

Notice of Environment and Place Overview and Scrutiny Committee



Date: Wednesday, 15 May 2024 at 6.00 pm

Venue: HMS Phoebe, BCP Civic Centre, Bournemouth BH2 6DY

Membership:

Chairman:

To be elected

Vice Chairman:

To be elected

Membership to be decided at Annual Council on 7th May 2024

All Members of the Environment and Place Overview and Scrutiny Committee 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=5911>

If you would like any further information on the items to be considered at the meeting please contact: or email

Press enquiries should be directed to the Press Office: Tel: 01202 454668 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

7 May 2024

**DEBATE
NOT HATE**



Available online and
on the Mod.gov app



Maintaining and promoting high standards of conduct

Declaring interests at meetings

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

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



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

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

Bias Test

In all the circumstances, would it lead a fair minded and informed observer to conclude that there was a real possibility or a real danger that the decision maker was biased?

Predetermination Test

At the time of making the decision, did the decision maker have a closed mind?

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

For more information or advice please contact the Monitoring Officer
(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. **Substitute Members**

To receive information on any changes in the membership of the Committee.

Note – When a member of a Committee is unable to attend a meeting of a Committee or Sub-Committee, the relevant Political Group Leader (or their nominated representative) may, by notice to the Monitoring Officer (or their nominated representative) prior to the meeting, appoint a substitute member from within the same Political Group. The contact details on the front of this agenda should be used for notifications.

3. **Election of Chair**

To elect a Chair for the Environment and Place Overview and Scrutiny Committee for the 2024/25 municipal year.

4. **Election of Vice-Chair**

To elect a Vice-Chair for the Environment and Place Overview and Scrutiny Committee for the 2024/25 municipal year.

5. **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.

6. **Confirmation of Minutes**

To confirm and sign as a correct record the minutes of the Meeting held on 28 February 2024.

5 - 8

7. **Public Issues**

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

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

The deadline for the submission of public questions is mid-day Thursday 9 May.

The deadline for the submission of a statement is midday Tuesday 14 May.

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

ITEMS OF BUSINESS

- | | |
|---|-----------|
| 8. Improvement of the environment in Poole Park through a trial closure of a park entrance to motor traffic | 9 - 204 |
| <p>From 17 January 2024, BCP Council began a trial 24-hour daily closure to motor vehicles of one entrance / exit point in Poole Park.</p> <p>On the same day the trial began, BCP Council launched a four-week consultation with the public, to understand the impact of reducing vehicles movements in Poole Park. The consultation results are considered in this report alongside other evidence, the strategic management of the park and the wider impact of a closure.</p> <p>An Equalities Impact Assessment (EIA) on the closure confirmed that on balance there are no significant impacts on protected characteristic groups, including older people and those with disabilities. The public consultation did show that older people and those with a disability were more likely to disagree with the proposal.</p> <p>The purpose of this report is to assess the strategic management of the environment within Poole Park and to seek a decision as to whether the trial arrangement and road closure shall be adjusted or made permanent.</p> | |
| 9. Work Plan | 205 - 266 |
| <p>The Environment and Place Overview and Scrutiny (O&S) Committee is asked to consider and identify work priorities for publication in a Work Plan.</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
ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

Minutes of the Meeting held on 28 February 2024 at 6.00 pm

Present:-

Cllr C Rigby – Chairman

Cllr R Herrett – Vice-Chairman

Present: Cllr C Adams, Cllr J Clements, Cllr D d'Orton-Gibson, Cllr J Martin,
Cllr S Moore and Cllr Dr F Rice

Also in
attendance:

20. Apologies

There were no apologies received for this meeting

21. Substitute Members

There were no substitute members for this meeting

22. Declarations of Interests

There were no declarations of interest made on this occasion.

23. Confirmation of Minutes

The minutes of the meeting held on 17 January 2024 were approved as a correct record subject to the second Bullet point of clause 16 being amended to say that the appendices to the report referenced studies around displacement. It was reported to the Committee that displacement was considered to be minimal but it was suggested that the links in these studies did not lead to this conclusion and that further, wider monitoring of the issue should be considered.

24. Public Issues

There were no public issues received

25. Climate Progress Report 2022/23

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 'A' to these Minutes in the Minute Book. The report presented 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. 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.

The report contained 8 recommendations to Cabinet to highlight things that could be changed and there had been modest progress in the reversal of the cost of energy.

The committee were informed that there is a target to become a member on UK100 by 2045.

The papers had 2 appendices and at this point the Chair advised that appendix 2 would be a separate item.

It was stated that there was a 9.9% increase in energy reduction and in another 5 years by 2030 there will be 12% which is a long way off the target, what was the plan to accelerate that? The local area energy plan sets out what needed to be done locally.

The Council was on average where it should be and now looking at acceleration beyond area wide. Data was given about energy usage in the council buildings, the largest of which was the Civic Centre and the second was 2 Rivers Meet leisure Centre. The Crematorium was the largest in gasses.

The Committee was pleased to hear that Carbon Literacy training was available and would like to see it become compulsory for Councillors and staff. The climate team had prepared a paper to go to Corporate Management Board for it to go onto the mandatory training for staff.

It was commented that when Ensbury Park Road was resurfaced the contractors were from Essex and whether local contractors could be used in future. Procurement rules could specify local contractors but price also plays a part. Materials could be recycled which was the original plan for Ensbury Park Road. Local contractors should be used where possible within rules of public procurement and best value.

The waste material processing was described to the committee. It was explained that there were emissions from collecting and transporting waste to the final point. Officer to provide detailed note to committee.

It was noted that the Council were using less paper waste, paper agendas had been stopped and laptops had been issued to staff and councillors.

There was not much detail in the report about sea level rise, Bournemouth and Poole beach would be lost over time. How was that being communicated to the public to help them to consider changing their behaviour. The sand on the beaches was at the level of the prom to protect the cliffs, work was being done to replenish the sand and reduce carbon footprint. The sea level will continue to rise as the sea level does. It was suggested that the public would relate to losing the beaches and that would be a great opportunity to educate people.

It was noted that there was a Climate Action plan in previous years and that was missing. Could see there were actions however there were no timescales, the Council were looking to join UK100 which would change targets area wide. How confident were officers about the 2024 and 2030 targets?

There were 157 initially set and the team were working backwards to create a new set of targets. The decarbonisation of the National Grid was originally set to be 2030 but was now 2035.

It was noted that the report was difficult to read without any SMART objectives but now was the time to move forward and plan.

The Chair thanked the team and agreed to take the following recommendation to Cabinet:

For the administration to focus on progressing an 'anchor procurement partnership' for the BCP area.

RESOLVED that E & P Overview and Scrutiny Committee note the report.

26. Forward Plan

The Chairman 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.

ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE
28 February 2024

The Environment and Place Overview and Scrutiny (O&S) Committee is asked to consider and identify work priorities for publication in a Forward Plan.

It was reported that a member of the public, Mr S Harper had submitted a Scrutiny request on chemicals and phosphates which will be discussed at an upcoming working group to discuss the forward plan.

The Committee was asked to assign to the work plan from the work planning sessions held recently with CfGS. Some key messages were that scrutiny should be member led, Cabinet pre-decision should be kept and space freed up for pro-active scrutiny. There should be a focus on Climate change and sustainability and the relationship between scrutiny and the executive.

It was also suggested the committee could review information outside of meetings on a regular basis and bring to committee any real issues that the Committee can add value too.

The Committee was asked to consider next steps and have a good list of topics which need further scoping. The Committee was happy to sign up to the framework and was informed that there were briefings on Poole Food Waste Strategy and wheeled play planned for the future.

RESOLVED that the O&S Committee:

a) Consider, update and confirm its Forward Plan.

b) Consider and confirm the agreements made in O&S workshops to develop a lens and a framework for scrutiny, as set out in Appendix E to this report.

c) Note the next steps in developing the Committee's work programme, as set out in Appendix E to this report.

Voting: Nem. Con. Unanimous

27. Future Meeting Dates

The next meeting is Wednesday 15 May 2024

The meeting ended at 7.53 pm

CHAIRMAN

CABINET



Report subject	Improvement of the environment in Poole Park through a trial closure of a park entrance to motor traffic
Meeting date	22 May 2024
Status	Public Report
Executive summary	<p>From 17 January 2024, BCP Council began a trial 24-hour daily closure to motor vehicles of one entrance / exit point in Poole Park.</p> <p>On the same day the trial began, BCP Council launched a four-week consultation with the public, to understand the impact of reducing vehicles movements in Poole Park. The consultation results are considered in this report alongside other evidence, the strategic management of the park and the wider impact of a closure.</p> <p>An Equalities Impact Assessment (EIA) on the closure confirmed that on balance there are no significant impacts on protected characteristic groups, including older people and those with disabilities. The public consultation did show that older people and those with a disability were more likely to disagree with the proposal.</p> <p>The purpose of this report is to assess the strategic management of the environment within Poole Park and to seek a decision as to whether the trial arrangement and road closure shall be adjusted or made permanent.</p>
Recommendations	<p>It is RECOMMENDED that Cabinet</p> <p>(a) Agrees that the current trial closure, of the Whitecliff entrance and exit point to motor vehicles, is made permanent in Poole Park.</p> <p>(b) Agrees that current arrangements are retained, and motor vehicles can still access Poole Park and its facilities.</p>
Reason for recommendations	<ul style="list-style-type: none"> Supports the BCP Council Corporate Strategy priorities of Sustainable Environment, preserving our natural

