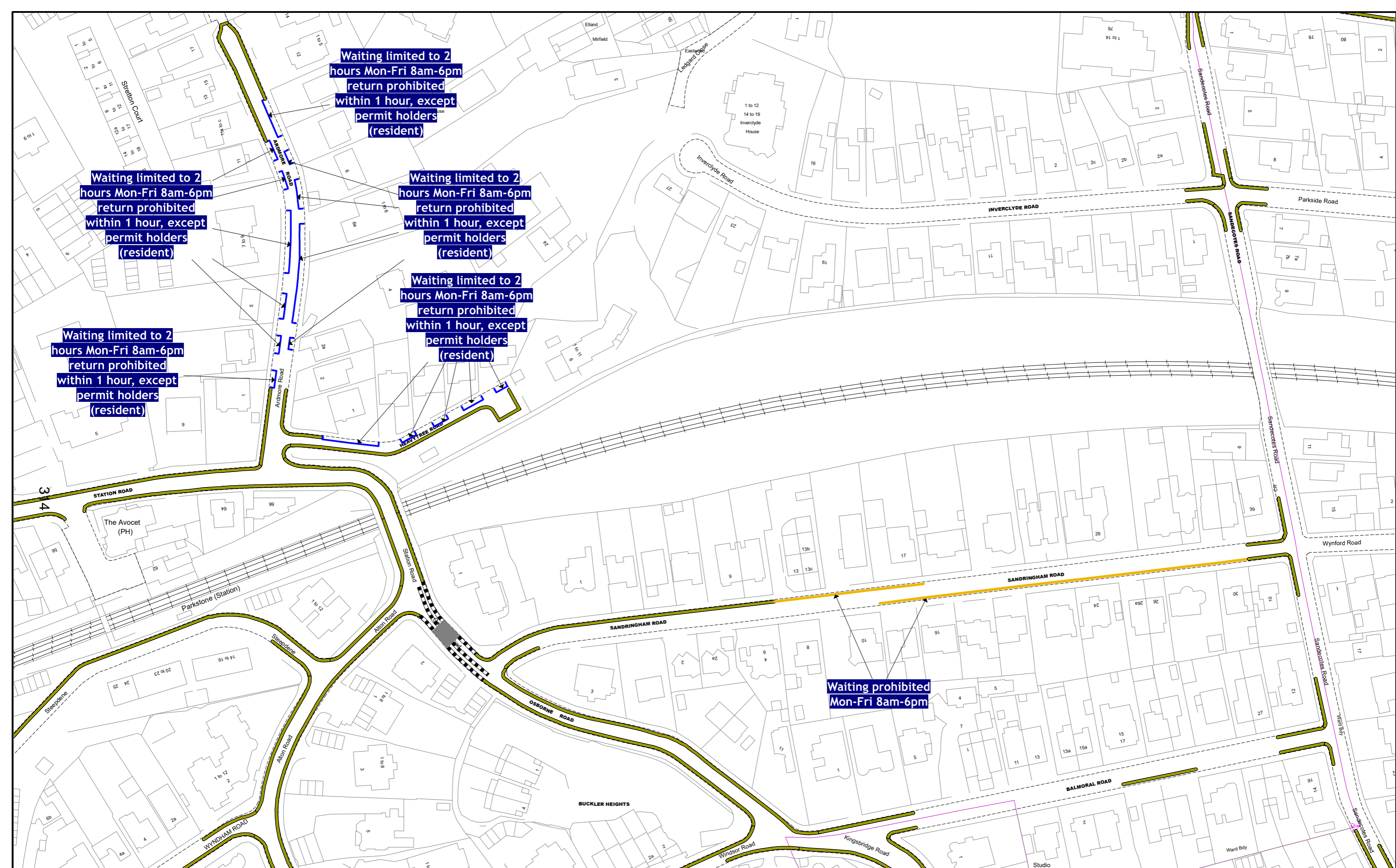
Exemptions to the restrictions shown in this legend are detailed in the preamble of the order or on the map tile in the restriction's label.



Bournemouth,
Christchurch
and Poole
Council

ORDER TITLE:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021



Waiting limited to 2 hours Mon-Fri 8am-6pm
return prohibited within 1 hour, except permit holders (resident)

Waiting limited to 2 hours Mon-Fri 8am-6pm
return prohibited within 1 hour, except permit holders (resident)

Waiting limited to 2 hours Mon-Fri 8am-6pm
return prohibited within 1 hour, except permit holders (resident)

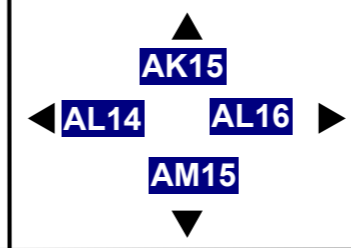
Waiting limited to 2 hours Mon-Fri 8am-6pm
return prohibited within 1 hour, except permit holders (resident)

Waiting limited to 2 hours Mon-Fri 8am-6pm
return prohibited within 1 hour, except permit holders (resident)

Waiting prohibited Mon-Fri 8am-6pm

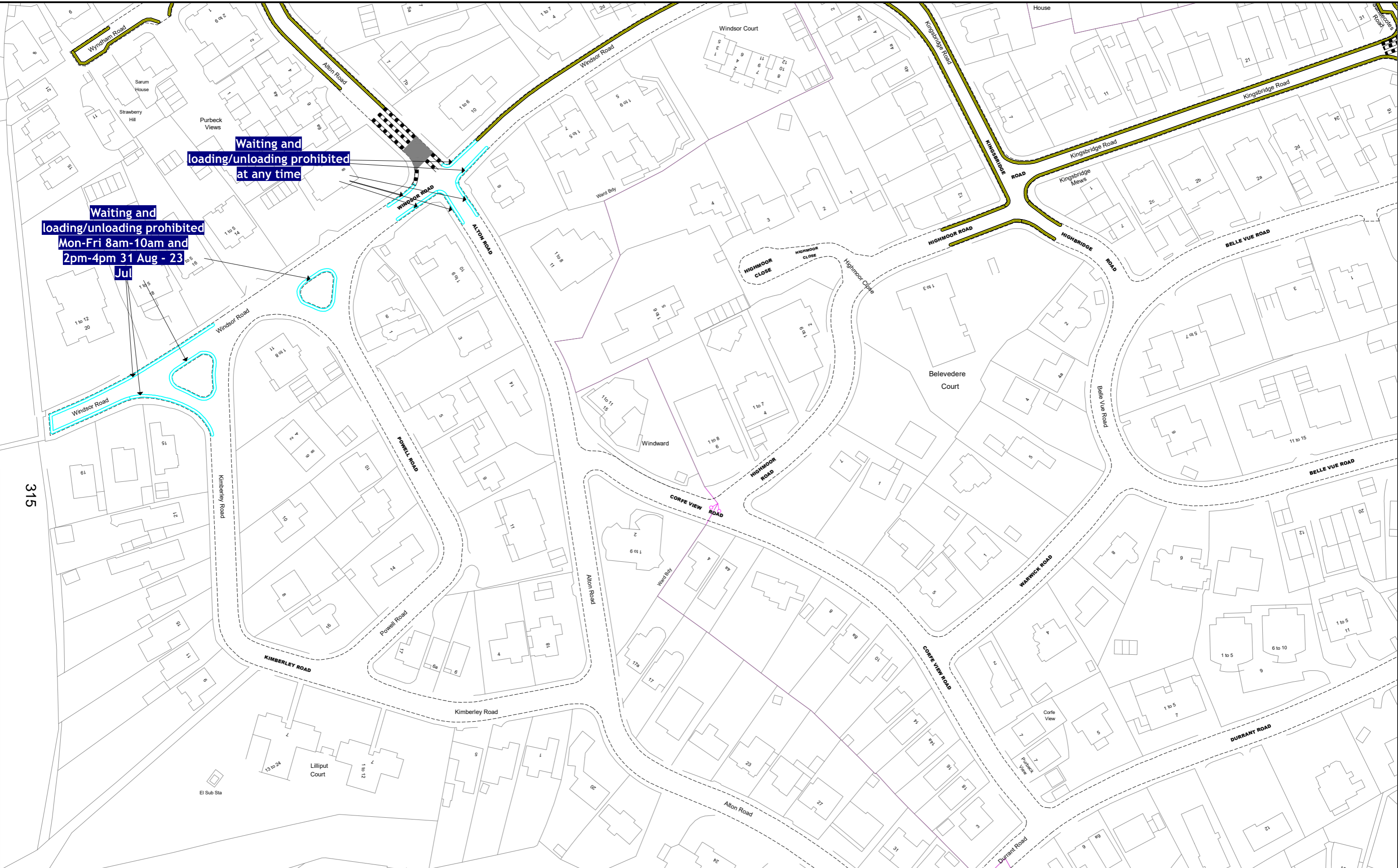


Order Title:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021
PROPOSED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

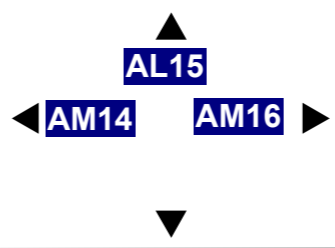


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SCALE	1 : 1250 @ A3
DATE	22/09/2023
MAP	Tile Ref: AL15
REVISION	3

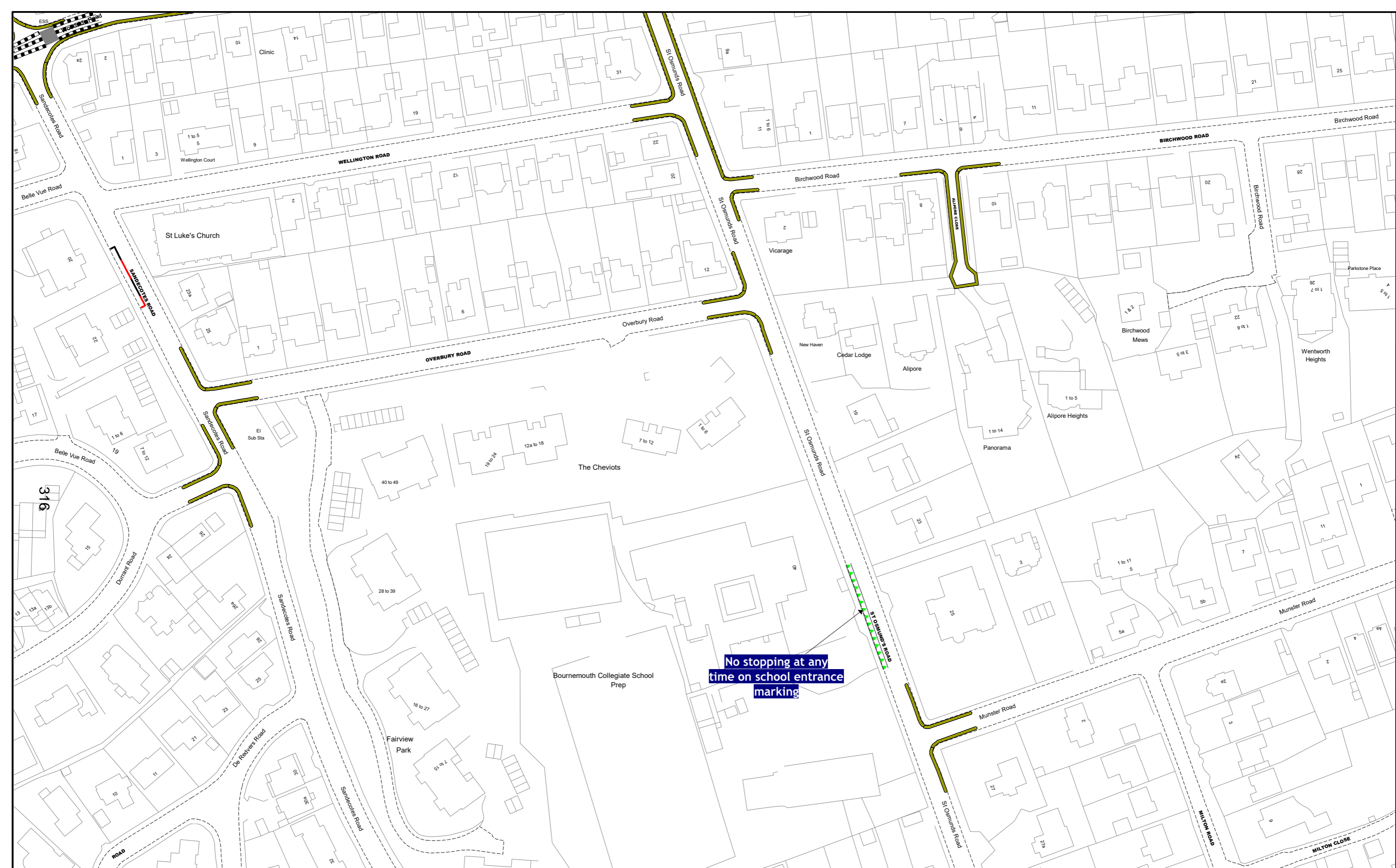


Order Title:
 Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021
PROPOSED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

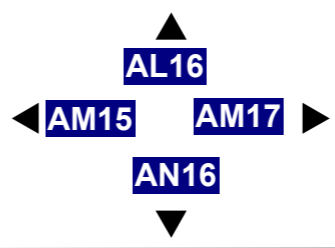


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SCALE	1 : 1250	@ A3
DATE	22/09/2023	
MAP	Tile Ref: AM15	
REVISION	1	



Order Title:
 Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021
PROPOSED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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SCALE	1 : 1250 @ A3
DATE	22/09/2023
MAP	Tile Ref: AM16
REVISION	2

C: DRAFT ORDER (TRAFFIC MOVEMENT)

**Bournemouth, Christchurch and Poole Council
(Traffic Movement and Speed Limit Regulations)
Consolidation Order 2023 (Amendment No. xx) Order 202x**

Bournemouth, Christchurch and Poole Council ("the Council") makes the following order under sections 81, 82, 83, 84 and Part IV of Schedule 9 of the Road Traffic Regulation Act ("the Act") as amended and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act.

Part 1

1. The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 is hereby varied by:
 - a) The deletion from Schedule 2 thereto of the items contained in Part 2 to this Order;
 - b) The addition to Schedule 2 thereto of the items contained in Part 3 to this Order.
2. The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 as varied on divers dates and save as expressly varied as aforesaid shall continue in full force and effect.
3. The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
4. This Order shall come into operation on the ~~xxxxxx~~ 202x and may be cited as: The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 (Amendment No. xx) Order 202x

Executed as a Deed by the affixing of the Common Seal

On

In the presence of

Signature

Full Name

Position

Part 2 - (Items to be deleted)

The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023

SCHEDULE 2

Map tile	Revision
AK15	0
AL15	0

Part 3 - (Items to be inserted)