	<p>environment for generations to come, an eco-friendly and active transport network, tackling the climate and ecological emergency, maximising access to our high-quality parks and open spaces.</p> <ul style="list-style-type: none"> • Supports the BCP Green Infrastructure Strategy that seeks to help increase health and well-being outcomes for our communities and visitors, thereby reducing pressures on health and social services; reverse biodiversity loss and nature recovery; strengthen the resilience of people, places and nature to a changing climate and support high quality placemaking. • Public Health Dorset supports the proposed change as it enhances Park users' health and well-being by being in an improved space with reduced vehicle movements, improved feeling of safety in accessing the park and its facilities. • This is a strategic improvement of a key destination green space, supporting users from multiple wards, including some in more deprived areas. Follows similar precedent in Bournemouth parks, builds on previous trials and proposals to improve the park's environment and the work of the 2017-21 Poole Park Life Heritage Fund project. • It is recognised that 63% of consultation responses were against the proposal and of those many responses perceived that there are negative effects on older people and those with a disability. The Equalities impact Assessment and independent report by DOTS disability suggest there is no significant impact on any groups with protected characteristics. • There has been an extensive review and understanding of the trial closure, the consultation response and supporting information. This report assesses the responses to the survey, their stated impacts against the long-term improvement for the environment of Poole Park and its users. • With regards to 'Active Travel', a reduction of motor traffic through the park will improve comfort, safety and perception of safety for users of the park who are walking, wheeling, running or cycling for either pleasure or utility. • Routes through the park have previously been identified as Key Walking Routes and/or Primary Cycle Routes within the LCWIP, adopted by full Council in 2022 in accordance with central Government policy
Portfolio Holder(s):	Andy Hadley, Portfolio Holder for the Environment
Corporate Director	Glynn Barton (incoming appointment)

Report Authors	Martin Whitchurch, Strategic Lead Greenspace and Conservation
Wards	Poole Town and Parkstone Wards
Classification	For Recommendation/Decision

Background

1. Poole Park is a heritage listed park in a Conservation area. Opened in 1890, access was originally designed for horse and carriage, but now provides vehicle access to the park, including as a through road between Poole Town Centre and the Whitecliff area.
2. The road in Poole Park is not adopted highway and has had an historic morning closure since at least the early 1980's that prevents parking for town centre workers and eliminates through traffic at that peak time. Various community events also close the road periodically through the year, these do not require a Traffic Regulation Order (TRO). TRO's are in place to enable the enforcement of parking restrictions.
3. Since the late 1990's an additional reduction in vehicles using Poole Park has been sought to enhance its setting and use as a destination green space.
4. The 2017-2021 Poole Park Life project trialled a road closure in the centre of the park between 4 and 6pm Monday to Friday. This proved to be effective and consultation responses were evenly split for and against, albeit with notable disagreement from some stakeholders.
5. Reducing vehicle numbers that pass through the park is a strategic improvement that has precedent elsewhere in BCP's parks and supports its role as a destination green space.
6. The Poole Park Life evaluation report and a BCP-wide green space survey (both 2021) highlighted the desire from those respondents to reduce vehicle usage of Poole Park and address through traffic (Appendix 8). Traffic data from surveys in 2016 provide indicative data alongside more recent surveys in 2023 and during the trial. These show some general trends of:
 - a. Peak vehicle movements using the park between 16:00 and 18:00 on weekdays with 877 vehicles (2016 data) and 778 (Sept 2023 data) vehicles recorded.
 - b. 2,980 vehicles used the park roads in a single day (September 2023), reduced to 1624 during the trial.

2024 Trial closure and consultation

7. In January 2024, a trial closure was put in place to assess the impact and a consultation ran for 4 weeks alongside the closure to allow residents and park users to have their say about the proposal while experiencing the effect of the closure.
8. The trial closure and parallel consultation began on 17 January 2024. Running the trial closure alongside the consultation allowed people to experience the impacts of the closure, both positive and negative, before sharing their views.

9. Temporary signage was put in place 2 weeks earlier on 3 January 2024 to give users notice of the intended trial closure. The consultation was open for 4 weeks, closing at midnight on 13 February 2024. Signs were put up in the park promoting the consultation. An online survey was available, as well as paper copies in BCP libraries and in the Ark café. The consultation was promoted on the council's social media channels and press releases.
10. A closure to all vehicles already happens on a time limited basis between 7:30 and 10:00 am Mondays to Saturdays. The trial extended this closure to a complete closure to motor vehicles using the Whitecliff Road access point. Access to the park via the other entrances and by active means of travel – walking, cycling and wheeling – was unaffected, with no removal or reduction in any parking spaces.
11. The aim of the closure was to improve the environment and amenity of Poole Park. Previous consultation has established that the enjoyment of the park for some is reduced by the impact of through motor traffic. The intention is to make Poole Park a better place for its users with wider benefits for the environment, climate change, biodiversity and active travel.
12. The roads in Poole Park are not adopted highway and are therefore managed by Environment Services. The following have been considered alongside the public consultation findings:
 - a. Traffic data
 - b. Previous relevant consultation responses,
 - c. The strategic management of green spaces,
 - d. Impact on surrounding highways and the wider network
 - e. An independent disability access audit.

Public consultation Summary

13. The survey received 5,392 responses. Overall, 63% of respondents disagreed with the closure and 36% agreed.
14. The level of agreement to the proposal in the consultation changed throughout the trial period, increasing from 29% on day 1 (758 responses) to 46% in the final week (932 responses).
15. Respondents were more likely to **agree** with the proposal if they:
 - Use the park 6-7 days a week (52%)
 - Travel to the park:
 - On foot (52%)
 - Bicycle (58%)
 - Scooter (51%)
 - Bus (52%)
 - Live in Poole Town ward (61%)
16. The highest level of **disagreement** came from respondents who:
 - Use the park:

- once a fortnight (70%)
 - 1-2 days a week (69%)
 - once a month (67%)
 - Travel to the park:
 - Car / van (77%)
 - Motorbike (84%)
 - Mobility scooter / wheelchair (69%)
 - Disability
 - Limited a lot (83%)
 - Limited a little (75%)
 - Age group
 - 65-74 (65%)
 - 75+ (73%)
 - Live in
 - Creekmoor (78%)
 - Canford Cliffs (77%)
 - Broadstone (74%)
 - did not specify their postcode or personal characteristics (either by answering 'prefer not to say' or skipping the question).
17. Respondents were asked what their reasons were for agreeing or disagreeing with the proposal. Overall, the largest number of respondents said that they wish to continue driving through the park, along with concerns about an increase in traffic congestion around Poole Park and longer journey times. It was also cited that the closure removes a popular scenic route.
18. The responses in favour of agreeing with the closure felt it would improve the park environment and sense of place, it would be safer for children and quieter and therefore more enjoyable.
19. 2,276 free text comments were received that disagreed with the trial and expanded on the impacts of the road closure, these were focussed on traffic congestion on surrounding roads, increases in journey times and an impact on disabled people.
20. 1,517 comments were made in support of the trial, suggesting a safer park environment, less dangerous place and more pleasant as there is too much current traffic.
21. The responses to questions and free text comments were consistent in views and the strongly divided opinion for and against the road closure.
22. Comments were made about the ability to make multiple submissions to the consultation, and social media posts were seen which encouraged multiple responses. It is possible that both those for and against the trial attempted to gather support and made multiple entries, but this cannot be assessed or verified and the consultation operated according to standard BCP procedure. The results of the consultation are therefore viewed as not being final but as one element of the overall decision-making process.

Impacts of the trial

23. The top two comments from those that opposed the trial being made permanent were concerned about there being more traffic and longer journey times on surrounding roads.
24. Automatic traffic counter data collected on Parkstone Road indicates that the average daily vehicular traffic on Parkstone Road increased by 2.07% during the trial, amounting to an additional 432 vehicles using it across a 24Hr period (when comparing September 2023 with February 2024) (Appendix 10).
25. Journey times to travel around Poole Park on the highway network were captured during the trial. The journey via Parkstone Road around the park varied between 3-6 minutes in the morning and 4-8 minutes in the afternoon suggesting that average travel times around Poole Park are not significant.
26. A manual traffic count was undertaken on 7 February 2024 (during the trial) and shows that the hour with the most vehicle movements was 17:00 to 18:00 with a total number of 193 vehicles entering and exiting the main park entrance (Seldown). 86 vehicles entered and 107 exited.
27. September 2023 data (no trial) showed that the hour with the most vehicle movements was also between 17:00 and 18:00 when 430 vehicles entered and exited the park at the main park entrance (Seldown). 287 vehicles entered and 143 exited.
28. Comparison of the February 2024 data with the September 2023 data indicates that the trial measure has significantly reduced the volume of traffic travelling through the park in an eastbound direction (Appendix 10).
29. The council's adopted Local Cycling and Walking Infrastructure Plan (LCWIP) sets out how the council shall establish a walking and cycling network to achieve the central government set target in Gear Change that half of all journeys in towns and cities shall be cycled or walked by 2030.
30. The east/west route through the park between the Seldown gates and civic entrances is designated as part of the key walking route network in the council's LCWIP. Furthermore, this route and the north/south route between the park entrance adjacent to Twemlow Avenue that intersects with the east/west route is designated as part of the Primary Cycle Network in the LCWIP.
31. Any measure that reduces the volume of traffic along both walking or cycle routes significantly improves the experience for the users and therefore is aligned with the LCWIP and the motion approved at Council in November 2022 that 'In order to meet our climate emergency declaration, we will work to decarbonise the transport network in the BCP area. In order to do this we will aim to get to 50% of journeys within the BCP area to be done by walking, scooting, cycling or public transport by 2030, in the spirit of the government's 'Decarbonising Transport. A Better, Greener Britain 2021 report'.
32. The emergency services were notified and asked for comment on the consultation without reply. Given the traffic calming features, it is unlikely that the park would be used as a through route for emergency vehicles.
33. Concerns were raised in the consultation that the closure impacted the elderly and disabled more than other users. The responses suggested that accessing the park, by all entrances, was important for the elderly or disabled as they enjoy the

scenic views whilst driving through and the peaceful nature of the setting. There were concerns raised that those affected in this way would not want the longer journey times to access the park, or they would be less inclined to visit.