The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023

SCHEDULE 2

Map tile	Revision
AK15	1
AL15	1
AM16	0

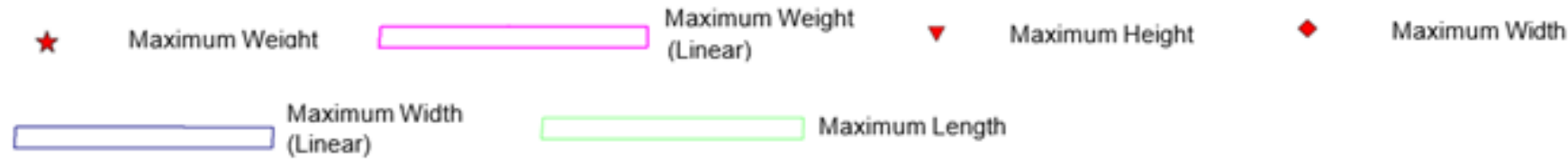
Movement Map Schedule Legend

TRO Restriction Types

Speed Limits



Structural and Environmental



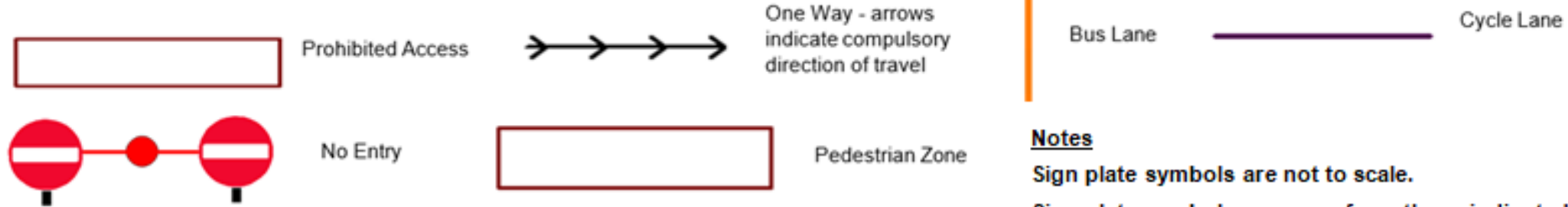
Prescribed Turns



Banned Turns



Other Types



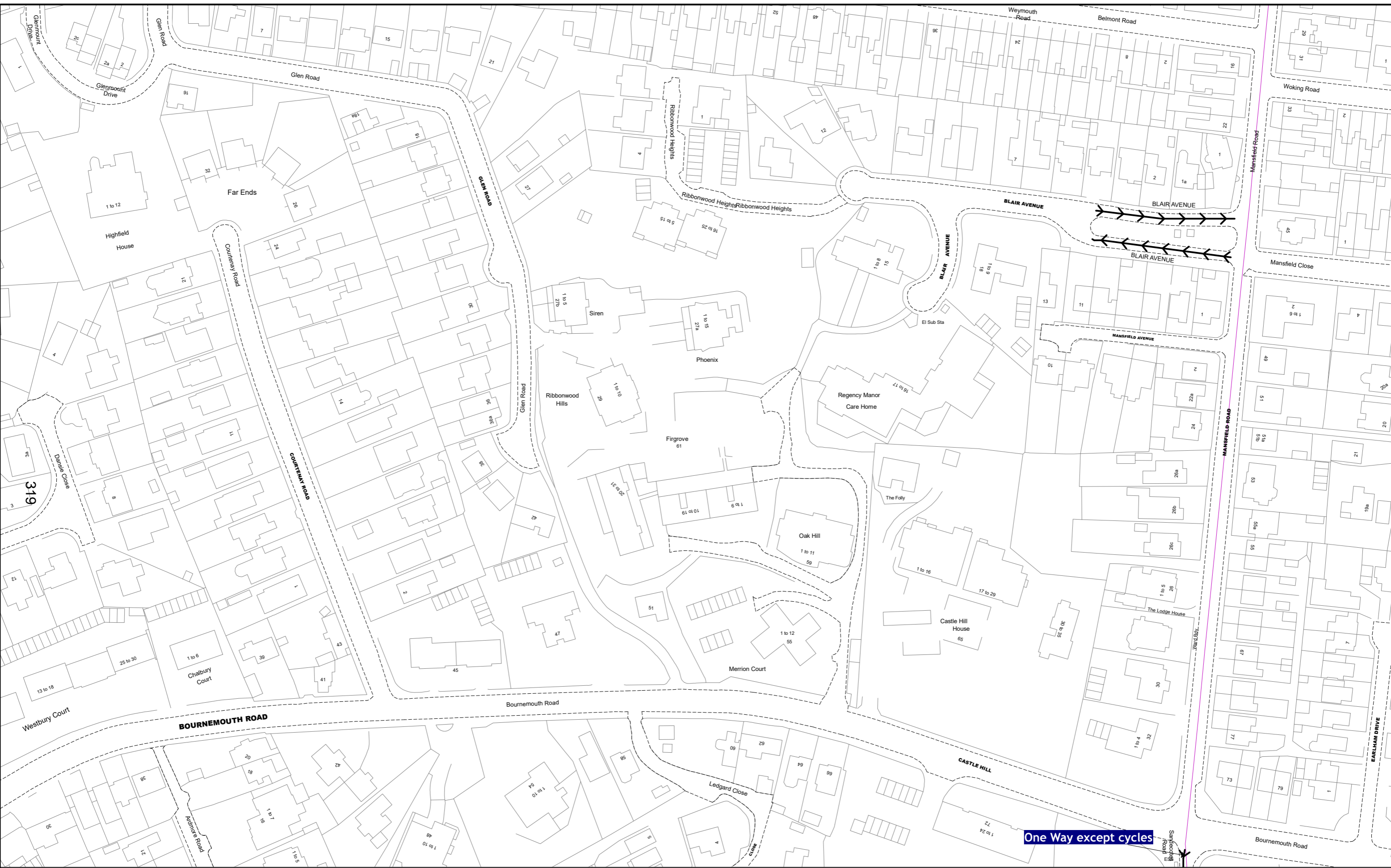
Notes

Sign plate symbols are not to scale.
 Sign plate symbols may vary from those indicated in this legend, or be omitted.
 Restriction types may have labels and/or sign plates on the map schedule to indicate restriction description. Labels with suffix (e) indicates Experimental Order item.



Order Title

Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023

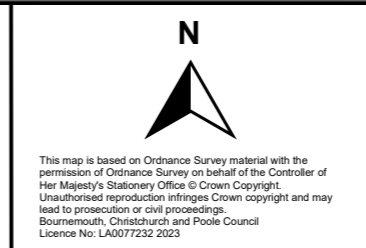
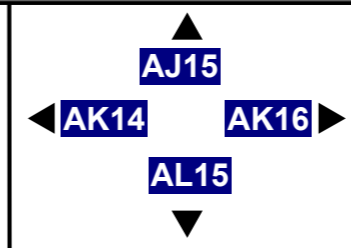


**BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL**

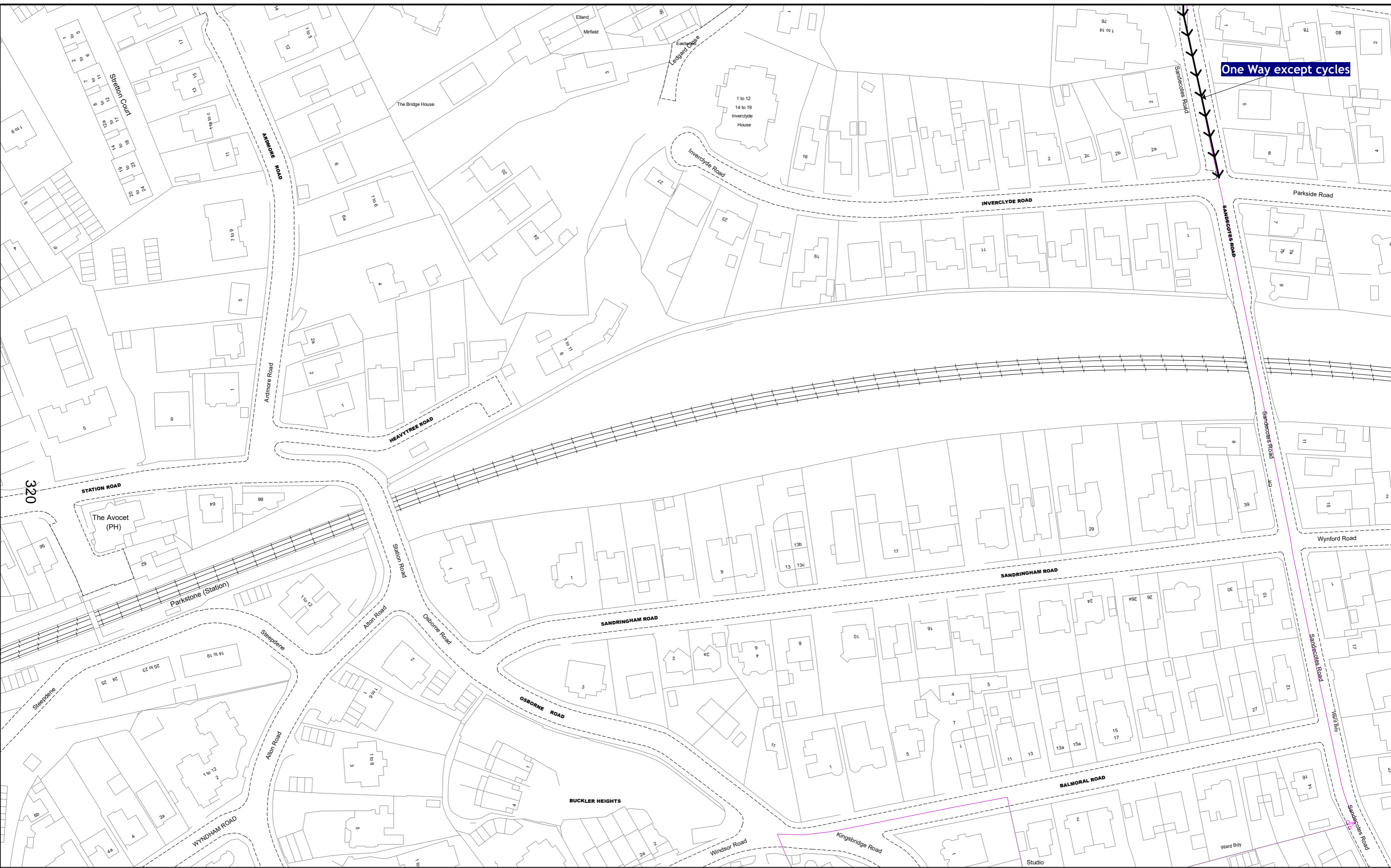
Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



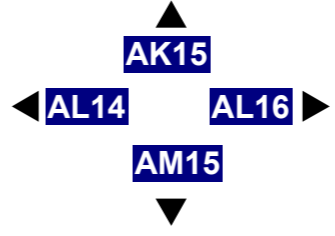
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DATE	22/09/2023
MAP	Tile Ref: AK15
REVISION	1



One Way except cycles



Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023
PROPOSED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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DATE	22/09/2023
MAP	Tile Ref: AL15
REVISION	1

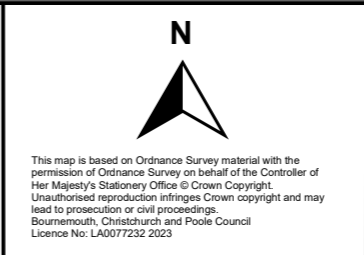
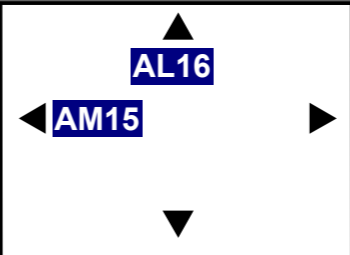


**BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL**

Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED






















NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED




SCALE	1 : 1250	@ A3
DATE	22/09/2023	
MAP	Tile Ref: AM16	
REVISION	0	

Map Schedule Legend

Traffic Order Restrictions Types

-  Bus Parking Place
-  Coach Parking Place
-  Controlled Parking Zone
-  Disabled Blue Badge Holders
-  Emergency Vehicle Parking Place
-  Limited Waiting
-  Loading Place
-  Motorcycle Parking Place
-  No Stopping on School Entrance Markings
-  Other Parking Place
-  Payment Parking Place
-  Permit Holders Only Parking Place
-  Permit Parking Area
-  Restricted Parking Zone
-  Shared Use Parking Place
-  Street Parking Place
-  Taxi Rank
-  Waiting Prohibited
-  Waiting Prohibited At Any Time
-  Waiting Prohibited with Loading Ban
-  Clearway – No Stopping

-  Off-Street Parking Place

Other Information

-  Bus Stand
-  Bus Stop
-  Pedestrian Crossing
-  Pedestrian Crossing Zig Zag

Note:

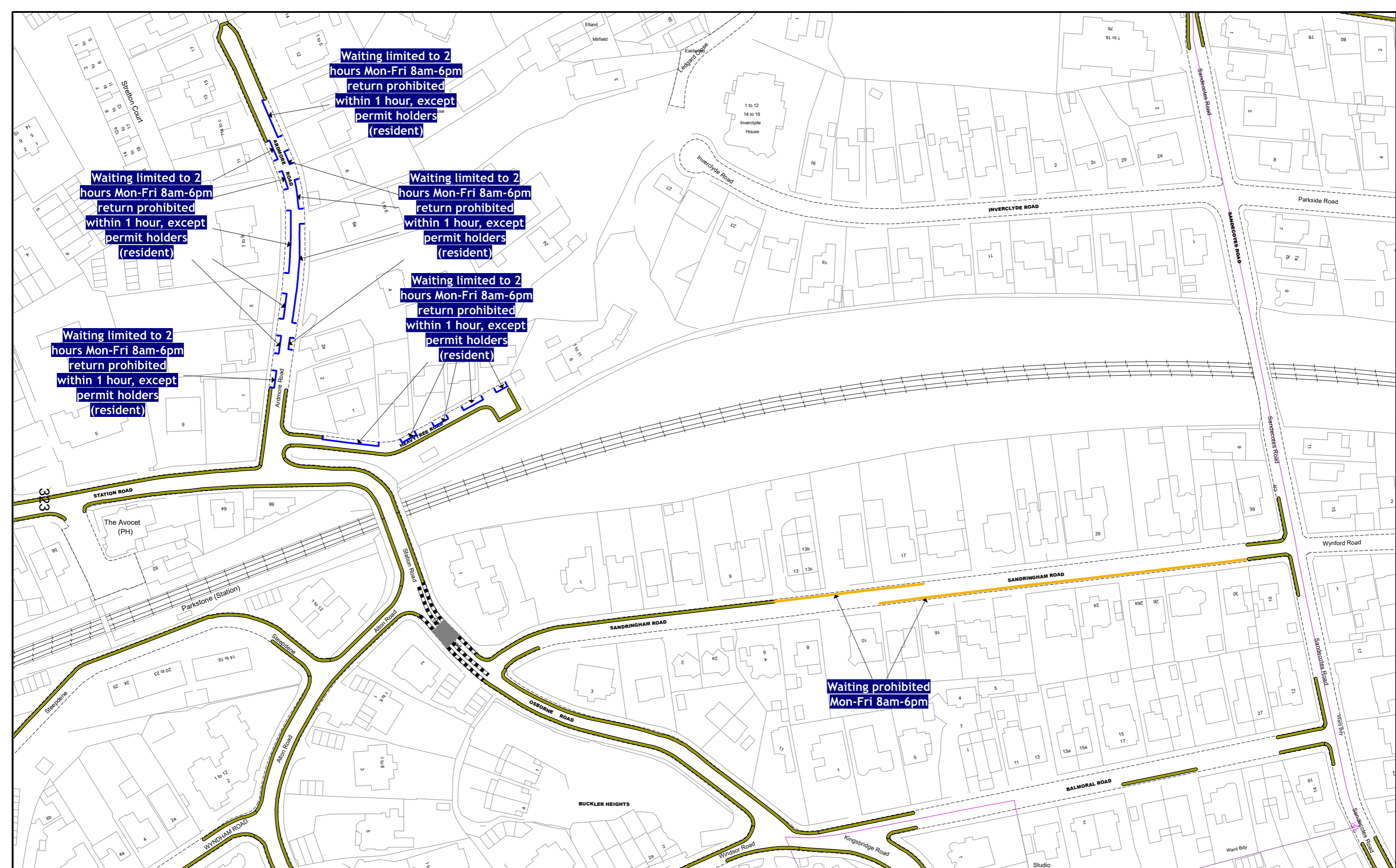
Exemptions to the restrictions shown in this legend are detailed in the preamble of the order or on the map tile in the restriction's label.



Bournemouth,
Christchurch
and Poole
Council

ORDER TITLE:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021



Waiting limited to 2 hours Mon-Fri 8am-6pm return prohibited within 1 hour, except permit holders (resident)

Waiting limited to 2 hours Mon-Fri 8am-6pm return prohibited within 1 hour, except permit holders (resident)

Waiting limited to 2 hours Mon-Fri 8am-6pm return prohibited within 1 hour, except permit holders (resident)

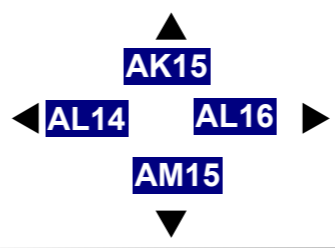
Waiting limited to 2 hours Mon-Fri 8am-6pm return prohibited within 1 hour, except permit holders (resident)

Waiting limited to 2 hours Mon-Fri 8am-6pm return prohibited within 1 hour, except permit holders (resident)

Waiting prohibited Mon-Fri 8am-6pm

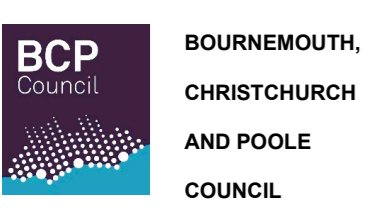
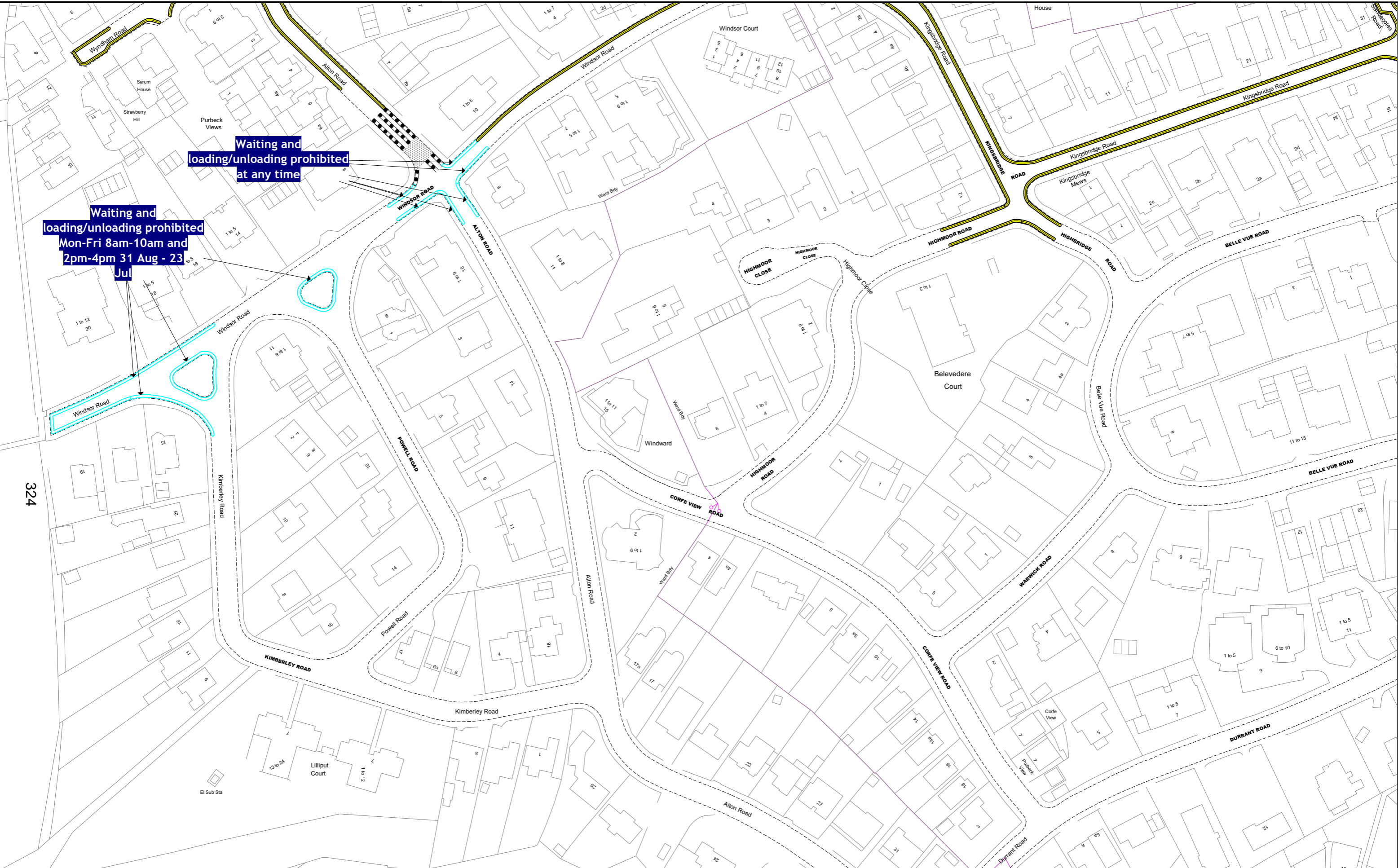