34. There was no change in existing provision of disabled spaces within the park, so when people did visit their experience should have been the same as before or enhanced with fewer vehicles on the roads.
35. Elderly and disabled people are less likely to have access to a car than other groups. The reduction in vehicle numbers supports the less mobile or those with accessibility issues to access and move around the park in a safer way, for example when crossing roads.
36. The concerns on longer journey times and congestion are mitigated by the traffic data (Appendix 10) that suggests no significant increase in vehicle numbers on Parkstone Road, and that journey times around the park are typically short.
37. Alongside the consultation, BCP Council engaged DOTS Disability, a community interest company arm of Access Dorset, who specialise in Disability access audits to undertake an independent review of the trial traffic management proposals in Poole Park. The group were all familiar with the park, used it frequently and understood the basis for the trial closure and public consultation.
38. The group of six members, all with a range of disabilities, surveyed the park and considered their responses following a site visit and assessment of the impact in accessing the parks facilities, the parking areas and trying to appreciate all users' needs.
39. The visit was undertaken in February 2024 when the trial closure was still in place. Their summary comments are:
 - a. Poole Park was described as a popular destination for disabled people.
 - b. Any additional journey times resulting from the closure of Whitecliff entrance, were not seen as an issue by the participants.
 - c. The Disabled participants who took part in the visit had no objection to a permanent closure of the entrance - from an access perspective.
 - d. Disabled drivers who make through journeys will be disadvantaged by a slightly longer journey time – in the same way as non-disabled drivers.
 - e. Reduced through traffic – if the closure is made permanent, will benefit the park environment including disabled visitors in exactly the same way as it will for visitors who are not disabled.
40. The closure does not affect any Right of Way, with pedestrian and other non-motorised access remaining through the closed entrance.
41. Since the closure there are anecdotal reports of wildlife making more use of some areas of the park since the closure, for example swans nesting in the Tamarisk shrub beds alongside Whitecliff road.

Options Appraisal

42. Options to create a restriction to vehicles using Poole Park were brought forward by the public in the consultation. These are explored fully in Appendix 5 and the most viable of those options are summarised here, along with the option to

remove the closure point. These options have been used to appraise the impact on Poole Park and to formulate the recommendations.

a. Do not support the closure and re-open the access point.

This would not create any traffic calming or reduction in vehicles using Poole Park. This option supports the desire of those using the park for their journeys within the wider highway network alongside those that visit the park via Whitecliff/the east and for scenic journeys. This option has most support in the consultation responses.

b. Retain the trial closure point at the Whitecliff entrance.

This is a simple and easily understood solution, consistent with the trial closure and people's experiences. No additional infrastructure required and no immediate expense. Further redesign and costings to be brought forward if adopted, particularly regarding the disabled spaces and vehicles turning in the road.

c. Close the exit and entrance at Whitecliff at 4pm and stay closed over-night, re-opening as it currently does at 10am.

Uses existing infrastructure and does not significantly add to the impact on staff, other than on Friday afternoons. Reduces vehicles at the peak time and overnight but not during peak times for use of the park.

d. Introduce one-way at the Whitecliff entrance into the park only.

An effective measure in reducing outbound vehicle numbers, with minimal impact in Poole Park as existing infrastructure is in place. Limits eastbound traffic only.

43. The conclusion of the options appraisal is that the method of closure used for the trial is the most effective in delivering an improved environment in Poole Park. It allows the park to function as normal for its stakeholders, concessions and for public use, alongside being cost effective to implement.

Summary of financial implications

44. The public consultation and trial closure was undertaken at minimal expense to the Council. Alongside officer time from relevant service units (Environment, Highways, Legal, Communications, Research and Consultation) actual costs were:
- a. Signage. Metal frames, signs, sandbags etc. £252
 - b. Consultation report by external supplier. £4,850
45. Future costs of implementing a closure have been considered in the options analysis, the favoured option uses the existing closure points and therefore implementation is low cost.
46. Future design improvements to maximise any newly available green space, creating alternative parking solutions, accessibility issues requested in the survey or other changes are currently unfunded and have yet to be developed for costings.

Summary of legal implications

47. Poole Park was given to the Borough Council in the early 1880s for the benefit of the inhabitants of Poole and to be laid out as a public park. It was set out from the original conveyance that Poole Park was intended to be a permanent gift (see Appendix 9).
48. The Conveyance provides that the donor, being "desirous of making a gift of [the land] to [the Council] in order that the same may be laid out and forever hereinafter maintained as a Public Park or Pleasure Ground.... for the benefit of the inhabitants thereof and others who may use the same and that the same may for ever hereinafter be maintained for such purpose...".
49. The potential risk to the Council is not being able to use Poole Park in conformity with the original intention of the donor (to be maintained as a public park or pleasure ground). The proposed closure of Poole Park at the Whitecliff Road entrance/exit point, would not breach the original intention to maintain as a public park or pleasure ground. The risk in this context is therefore low.
50. Whilst a road network runs through Poole Park its status as a park (for public use and benefit) remains unaffected. This road network is not adopted and the Council does close the road to vehicles between 7.30 am – 10am Mon-Sat. This closure is understood to have been in place since at least the early 1980s. This indicates that the Council allows vehicular traffic to access and egress Poole Park under implied licence. The status of the road network across Poole Park is private and the Council being the custodian.
51. The consultation has been carried out in line with established practice and procedures.

Summary of human resources implications

52. There is no impact on BCP Council jobs/roles and does not change ways of working. The option of a timed closure will impact staff working in Poole Park at specific times, see Appendix 5).

Summary of sustainability impact

53. The proposal to reduce vehicles using Poole Park supports BCPs future sustainability through:
 - a. The natural environment is improved, creating quieter, safer spaces for people to use in the park setting where recreation and relaxation should be the primary activities. The improvement in safety and reduced pollution will also help protect wildlife and benefit biodiversity in accordance with the Council's Climate and Ecological Emergency Declaration.
 - b. The encouragement of cycling and walking in Poole Park is a direct benefit from reducing vehicle numbers. A shift to active transport is one of the most cost-effective ways of reducing transport emissions that worsen local air quality and pose a risk to health. Reducing greenhouse gas emissions directly supports the commitments made by the Council in the Climate and Ecological Emergency Declaration of 2019 and the Corporate Strategy to tackle climate change.
 - c. Decision Impact Assessment no. 644 has been completed and the carbon footprint of this proposal is estimated as Low.

Summary of public health implications

54. The objective of the closure to vehicles was to enhance the park environment. One of the key benefits of doing so was to enable users to feel safer, more able to use and access Poole Park and take advantage of the benefits of being in greenspace. This is especially important for a destination space, near to a deprived ward, and one that serves such a wide catchment area and high visitor numbers.
55. The responses to the consultation were highest from wards closest to Poole Park. Those who agreed with the closure were predominantly from the Poole Town ward where people have less access to gardens and green space, deprivation is higher and car ownership and use is lower than for other wards.
56. Those who disagreed with the proposal were more likely to be from Penn Hill and Canford Cliffs wards.
57. Public Health Dorset provided the following comment in relation to the closure:
- a. Public Health Dorset (PHD) supports the retention of the 24-hour closure of Whitecliff Gate to vehicular traffic. Access to greenspace is increasingly recognised as offering significant benefits for health and wellbeing. Greenspace quality (including perceived safety) is an important determinant of access, and the extent of benefits people draw from spending time in those spaces i.e. higher quality greenspaces encourage people to spend more time in them and deliver greater benefit from that time than lower quality spaces. Poole Park is a key greenspace asset that supports the health and wellbeing of a significant number of local people. Retaining the closure offers the opportunity to enhance the quality of the site and the positive contribution it makes to the health and wellbeing of the local population.
 - b. This could be delivered through the following:
 - i. Elimination of vehicle movements increasing perceived safety of Poole Park and decreasing any actual risk posed to park users by vehicle movements. Higher perceived safety of greenspace is associated with increased use.
 - ii. Removal of vehicle noise from Poole Park increasing the benefit it provides for users as an area of relative quiet compared to the surrounding urban areas and increasing use of the park though an overall reduction in noise levels adding to its perceived quality.
 - iii. Removal of vehicles from Poole Park could improve air quality within the site reducing exposure to air pollution and its impact on health and wellbeing particularly for vulnerable users e.g. younger children, older people and people living with a respiratory health condition.

Summary of equality implications

58. A full EIA document has been completed and has been approved by the EIA panel. (See Appendix 3)
59. The EIA summary of equality implications states:

There may be some negative impacts on the more elderly and disabled if a road closure is made permanent, such as longer journey times to Poole Park, however the evidence and analysis of the responses suggest this is not significant in terms of journey time/congestion, and the park does remain accessible for all users. The traffic data evidence supports these findings, for instance only increasing vehicles on Parkstone road by 2%, or 432 vehicles.