Order Title:
 Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021
CONFIRMED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

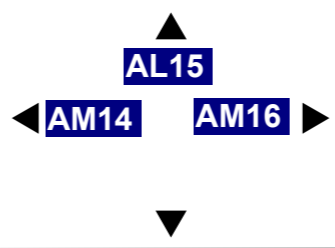


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DATE	10/07/2023	
MAP	Tile Ref: AL15	
REVISION	2	

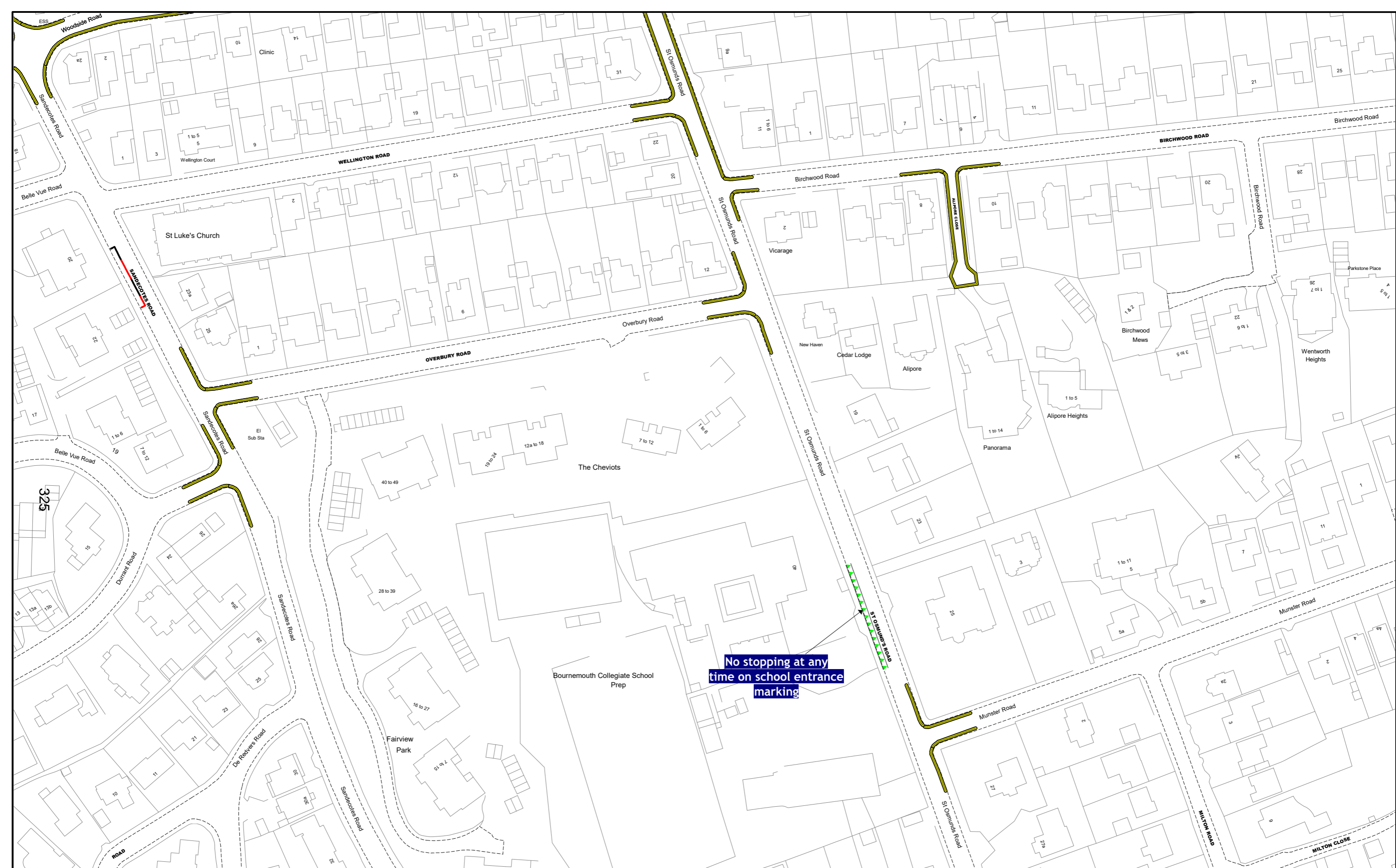


Order Title:
 Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021
CONFIRMED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

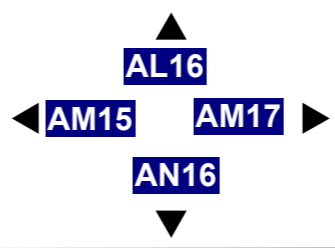


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SCALE	1 : 1250	@ A3
DATE	15/02/2021	
MAP	Tile Ref: AM15	
REVISION	0	



Order Title:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2021
CONFIRMED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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SCALE	1 : 1250 @ A3
DATE	10/07/2023
MAP	Tile Ref: AM16
REVISION	1

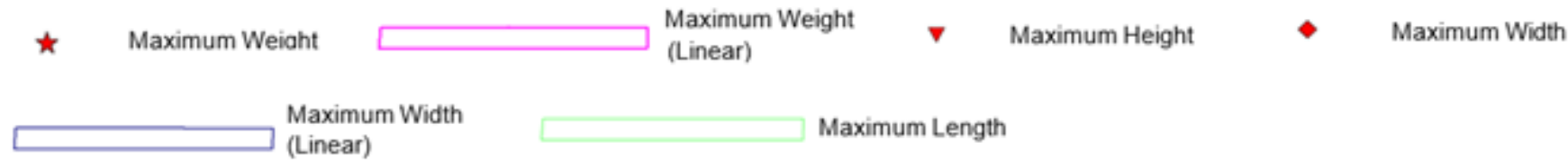
Movement Map Schedule Legend

TRO Restriction Types

Speed Limits



Structural and Environmental



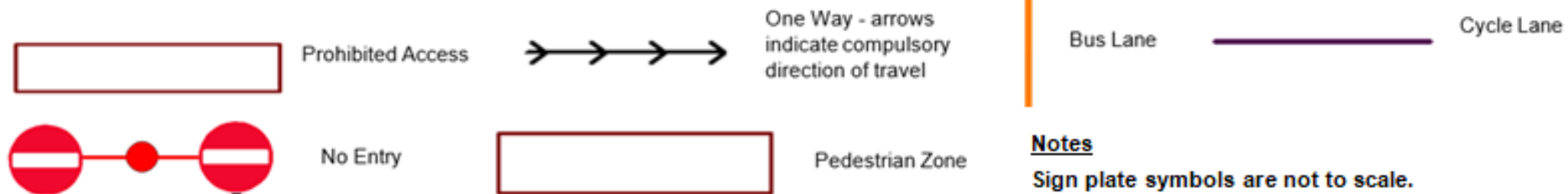
Prescribed Turns



Banned Turns



Other Types



Notes

Sign plate symbols are not to scale.
 Sign plate symbols may vary from those indicated in this legend, or be omitted.
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Order Title

Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023



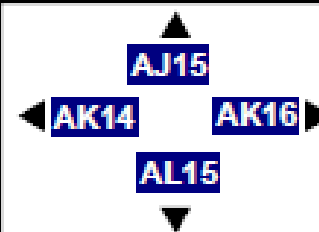
**BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL**

Order Title:

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023**

CONFIRMED

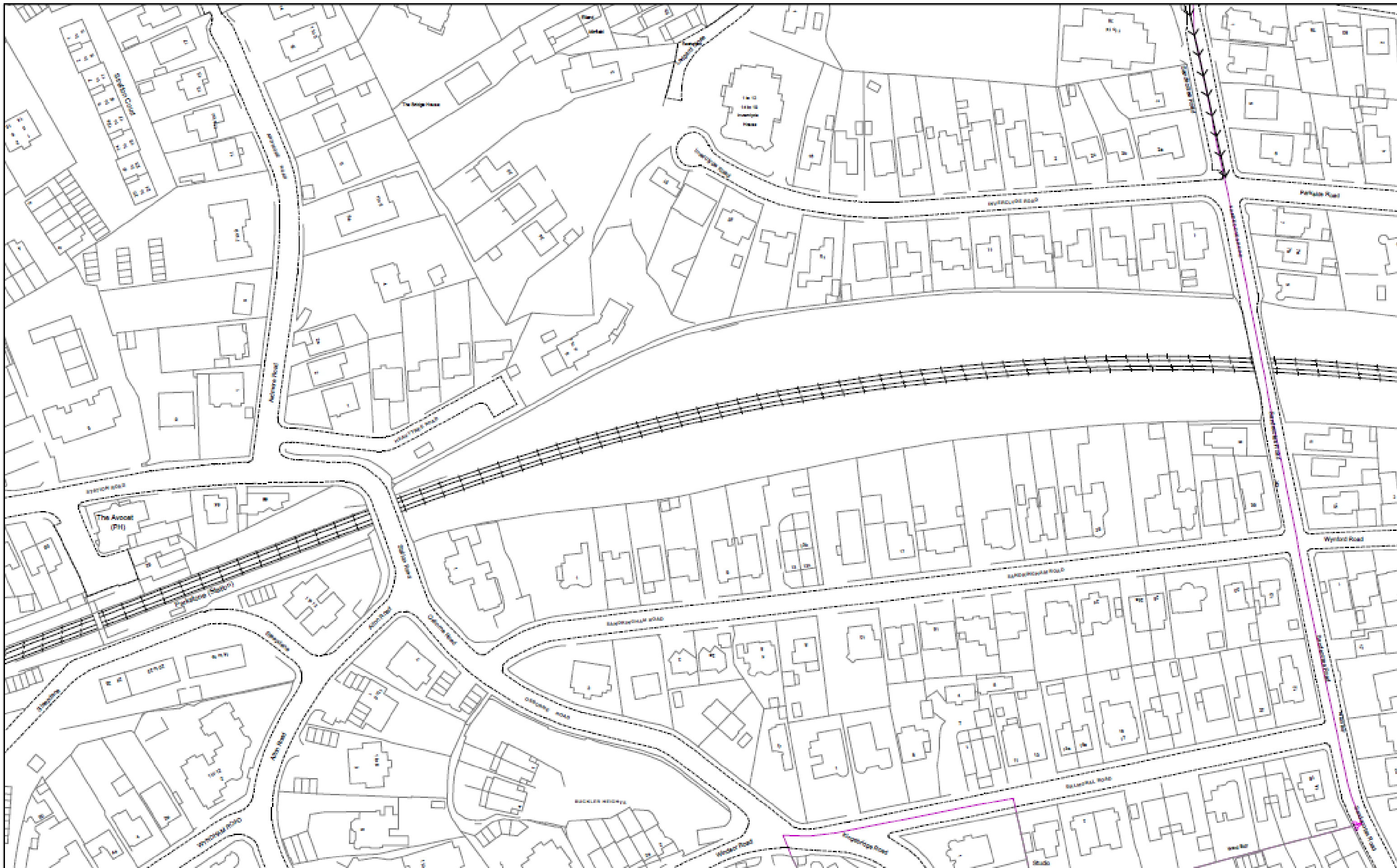
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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DATE	21/08/2023
MAP	Tile Ref: AK15
REVISION	0

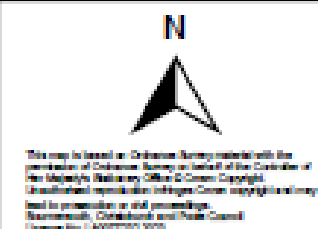
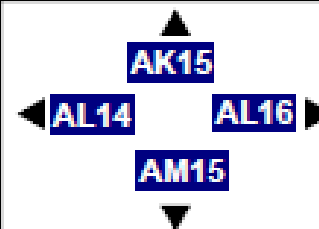


BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



SCALE	1 : 1250 @ A3
DATE	21/08/2023
MAP	Tile Ref: AL15
REVISION	0

F: STATEMENT OF STATUTORY REASONS

Bournemouth, Christchurch and Poole Council as Highway Authority proposes to make the above Traffic Order in discharge of its duty under Section 122 of the Road Traffic Regulation Act 1984, “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)”, in accordance with the provisions of Section 1(1) of the Road Traffic Regulation Act 1984 for one or more of the following reasons:

- (a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- (b) For preventing damage to the road or to any building on or near the road.
- (c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- (d) For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- (e) For preserving the character of the road in a case where it is specifically suitable for use by persons on horseback or on foot.
- (f) For preserving or improving amenities of the area through which the road runs.
- (g) For any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality)

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Equality Impact Assessment: Conversation Screening Tool

<p>What is being reviewed?</p>	<p>Pedestrian crossing facility (zebra) over Woodside Road and a cycle contraflow on Sandecotes Road. Delivered through the safer roads to school and LCWIP programmes</p> <p>This scheme was originally identified through the safer routes to school programme. The Council received a petition from Baden-Powell School for a formal crossing facility to aid the safe passage of children across Woodside Road whilst walking to and from the school.</p> <p>Through the LCWIP it had previously been identified that Sandecotes Road required a short section of contraflow cycle lane at each end to facilitate a safer and more convenient cycle route. The zebra crossing does not require any Traffic Regulation Orders (TROs). However, changes relating to the new cycle contraflow will be advertised through the TRO process.</p> <p>The main objective of the scheme is to improve the environment for students walking and cycling to and from Baden-Powell School via Woodside and Sandecotes Road. The new facilities will help create a safer route to the school for the students and should therefore encourage more students to choose sustainable and active travel modes to travel to and from the school.</p> <p>In addition, the creation of these facilities should also help encourage sustainable travel more widely across the community in this area, not just for the school children. It is also noted that a formal crossing facility provides a much improved and safer crossing point for visually impaired and more vulnerable pedestrians such as the elderly and wheelchair users.</p>
<p>What changes are being made?</p>	<p>The scheme will include the following elements:</p> <ol style="list-style-type: none"> 1. The creation of a parallel zebra crossing facility over Woodside Road (to the east of its junction with Sandecotes Road). 2. Two short sections of contraflow cycle lane with exemptions for cycles to the existing No Entry points at either end of Sandecotes Road.
<p>Service Unit:</p>	<p>Infrastructure</p>
<p>Participants in the conversation:</p>	<p>Damian Lush - Senior Road Safety officer (Engineering) Beth Barker-Stock – Sustainable Travel Team Leader Aisleigh Sheppard Project Engineer/Team Leader</p>
<p>Conversation date/s:</p>	<p>16/6/2023 17/11/2023 12/01/2024</p>

<p>Do you know your current or potential client base? Who are the key stakeholders?</p>	<p>School Pupils, Parents and Carers travelling to/from Baden-Powell School</p> <p>Cyclists and pedestrians using the roads in this area to access homes and work or other facilities.</p> <p>People who drive through this junction or along Sandecotes Road.</p> <p>Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) as new or amended Organisations include - the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability/Dorset Local Access Forum - community interest company.</p> <p>Beryl - bicycle and scooter hire</p> <p>BH Active Travel Forum - local network promoting cycling and walking. Sustrans – charity promoting sustainable transport.</p> <p>Other organisations including -</p> <p>Local Chambers of Commerce and Trade.</p> <p>Town Business Improvement Districts, employers, Dorset Local Enterprise Partnership. Bournemouth University and the Arts University Bournemouth.</p> <p>Public Health Dorset – relevant to the health benefits of active travel.</p> <p>Department for Transport linked to funding and monitoring of programme.</p>
<p>Do different groups have different needs or experiences?</p>	<p>Age</p> <ul style="list-style-type: none"> • Children and young people are less likely/unable to drive, and therefore improving other sustainable options will benefit them. • Older people are less likely to cycle or drive, but more likely to walk and use public transport. Consequently, proposals to improve facilities for pedestrians will be of benefit. • The road crossing provided through this scheme will help more vulnerable people including both younger and older people. Less conflict between motor vehicles and cyclists/pedestrians will benefit the more vulnerable including young and older people. • A low percentage of both old and young people meet the government’s recommendations for physical activity, which can adversely affect physical and mental wellbeing. Improving opportunities for people to walk and cycle as part of their daily routine could help address this. • Residents from middle age groups are more likely to drive and improvements to sustainable transport will be less important to these people based on their current travel patterns. By developing other travel options congestion should be reduced which could benefit those who drive. • Groups that are more likely to drive are likely to be concerned to a greater extent about any changes to traffic flow <p>Disability</p> <ul style="list-style-type: none"> • Improving pavement access for people with mobility needs is intended to benefit many disabled people. • Improved cycling and walking facilities, including road safety improvements will reduce conflict between motor vehicles and vulnerable road users, which includes some disabled people. • Disabled people where a car is essential for all their transport needs are potentially affected by any changes to car parking.