Similarly, the assessment by DOTS disability and consideration of the impacts on the more elderly or disabled suggests any negative impacts on some users, such as longer journey times and congestion, but these are outweighed by the improvement to the park environment that comes from reducing traffic volumes.

The alternative option is to re-open the Park to through traffic, however this does not align with the aims of the trial, findings and strategic intent. A range of options within Poole Park to create a reduction in through traffic have been analysed and considered with the trial closure point favoured. The consultation has not revealed any further impacts on other groups with protected characteristics and therefore summarise that the road closure does not have a significant impact on users of Poole Park.

Summary of risk assessment

60. If a permanent road closure is adopted:

- a. The consultation summary shows that 63% of people disagreed with the proposal, therefore suggesting a risk that the road closure will be unpopular if adopted.
- b. It has been suggested in the public comment on the trial closure that formal protest and potentially legal challenge may be brought against a closure. There is therefore a risk of reputational damage to the Council, resource required to consider any response and subsequent action.
- c. Design work and alterations to Poole Park would be required (in line with the EIA and consultation findings) and these are currently unfunded and would need to be considered.

61. If the road closure is not made permanent:

- a. The consultation summary shows that 36% of people agreed with the proposal and would consider the park environment is not enhanced and therefore is worse off for having continued through traffic.
- b. BCP Council would need to consider a new consultation and trial should new proposals come forward to mitigate traffic volumes in Poole Park.

Background papers

None

Appendices

1. Consultation report
2. Consultation Summary
3. Equalities impact Assessment
4. DOTS Disability Poole Park Consultation report 2024

5. Options Analysis
6. Consultation poster
7. Written responses (redacted)
8. Summary of relevant previous public engagement
9. Conveyance from Lord Wimborne to the Council dated 3rd March 1886_Text and Image
10. 2023_24 Traffic Count Survey results Poole Park
11. 2016 Traffic Data Summary Poole Park
12. Photo sheet
13. Map of Poole Park and key locations

Poole Park Access

Trial closure of Whitecliff Road gate to motor vehicles

Consultation findings

February 2024

Background and methodology

Poole Park is a heritage listed park in a Conservation area, which is managed and maintained by BCP Council. Opened in 1890, the road was originally designed for horse and carriages to access the park. BCP Council now allows controlled motor vehicle access to the park.

BCP Council put forward a proposal to close one of the three vehicle entrances. In January 2024, a trial closure was put in place to assess the impact and a consultation ran for 4 weeks alongside the closure to allow residents and park users to have their say about the proposal while experiencing the effect of the closure.

The trial closure and parallel consultation began on 17 January 2024. Running the trial closure alongside the consultation allows people to experience the impacts of the closure, both positive and negative, before sharing their views.

Temporary signage was put in place 2 weeks earlier on 3 January 2024 to give drivers notice of the intended trial closure

The consultation was open for 4 weeks, closing at 23:59 on 13 February 2024

Signs were put up in the park promoting the consultation. An online survey was available, as well as paper copies in BCP libraries and in the Ark café

The consultation was promoted on the council's social media channels and press releases.

Methodology continued

The information supporting the consultation was hosted on the council’s Engagement HQ (EHQ) platform with the online survey itself hosted in Snap Surveys.

The EHQ page was launched two weeks prior to the start of the consultation and trial as this is when the signage went up in the park.

BCP Council

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Poole Park: Whitecliff Gate closure

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Poole Park Access

Proposed closure of entrance by Whitecliff Road / Twemlow Avenue

From 17 January 2024, BCP Council will be trialling a daily 24-hour gate closure at Poole Park. This will only be at the entrance and exit point on Whitecliff Road, adjacent to Twemlow Avenue. This is an extension to the current daily closure in place from 7.30-10am at all entrances, which prevents vehicles entering or exiting the park during the morning rush hour.

The reason for this closure is to promote environmental improvements in and around Poole Park. This is in line with BCP Council's Corporate Strategy for health and well-being and active, sustainable communities.

A consultation will open in conjunction with a trial closure on Wednesday 17 January 2024 and will run for 4 weeks, closing at 23:59 on Tuesday 19 February 2024. We will consider the feedback and then make a decision about whether to retain the closure of this park entrance to motor vehicles or revert to the previous opening / closure times.

Background information

Poole Park is a heritage listed park in a Conservation area, which is managed and maintained by BCP Council. Opened in 1890, the road was originally designed for horse and carriages to access the park. BCP Council now allows controlled motor vehicle access to the park. The park road is not an adopted highway though some drivers use it as a through route, avoiding busy junctions nearby.

The park is closed to vehicles 7.30 am - 10am Mon-Sat, to reduce the impact of rush hour traffic, creating a car-free environment. This closure to vehicles has been in place since at least the 1960's.

Previous road-closure consultations (2017) have shown an equal split in opinion for closing or maintaining a through road. However, more recent 'Future of Parks' surveys and engagement related to temporary closures nearby show an increased preference for vehicle restrictions.

Proposal

We propose to permanently close the entrance to the park adjacent to Twemlow Avenue to motor vehicles, effectively preventing the use of the park as a through route between Poole Town Centre and Sandbanks Road / Whitecliff area.



Impact

Complete an online survey

Survey live from 09:00 17 January and closes 23:59 19 February 2024

Lifecycle

Advance notice

Two week notice period prior to start of trial closure and consultation

Open

This consultation is open for contributions.

Under Review

Contributions to this consultation are closed for evaluation and review. The project team will report back on key outcomes.

Final report

The findings of the consultation are documented here.

Documents

Poole Park consultation document (168 KB) (pdf)

Questionnaire (129 KB) (pdf)

FAQs

Why are you closing the park to traffic?

Why are you doing this?

How can you do this to a public highway?

Why are you wasting money on this?

What special wildlife is in the park?

Social media

The consultation attracted a lot of social media attention.

Some of the main comments were:

- Questioning the legality of the closure process
- Questioning the legality of the consultation process
 - The survey is open and could potentially be completed multiple times by the same person
 - The consultation does not require respondents to prove where they live and could be 'hijacked' by campaign groups from outside the area
- Criticism of cost implications
- Questions about evidence / data e.g. air quality, traffic counts
- Impact on disability access
- Suggesting that the council intends to stop all vehicle access to the park
- Questioning why the trial closure is remaining in place after the consultation closes

Consultation process

For most BCP Council consultations we run an inclusive consultation process, including paper and online surveys, where respondents aren't forced to provide personal details such as name/address/ email address and can freely take part to share their views. There are some statutory consultations (e.g. the local plan) where respondents must provide name and addresses. This approach is common across other local authorities and public sector organisations.

It is important to remember that public consultation is not a vote or a referendum, but an opportunity to gather a range of insights, views and feedback on proposals before any decisions are made.

It is important for decision makers to know that this consultation has attracted more attention than most of our previous consultations. In context, decision makers should be aware of the following;

- Both sides of the debate have promoted the consultation widely and have encouraged people to take part.
- Officers have seen posts on social media encouraging people to complete the survey as many times as possible using different IP addresses to avoid detection.

Therefore, in context of the quality and relevance of the responses, your officers would recommend focusing on the range of issues that have been raised as part of this consultation, in relation to the reasons for the trial closure.

Due to the high number of responses, the open (literal) question about the impact of the closure was analysed by an external research company, Enventure Research.

Consultation results

The following slides show the responses to the consultation survey.

The survey received 5,392 responses.

The highest volume of responses came in the first week with more than 750 on the first day and a further 1,900 in the rest of the first week

The survey itself was short. The first few questions established how people use the park before asking whether or not they agree with the proposal to make the closure permanent and asking what impact the closure would have them. The final questions asked for a postcode and personal characteristics as required by the Equalities Act.

All questions have been cross-tabulated against the personal characteristics and these are reported where differences are statistically significant.

Postcode information has been used to categorise BCP residents, non-residents, non-valid postcodes and no response. Again, differences are reported where they are statistically significant.