- Respondents to the BCP Council travel survey with a disability are significantly less likely to cycle or walk than those without a disability. Encouraging cycling and walking could exclude take up by some disabled people and those that are not disabled will benefit more.
- The perspective of individual disabled people is likely to vary depending on the nature of their disability and/or whether they drive or rely on other forms of transport.
- Where schemes are introduced which change the road layout, research indicates that disabled people are more affected by any outcomes such as increased journey times as they have limited alternative options for travel, compared to people that are not disabled.

Race

- Ethnicity is a factor in car use, with people from all other ethnicities far less likely to have access to a car than 'White British' people. Better access to sustainable transport is likely to improve access to employment, education, leisure, and social opportunities for most ethnic groups.
- Locally 'White other' and BME residents are more likely to cycle than 'White British' residents. Nationally studies report that cycling is under-represented in other non-white people. Based on the ethnic profile of cycling some groups are going to benefit and use improved cycle facilities more than others.

Religion or Belief

- The BCP Travel Survey showed that people with no religion and all other religions were less likely to drive than Christians.
- Development of other transport options are likely as a result to cover the transport needs of people without religious belief and all other religions to a greater extent than Christians.
- Consultation as part of the Transforming Travel Programme across BCP showed that people with no religion are significantly more likely to travel by bicycle and were more in agreement to proposed schemes compared to Christians.

Gender

- The BCP travel survey indicated that men are twice as likely to cycle regularly compared to women. This means that parts of this project will benefit men more than women.
- Women cited personal safety/ security concerns and busy roads as a barrier to cycling. As this project aims to make cycling safer through some cycle facilities, this should encourage more women to cycle by addressing some of the concerns raised by women.
- Initial consultation as part of the Transforming Travel Programme showed; Men are more likely to cycle compared to women and women are more likely to walk. This project should benefit both men and women since it is providing both improved walking and cycling facilities.

	<p>Sexual Orientation</p> <ul style="list-style-type: none"> • People who identify as one of ‘All other sexual orientations’ are significantly less likely to drive (56%) compared to heterosexuals (82%). • LGBT+ people are more likely to suffer with mental ill health, loneliness, and inactivity than the general population. Therefore, improving opportunities for people to walk and cycle as part of their daily routine could help address this. • This project is likely to benefit all other sexual orientations more than heterosexual people. <p>Deprivation</p> <ul style="list-style-type: none"> • People living in the most deprived areas are significantly less likely to own a car and drive than residents of less-deprived areas. In BCP 75% own a car in the decile of highest levels of social deprivation, compared to 96% household car ownership in the decile with the lowest level of social deprivation. • However more deprived areas are more likely to suffer the effects of car use – for example through air pollution, noise pollution and road danger. By improving conditions for walking and cycling, residents living in more deprived areas will benefit from more choice over how they travel, and more equalised access to education, employment, leisure, and social opportunities.
<p>Will this change affect any service users?</p>	<p>Yes – improved journeys for people walking, wheeling and cycling.</p>
<p>What are the benefits or positive impacts of the change on current or potential users?</p>	<p>The proposed changes will make it far easier for people, particularly school children, to cross the busy Woodside Road. It will also make it easier for people to cycle north-south from Bournemouth Road to/along Sandecotes (and vice versa).</p>
<p>What are the negative impacts of the change on current or potential users?</p>	<p>There is a small chance of increased journey times for people driving due to the introduction of the crossing. However, the impact from this scheme is likely to be very minor.</p> <p>There is a small reduction in on-street car parking in order to improve safety and sightlines for people crossing the road. There is however plenty of alternative parking and no dedicated blue badge spaces are affected.</p>
<p>Will the change affect employees?</p>	<p>It is possible that some BCP employees may use this location to walk and or cycle in their daily lives or indeed may have children that attend the Baden-Powell School</p>
<p>Will the change affect the wider community?</p>	<p>Yes – it increases people’s options for travel by creating a safe route. Where new facilities encourage a modal shift towards</p>

	sustainable travel, there could be an improvement in congestion and air quality.
What mitigating actions are planned or already in place for those negatively affected by this change?	The proposals are unlikely to negatively affect anyone to such an extent that mitigating actions are required.
Summary of Equality Implications:	<p>The implementation of this scheme seeks to encourage people to walk and cycle by creating safe, formal facilities. The project will also create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users, thereby promoting inclusivity and reducing social isolation.</p> <p>The scheme achieves the above by implementing a zebra crossing on Woodside Road and by implementing a cycle contraflow on Sandecotes Road. Whilst maintaining the facility for those who need to travel by car, the scheme will also provide for people walking, wheeling or cycling. Therefore, overall, the equalities implications of the proposed scheme are extremely positive.</p>

Form Version 1.2

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CABINET FORWARD PLAN – 1 MARCH 2024 TO 30 JUNE 2024

(PUBLICATION DATE – 27 February 2024)



What is the subject?	What is the purpose of the issue?	Is this a Key Decision?	Decision Maker and Due Date	Wards	Who are the key stakeholders to be consulted before the decision is made?	What is the consultation process and period	Officer writing the report	Is the report likely to be considered in private (i.e., it contains confidential or exempt information)?
Climate Progress Report 2022/23	To provide an update on the performance against the Council's Climate and Ecological Declaration targets and Climate Action Plan	No	Environment and Place Overview and Scrutiny Committee 28 Feb 2024 Cabinet 6 Mar 2024	All Wards			Neil Short	Open

337

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Accommodation BID	To enable the set up of a Tourism Levy by endorsing ballot proposals to establish an Accommodation BID. Also for the Council to vote in favour of the ballot as a levy payer. Also to collect the levy and accept a voting seat on the ABID board for its initial 5 year term	Yes	Cabinet 6 Mar 2024	All Wards	Key stakeholders: Hoteliers (BAHA), Destination Management Board, 4 Business Improvement District & BCP Council are all members of the ABID Shadow Board. Secretary of State also to be informed of the ballot proposal.	Secretary of State and CEO of BCP Council informed in writing of ABID proposal in October 2023, as per the BID legislation. Hoteliers(levy payers) to be consulted upon in February / March, led by the ABID Shadow Board. Ballot to form ABID to follow in April	Andrew Emery	Open

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Early Years Funding Formula 24/25	The council receives the ring-fenced dedicated schools grant (DSG) to fund the early years funding formulae. The contents of the formula are highly regulated by the Department for Education (DfE). The council is to decide the local formulae after considering the recommendations of the Schools Forum.	No	Cabinet 6 Mar 2024	All Wards	Early Years Providers	Consultation from 09/01/24-22/01/24 to request views on the councils Early Years Single Funding Formula proposal, the outcome of which is shared with School's Forum who then make a recommendation to Cabinet.	Amanda Gridley	Open
Day Opportunities Strategy and Consultation Proposals Recommendations	To approve the day opportunities strategy and make decisions on the future of eight Tricuro day services.	Yes	Health and Adult Social Care Overview and Scrutiny Committee 4 Mar 2024 Cabinet 6 Mar 2024	All Wards			Kevin Gillings	Open

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Our People and Communities: 20mph options appraisal	To Review Options Around 20mph schemes and agree the Council's position	Yes	Cabinet 6 Mar 2024	All Wards	All residents, businesses and visitors to BCP. Dorset Police and other statutory stakeholders for Traffic Regulation Orders.	No consultation has been carried out however the options all include conducting consultation.	Richard Pearson, Richard Pincroft	Open
Our Place and Environment: LTP Capital Programme 2024/25	Approval of LTP 2024/25 Capital Programme	Yes	Cabinet 6 Mar 2024	All Wards			Susan Fox, Julian McLaughlin, Richard Pincroft	Open

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Permanent Traffic Order for Livingstone Road, Bournemouth School Street (Ref M103)	Seeking a decision on making a permanent traffic order for the existing motor vehicle restrictions in place under an experimental traffic order on Livingstone Road, Bournemouth. The restrictions facilitate the school street in the vicinity of Pokesdown Community Primary School.	No	Cabinet 6 Mar 2024	Boscombe East & Pokesdown			Julian McLaughlin	Open

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Residential Disabled Parking Bay Proposals - Sealing of Traffic Order Ref P45 2023	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 2024.	No	Cabinet 6 Mar 2024	Boscombe East & Pokesdown; Boscombe West; Burton & Grange; Commons; East Cliff & Springbourne ; Kinson; Moordown; Muscliff & Strouden Park; Oakdale; Poole Town; Queen's Park; Wallisdown & Winton West; West Southbourne; Westbourne & West Cliff; Winton East			Clare Griffiths	Open