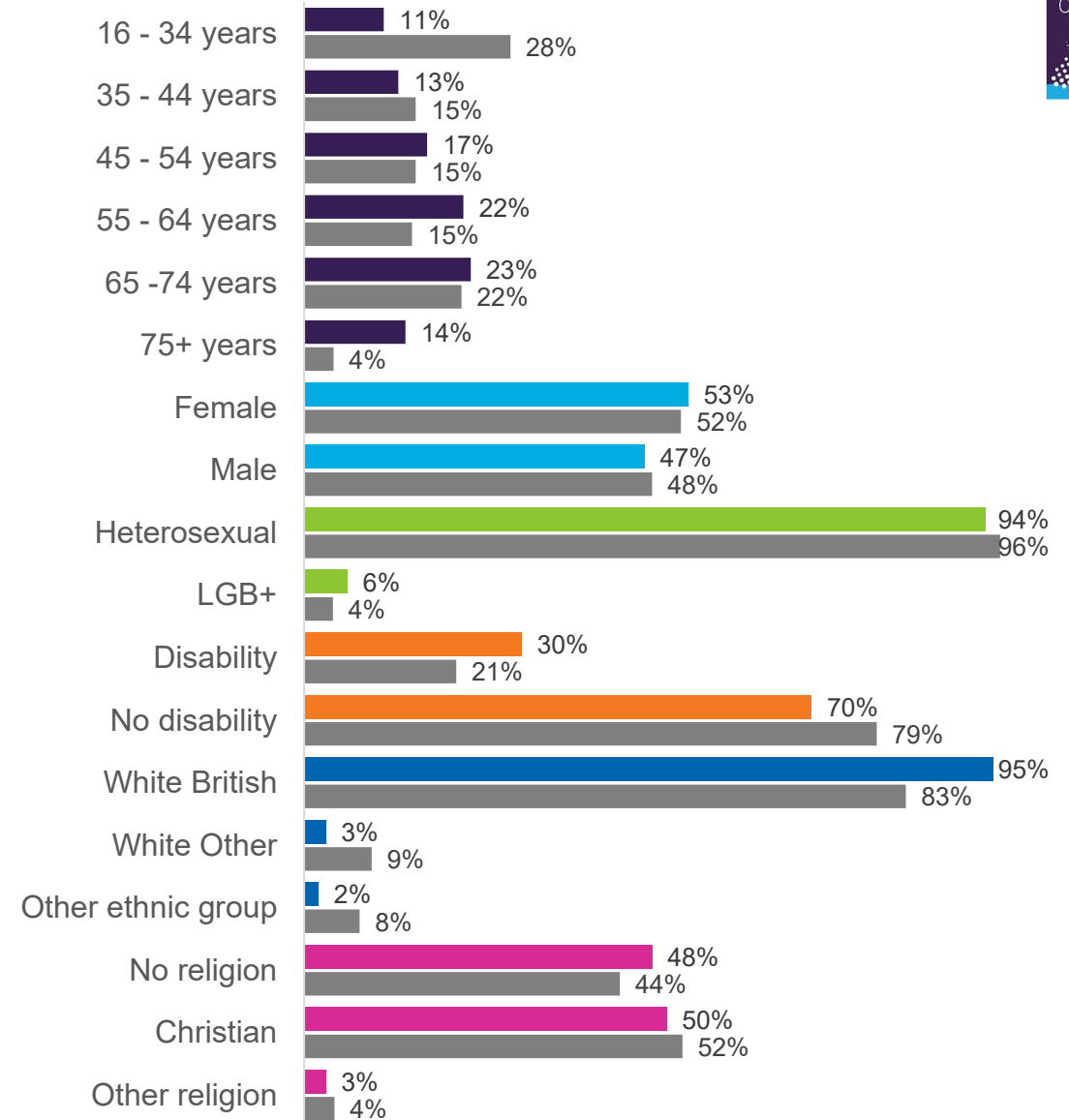
Respondent Profile

The chart shows the protected characteristics of survey respondents (in colour) compared to the BCP population age 16+ in the 2021 Census (in grey). Respondents who answered these questions with 'prefer not to say' or who did not answer are excluded from this chart

The survey has higher representation of all age groups over 45 with particularly high representation of age 55-64 and age 75+ groups

Respondents with a disability are strongly represented in the survey, making up 30% of respondents compared to 21% of the Census population

Minority ethnic groups have low representation in the survey, with white British respondents making up 95% of survey respondents compared to 83% of the Census population.



Respondent postcodes

Respondents were asked to provide their full postcode. These postcodes were analysed to see where responses came from.

679 respondents did not provide a valid postcode, either not answering the question or providing a partial postcode. Where a respondent provided just the first part of their postcode these have been included in the table (right). This still leaves 520 respondents whose location is unknown.

It should be noted that postcodes do not match ward or local authority boundaries. For example BH21 includes part of the BCP area but also extends to Wimborne and beyond.

Just over half of responses came from BH14 and BH15 postcodes, those closest to the park. The table on the right shows the postcode districts with more than 100 responses and groups the remaining postcodes into 'rest of BCP', 'rest of Dorset' and 'outside BCP / Dorset'

BH14	1540
BH15	1199
BH12	393
BH17	363
BH18	254
BH13	213
BH21	141
BH16	113
Rest of BCP	522
Rest of Dorset	89
Outside BCP / Dorset	45
Unknown	520

Respondent wards

As previously stated, postcodes do not match exactly to local authority boundaries and wards. In matching respondents to wards we have mapped the centre point of each full postcode and matched it to the ward in which it is located. It is not possible to include partial postcodes in this analysis as the areas covered are too large and may cover parts of several wards.

There are 11 wards that contain more than 100 responses and these are shown in the table opposite. The remaining areas are grouped into ‘rest of BCP’, Dorset, elsewhere and unknown.

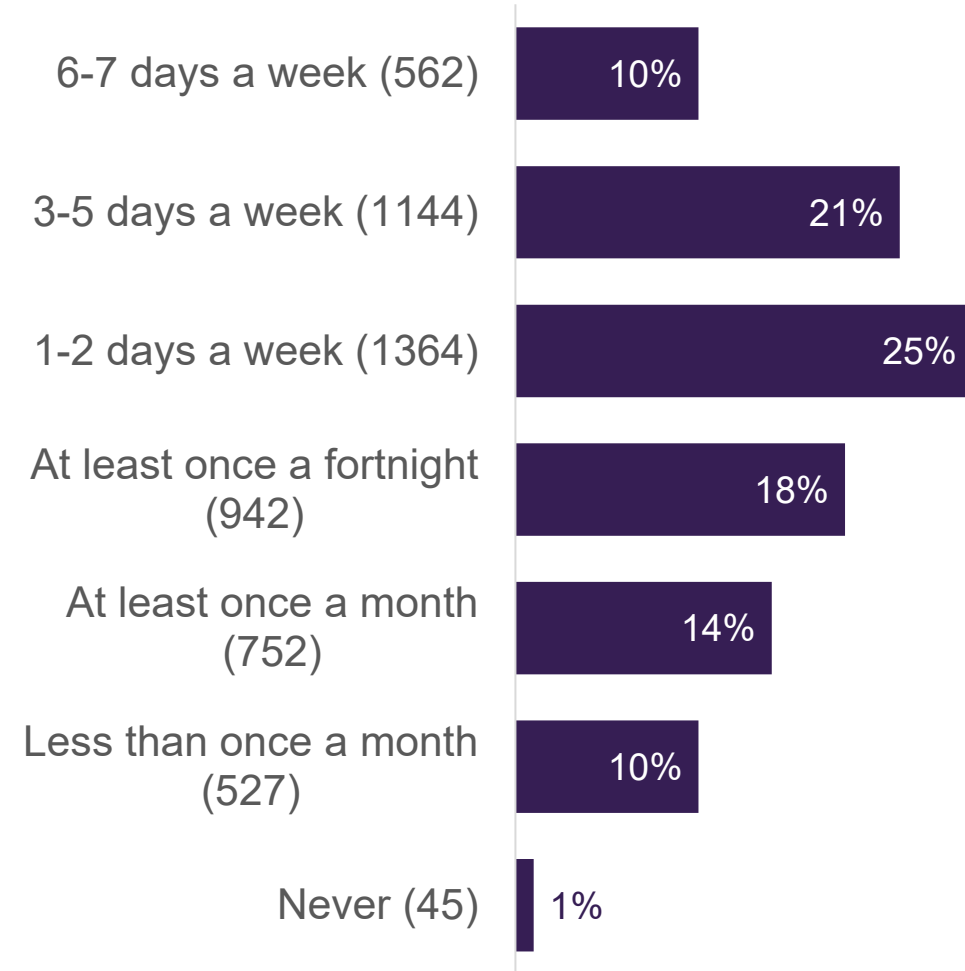
The highest number of responses came from the wards closest to the park: Parkstone; Poole Town; Penn Hill and Oakdale.

Parkstone	905
Poole Town	649
Penn Hill	489
Oakdale	335
Canford Cliffs	265
Broadstone	221
Newtown & Heatherlands	216
Creekmoor	186
Canford Heath	180
Hamworthy	177
Alderney & Bourne Valley	159
Rest of BCP	622
Dorset	264
Elsewhere	45
Unknown	679

Frequency of travel

On average, how often do you travel to or through Poole Park?

56% of respondents say that they travel through the park at least once a week



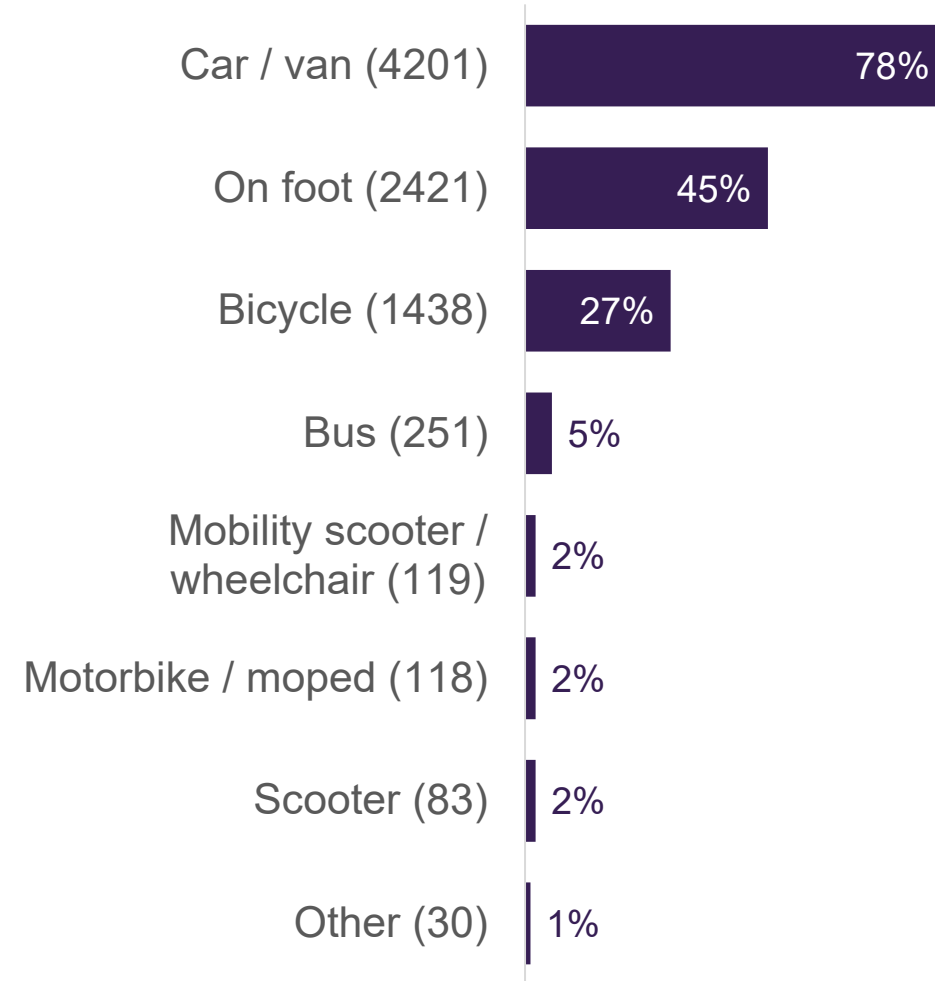
Mode of travel

How do you travel to Poole Park?

Car or van was the most common mode of travel

On foot and by bicycle were the next most common.

Other modes of travel were used by 5% or fewer respondents



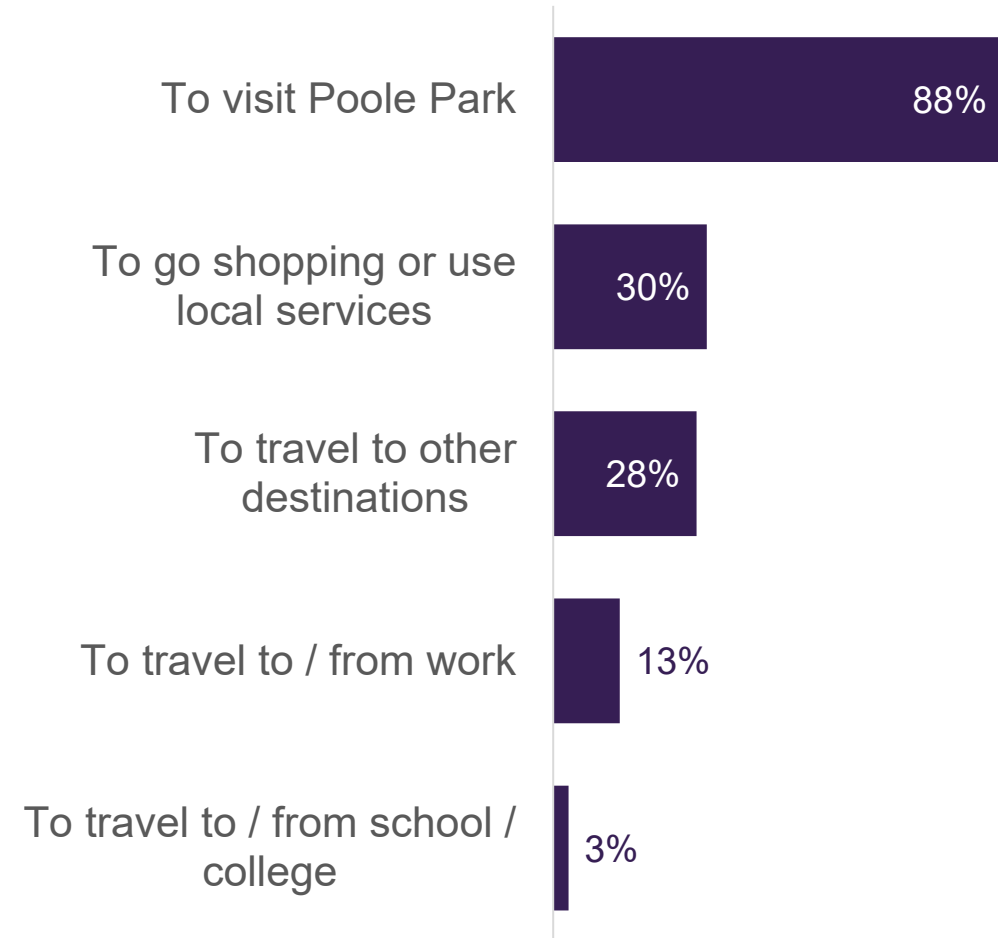
Use of Whitecliff Gate

78% of respondents said that they use the Whitecliff gate while 21% do not and 1% were unsure.

Those who use the gate were asked for what purpose they use the gate and were allowed to choose more than one answer.

While most respondents (88%) said that they use the gate to visit the park, 30% said that they use it to travel to shops / local services and 28% said that they use it to travel to other destinations

10% of respondents cited 'other' purposes and were invited to write in what those purposes were. Most commonly these were more specific reasons for the purposes already listed.



'Other' purposes for using Whitecliff Gate

10% of those that answered about their purpose for using the gate gave 'other' answers. Many respondents chose to use this option to tell us more about the specific reason for their journey rather than the general purpose.

The largest number of these responses could be categorised under 'to visit Poole Park' but gave specific reasons e.g. running, to play bowls, walk the dog, etc.

87 respondents specifically mentioned enjoying a scenic drive through the park.

There were 86 responses that remained categorised as 'other'. Many of these were too vague to categorise e.g. "various reasons", "leisure" and others were too specific.

70 responses mentioned travelling through the park on the way to or from other destinations. While some of these also spoke about enjoying the scenery, the primary purpose of the journey is to travel through.

Proximity to Whitecliff / Baiter / Harbourside is important to many users of the gate. 36 respondents mentioned these other parks – the majority were walkers or cyclists who enjoy a circular route taking in Poole Park, Whitecliff and Baiter via Keyhole Bridge.

Using the park	208
Scenic drive	87
Other	86
Cut through / avoid traffic	70
Link to other parks (Baiter / Whitecliff)	36
Live / visiting nearby	35
Part of longer walk / run / cycle	15
Hospital / doctor	14
Lighthouse	10

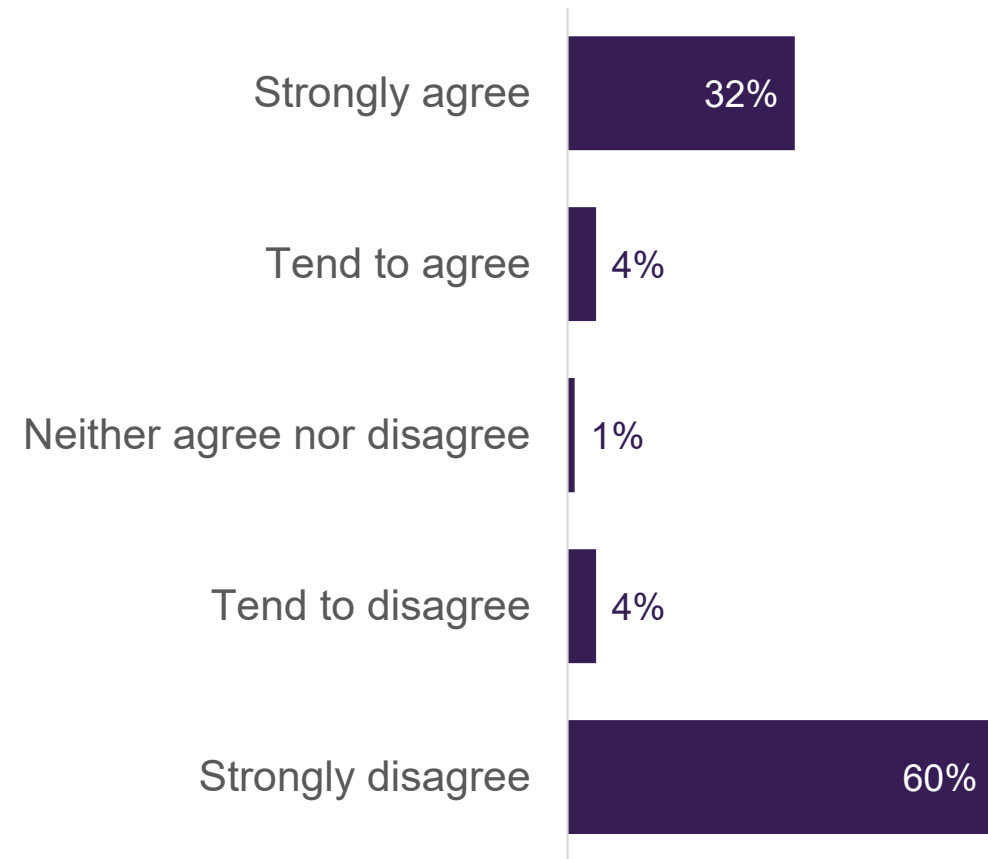
Agreement / disagreement with the proposal

To what extent do you agree or disagree with the proposal to permanently close this entrance to the park?

Overall 63% disagree and 36% agree with just 1% giving a neutral response.