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Traffic Order Proposal, LTP Safer Routes to School, Sandecotes Road P42 M102 2023	To seek approval to make and seal the Traffic Regulation Orders after the statutory consultation with stakeholders and the public.	No	Cabinet 6 Mar 2024	Parkstone; Penn Hill	Within the statutory consultation process, notification emails were sent to all councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments).	The statutory consultation process set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 has been carried out as follows. A 21 day public consultation opened on Friday 22 September 2023 where: A notice was placed in the Bournemouth Echo. Notification emails were sent to all councillors and all statutory consultees and Street Notices with consultation details displayed in relevant locations. The Deposited Documents (consultation documents) were also published on the Council's website.	Julian McLaughlin	Open

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Q3 Corporate Performance Report	To provide an update on progress delivering the actions set out in the Corporate Strategy and Delivery Plans	No	Cabinet 10 Apr 2024	All Wards			Vicky Edmonds, Isla Reynolds	Open
Corporate Strategy Delivery Plans	Setting out the core actions to achieve the aspirations set out in the high level summary.	Yes	Cabinet 10 Apr 2024 Council 23 Apr 2024	All Wards	Consultation was undertaken as part of the Corporate Strategy high level summary being developed	n/a	Sophie Bradfield, Isla Reynolds	Open

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Pay and Reward: Update on progress in introducing new terms and conditions of employment	To update the Cabinet on progress in introducing harmonised terms and conditions of employment for all colleagues across the Council, following the ballot for members by the recognised trades unions, including new harmonised employment terms, staff benefits and pay scales	No	Cabinet 10 Apr 2024				Sarah Ray-Deane	Open
Transformation Programme Update	To update Cabinet on the current progress of the Transformation Programme.	No	Cabinet 10 Apr 2024				Katie Lacey	Open

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Disposal of land at Wessex Fields	To approve disposal	Yes	Cabinet 10 Apr 2024 Council 23 Apr 2024	Littledown & Iford	Portfolio Holder, Ward Councillors		Miles Phillips, Adam Richens	Open Confidential Appendices
Core Gigabit Fibre Network	Due to changes in the economic climate, options are being provided to stop or proceed with this project.	Yes	Cabinet 10 Apr 2024	All Wards			Ruth Spencer	Open
Housing Strategy - Annual Summary Review		No	Cabinet 10 Apr 2024				Kerry-Marie Ruff	
Canford Heath Infant & Junior School - New Resource Base	To seek approval to create two new Resource Bases at Canford Heath Infant and Junior Schools. These will provide an additional 35 SEND places.	Yes	Cabinet 10 Apr 2024	Canford Heath			Paul Reidy	Open

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BCP Seafront Strategy progress review and refresh	The BCP Seafront Strategy was adopted by Cabinet in April 2022. This report will update Cabinet on progress against this strategy and provide recommendations to refresh it in line with the new Corporate Strategy.	No	Cabinet 10 Apr 2024				Amanda Barrie, Andrew Emery	Open
Governance of Poole Museum	To consider a report on the potential externalisation of Poole Museum.	No	Cabinet 10 Apr 2024	Poole Town	National Lottery Heritage Fund, Arts Council England and Community in addition to employees and other services.		Matti Raudsepp, Michael Spender	Open

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Safer Routes to School Traffic Regulation Order Review P43 2023 - Various Sites	To consider representations to proposed TRO's as advertised.	No	Cabinet 10 Apr 2024	Alderney & Bourne Valley; Bearwood & Merley; Broadstone; Burton & Grange; Canford Cliffs; Commons; Creekmoor; East Southbourne & Tuckton; Highcliffe & Walkford; Moordown; Muscliff & Strouden Park; Newtown & Heatherlands ; Parkstone; Penn Hill; Talbot & Branksome Woods; Wallisdown & Winton West	Ward Councillors, emergency services, residents	21 day legal notice - already taken place	Andy Brown, Julian McLaughlin	Open

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Modification to Cemetery Rules & Regulations for BCP Council		Yes	Cabinet 22 May 2024	All Wards			Liz Hall	

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BCP Alcohol Public Spaces Protection Order Review	The BCP Alcohol Public Spaces Protection Order (PSPO) was implemented on the 01 July 2021 and expires on the 30 June 2024. There is a statutory requirement under the Anti-Social Behaviour, Crime and Policing Act 2014, to review a PSPO within 3 years of its implementation. The purpose of the report is to determine if the order should be extended, varied or discharged.	No	Cabinet 22 May 2024	Alderney & Bourne Valley; Boscombe East & Pokesdown; Boscombe West; Bournemouth Central; Burton & Grange; Canford Cliffs; Canford Heath; Christchurch Town; Creekmoor; East Cliff & Springbourne; East Southbourne & Tuckton; Hamworthy; Kinson; Littledown & Iford; Moordown; Mundeford, Stanpit & West Highcliffe; Muscliff & Strouden Park; Newtown & Heatherlands; Oakdale; Parkstone; Penn Hill; Poole Town; Queen's Park; Redhill & Northbourne; Talbot & Branksome Woods; Wallisdow n & Winton West; West Southbourne; Westbourne & West Cliff; Winton East	It is a statutory requirement to consult the Police and Crime Commissioner, Chief Constable and land owners. It is also recommended to consult with other appropriate community representatives: residents, councillors, Town and Parish councils, businesses, community groups, partner agencies and support services. This is not an exhaustive list.	A public consultation ran from 12 January 2024 and closed at midnight on 12 February 2024. Statutory consultees were also consulted.	Julia Howlett, Sophie Sajic	Open

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Sandbanks Peninsula Neighbourhood Plan	Following a formal public examination and independent examiner's report whether any proposed modification to the draft Neighbourhood Plan should be accepted;	No	Cabinet 22 May 2024	Canford Cliffs			Rebecca Landman	Open
BCP Urban Forest Strategy	To present to cabinet, for adoption, the BCP Urban Forest Strategy	No	Cabinet 22 May 2024	All Wards	Public consultation is taking place pre Christmas 2023, leading in tot his decision; and follows extensive workshops and cross-service development of the strategy.	As above	Martin Whitchurch	Open

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Biodiversity Net Gain	To update Cabinet on the implementation of government's proposed Biodiversity Net Gain and our strategy for achieving net gain from new development	No	Cabinet Date to be confirmed	All Wards				Open
DfE SEND review next steps	To consider the DfE review next steps	No	Cabinet Date to be confirmed				Rachel Gravett, Shirley McGillick, Sharon Muldoon	Fully exempt

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Our Place and Environment - Strategic Transport Scheme Prioritisation	To present the outputs of public engagement on Strategic Transport Schemes and to seek recommendation from Cabinet to Council relating to the progression of the schemes in consideration of the consultation outputs. Noting: this is likely to include some selected schemes being promoted as a priority at the Western Gateway Sub-National Transport Body.	Yes	Cabinet Date to be confirmed	All Wards				Open
Affordable Fairer Broadband for all (Award Contract)	In July 2022 Cabinet approved 'Accelerating Gigabit Fibre' and asked the team to return to Cabinet to award the contract. The purpose of this report is contract award.	No	Cabinet Date to be confirmed	All Wards			Ruth Spencer	Open

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Bournemouth Development Company LLP Business Plan	To seek approval for the Bournemouth Development Company Business Plan, extend some contractual "Option Execution Dates" in relation to specific sites and provide an update in relation to the independent Local Partnerships Review.	No	Cabinet Date to be confirmed	Bournemouth Central			Sarah Longthorpe	Open
Children's Services Early Help Offer	Summary of findings and recommendations from an ongoing review of our current Early Help services	No	Cabinet Date to be confirmed	All Wards			Zafer Yilkan	Open
Poole Regeneration Update	To update Cabinet and the public on projects and activities in Poole Town Centre	No	Cabinet Date to be confirmed	Poole Town	relevant stakeholders to the Poole Regeneration Programme		Chris Shephard	Open

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Adult Social Care Business Case	Adult Social Care services locally and nationally have faced significant challenges in recent years, and as a result the Council is holding significant risk in relation to the ability of the Council to deliver its statutory responsibilities to adults that require support within the available budget. The nature of these challenges means that long term, sustainable change is needed to ensure that BCP Council Adult Social Care services (ASCS) are modern, fit for the future and affordable. This business case sets out a proposal for initial investment in Adult Social Care transformation that will lead to improved outcomes for adults that draw on support in BCP and support the Council to deliver this within the available financial envelope.	Yes	Cabinet Date to be confirmed	All Wards			Chris McKensie	Open

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Hurn Neighbourhood Plan	To report the findings of a formal public examination by independent examiner and to consider whether any proposed modification to any draft Neighbourhood Plan should be accepted.	No	Cabinet Date to be confirmed	Commons				Open