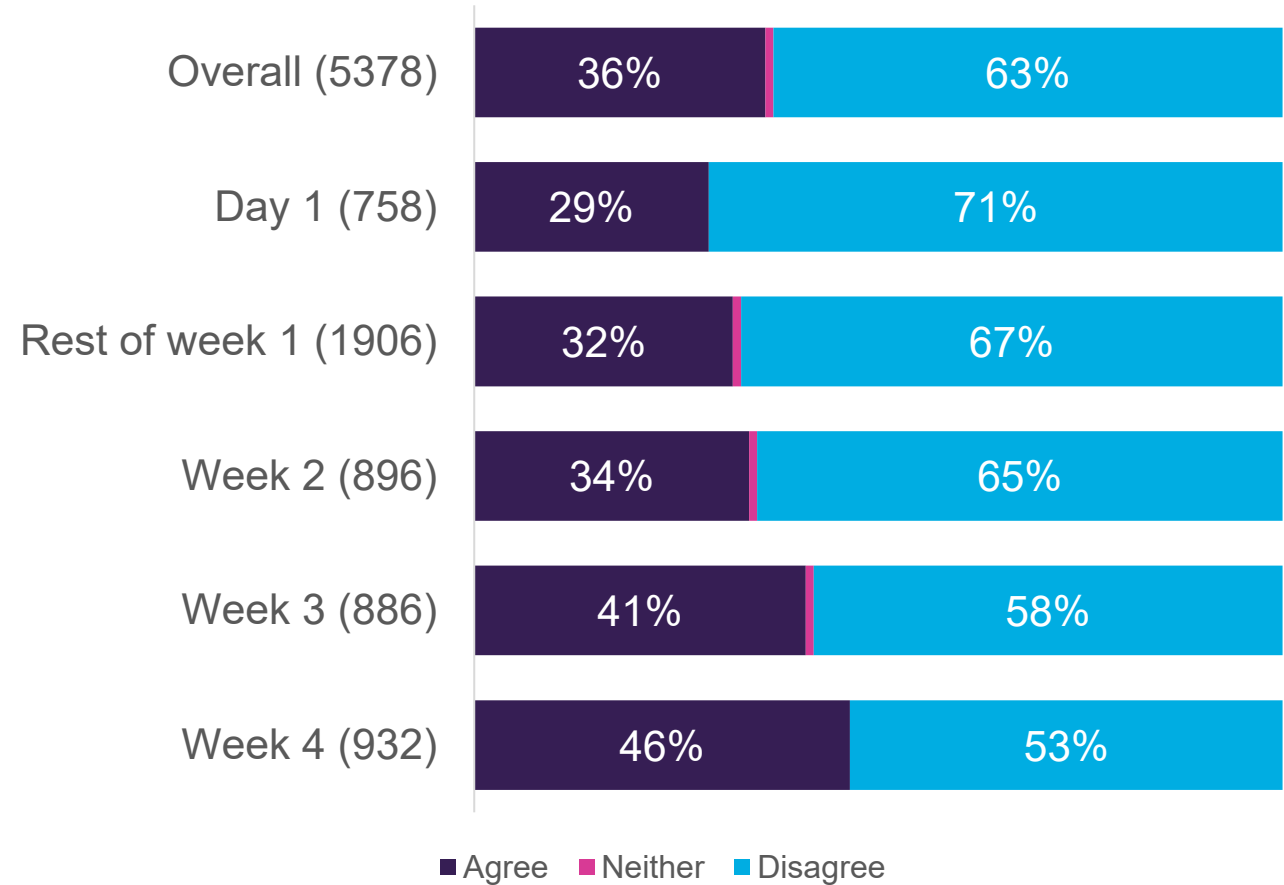
Views were strongly held. Almost all respondents either strongly agreed or strongly disagreed with the proposal.

(Note that figures on the chart are rounded to the nearest whole percentage point so appear to add differently to the totals stated above)



Agreement / disagreement throughout the trial

Support for the proposal grew as the trial went on. On day one of the trial, 29% of respondents agreed with the proposal but this grew to 46% by the final week of the trial.



Comparison by respondent types

The following slides compare different groups of respondents and looks at who is more likely to agree or disagree with the proposal.

In analysing the data, we carried out significance testing and the following slides indicate where a group of respondents is significantly more likely to agree or disagree with the proposal than other groups and the overall sample.

36

Please note that where a group is listed as 'more likely to agree', this means that they are more likely to agree **compared to other groups and the overall sample** and doesn't necessarily mean that a majority of that group agree.

The % of respondents in each of the listed groups who agree or disagree is shown in brackets

Who agrees / disagrees?

More likely to agree compared to the overall sample (36%)

- Uses the park 6-7 days a week (52%)
- Travels to the park
 - On foot (52%)
 - Bicycle (58%)
 - Scooter (51%)
 - Bus (52%)
- Lives outside BCP/Dorset (62%)
- Lives in Dorset (42%)

More likely to disagree compared to the overall sample (63%)

- Uses the park
 - once a fortnight (70%)
 - 1-2 days a week (69%)
 - once a month (67%)
- Travels to the park
 - Car / van (77%)
 - Motorbike (84%)
 - Mobility scooter / wheelchair (69%)
- Did not supply a valid postcode (80%)

Who agrees / disagrees?

More likely to agree compared to the overall sample (36%)

- Age group
 - 35-44 (47%)
 - 45-54 (42%)
 - 25-34 (42%)
- Males (44%)
- No disability (48%)
- Other white ethnic background (59%)
- No religion (50%)

More likely to disagree compared to the overall sample (63%)

- Disability
 - Limited a lot (83%)
 - Limited a little (75%)
- Age group
 - 65-74 (65%)
 - 75+ (73%)

Note: Personal characteristics questions include a 'prefer not to say' (PNTS) option. In this survey a higher than typical proportion of respondents either selected PNTS or didn't answer the questions. These respondents are much more likely to disagree with the proposal than those who answered the questions. The result of this is that the responses from those who did answer are more positive and less negative. For example, ALL ethnic groups are more likely than the overall sample to agree with the proposal. 22% of respondents either replied PNTS or didn't reply to the ethnicity question, of this group 82% disagreed.

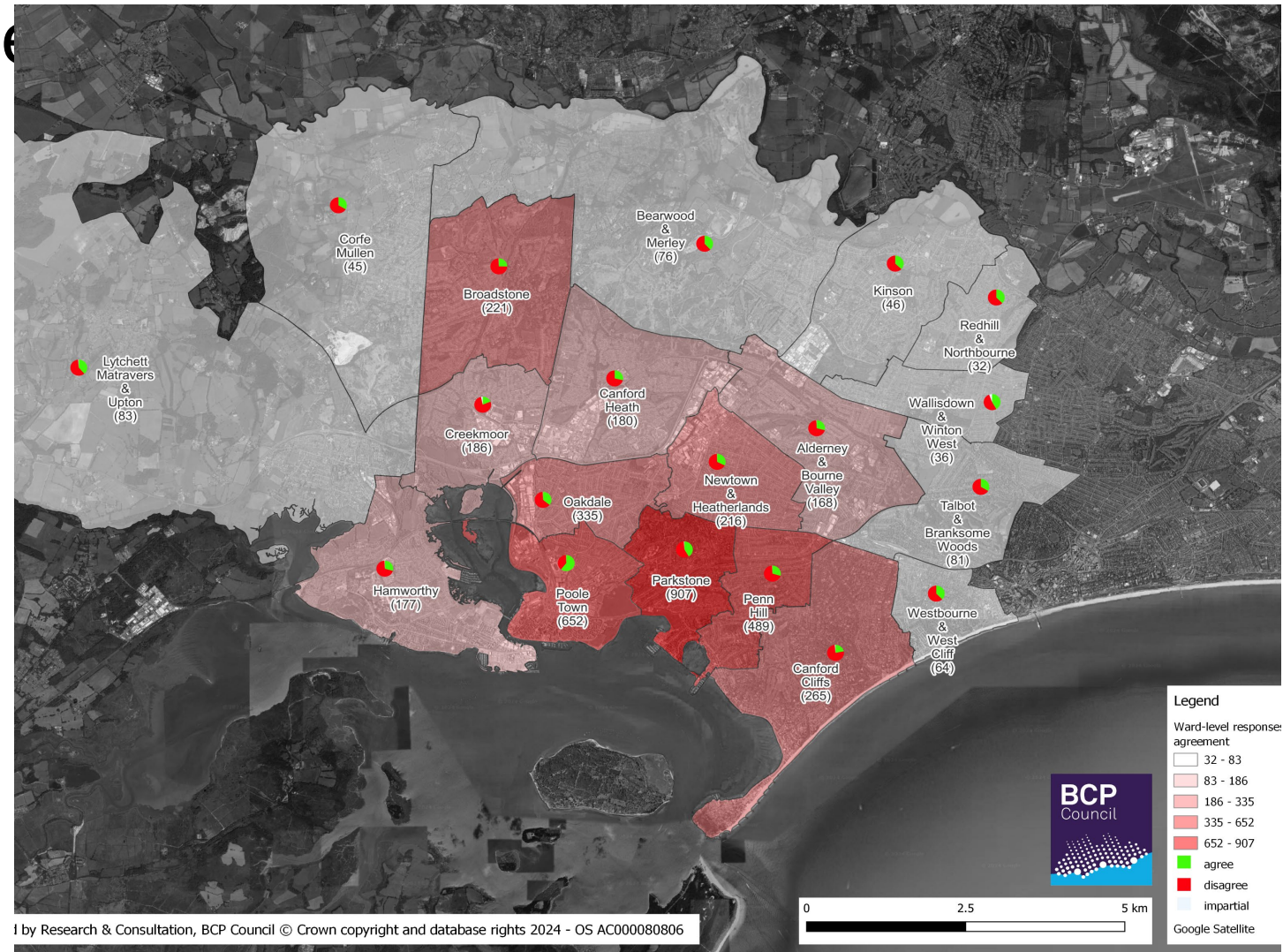
Agree / disagree ward

The pie charts on the map show the proportion of respondents from each ward who agree (green) or disagree (red)

The shading on the wards indicates where the highest number of responses came from with the actual numbers shown in brackets.

The map shows wards with 30 or more responses.

Of the wards shown, only Poole Town has a majority in favour of the proposal while Parkstone has more agreement than average (42%). The highest level of disagreement comes from further afield, from Creekmoor (78%), Canford Cliffs (77%) and Broadstone (74%).

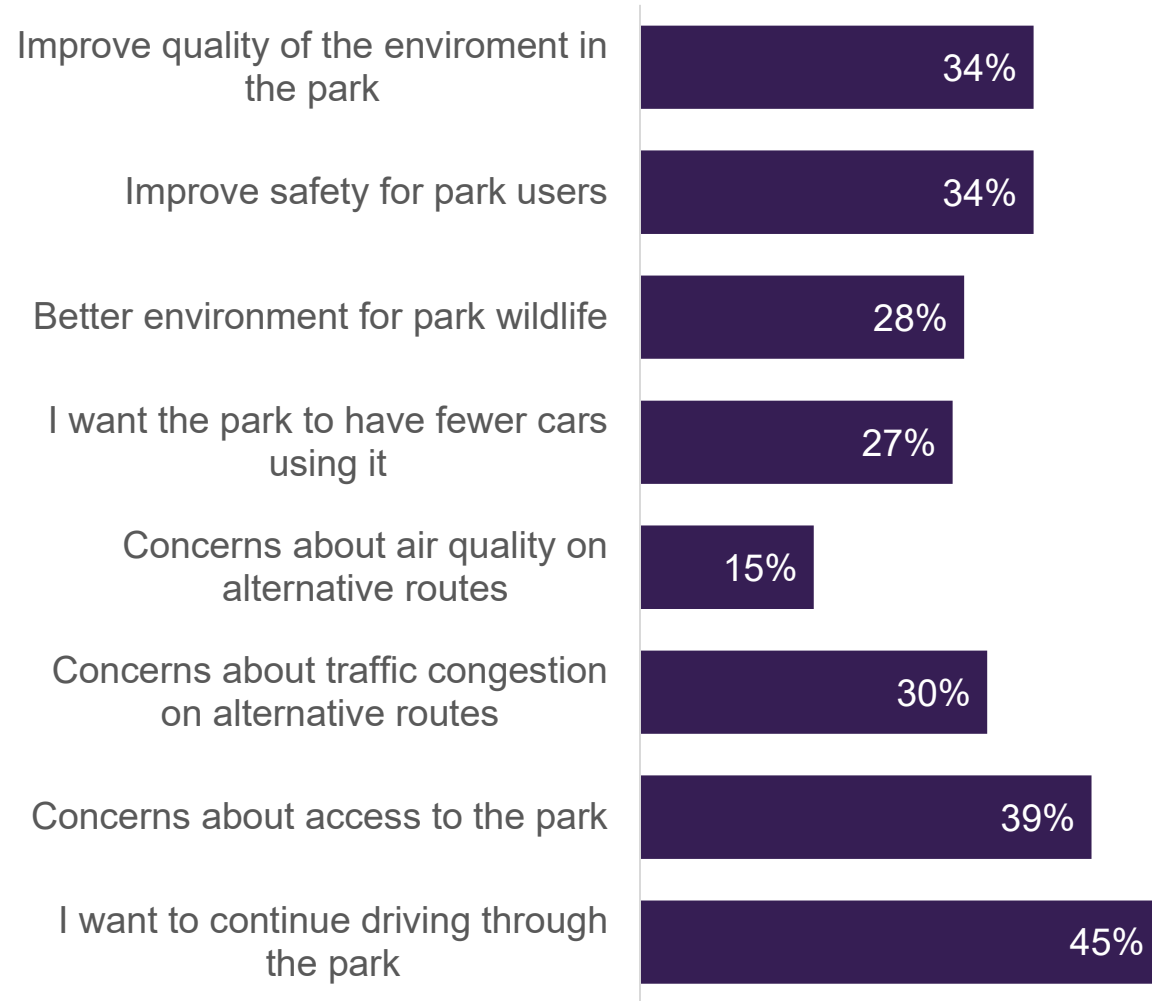


Reasons for agreement / disagreement

Respondents were asked what their reasons were for agreeing or disagreeing with the proposal.

Overall, the largest number of respondents said that they wish to continue driving through the park.

Responses given to this question vary depending on whether respondent agree or disagree and the responses for each group are shown on the next slide



Reasons for agreement / disagreement

Respondents were asked what their reasons were for agreeing or disagreeing with the proposal. The question presented four positive benefits of closing the gate and three negative impacts / concerns of keeping the gate closed plus the reason of simply wanting to continue driving through.

The chart shows respondents who agreed with the proposal in purple and those who disagreed in blue.

The % shown are the % of the respondents in that group (i.e. 90% of respondents who agree with the proposal said because it will improve the quality of the environment in the park)

Other reasons given include concerns about the remaining single exit point, concerns about the impact on disabled car users and a belief that drivers have a right to drive wherever they like in the park. The issues raised here are also raised in the responses to the following question about impact.



Impact of closure

Respondents were given the opportunity to describe the impact the closure would have on themselves and their use of the park

3,953 respondents completed this question. Responses were sent to Enventure Research for analysis and were coded into themes, with some comments covering several themes.

64 themes were identified, though several of these are more general comments rather than describing impact.

The themes shown to the right are those that were mentioned in more than 10% of the comments.

More traffic/congestion elsewhere	1036
Longer journey time/need to travel further	630
Negative impact on disabled/elderly/vulnerable groups	610
Safer for pedestrians/cyclists/less dangerous driving	561
More pleasant place to visit/improved experience	482
Park should not be a rat run/too much through traffic	474
More difficult to access park/restriction of access	443
Increased emissions/pollution/poorer air quality	433
Enjoy driving through park/visiting by car/pleasant route	397

More traffic / congestion elsewhere

The 1036 respondents who mentioned this theme in their comments were more likely to:

- Live in BH14 postcodes
- Be aged 65-74 or 75+
- Be female
- Have a disability
- Disagree with the proposal

These respondents also mentioned:

- Increased emissions / air quality
- Longer journey times
- Negative impact on elderly / disabled
- No traffic problems / enough measures to reduce traffic in the park
- Leaves only one exit from park

More traffic / congestion elsewhere

Having one exit point increases the volume of traffic on Parkstone Road, which is already extremely busy. Slow traffic belches out fumes. It will be an even worse nightmare in the tourist season!

This will cause huge congestion on Sandbanks Road - especially through the railway tunnel which is not wide enough for two cars - during the Spring and Summer.

Closure may not meet the aims of reduced vehicle movements to improve safety and air quality. It is more likely to increase congestion through other park access points.

Longer journey time / travel further

The 630 respondents who mentioned this theme were more likely to:

- Live in BH14 postcodes
- Be aged 75+
- Be female
- Have a disability
- Disagree with the proposal

These respondents also mentioned:

- More traffic congestion elsewhere
- Increased emissions / pollution / poorer air quality
- Negative impact on elderly / disabled
- No traffic problems / enough measures
- Likely to visit less frequently

Longer journey time / travel further

46

This will increase unnecessarily the distance I have to drive to visit the park which I do regularly to play tennis and walk my dog.

Probably not be using the cafe in the park as enter and exit via Whitecliff Rd, will add extra miles to our journey.

It will add time to my journey and will make me late for appointments as due to working hours I cannot avoid commuter times.

Negative impact on elderly / disabled / vulnerable groups

The 610 respondents who mentioned this theme were more likely to:

- Live in BH16, BH17 or BH18 postcodes
- Be aged 65-74 or 75+
- Be female
- Have a disability
- Disagree with the proposal

These respondents also mentioned:

- More traffic / congestion elsewhere
- More difficult to access the park
- Longer journeys
- Enjoy driving through / visiting by car
- Increase emissions / pollution

Negative impact on elderly / disabled / vulnerable groups

48

It will inconvenience me and make it impossible to take my elderly mother around her favourite places in Poole as she can't walk very far and she enjoys being able to see the birds from the car.

We like to drive through the park as we are elderly & walking is limited. We have been born & brought up in the Poole area & this park was given to the local people should remain accessible to everybody. There is a large elderly population & not everybody is able to walk / cycle.

For people with restricted mobility closing this entrance to cars will restrict access and make life more difficult for us.

Safer for pedestrians / cyclists

The 561 respondents who mentioned this theme were more likely to:

- Live in BH15 postcodes
- Be aged under 25, 25-34 or 35-44
- Not have a disability

These respondents were more likely to also mention:

- Park should not be a rat-run
- More pleasant place / improved experience
- Better / safer for children and families
- Positive to have less traffic
- Quieter / more peaceful / relaxing

Safer for pedestrians / cyclists

50

It's a park so cars shouldn't drive through it. This would make it safer for pedestrians and cyclists.

As someone who is 90 and with a disability it would make it safer for me to roam the park with less vehicles passing through.

Safer and more relaxing walk through. Cars travel too fast through the park frequently.

More pleasant place to visit / improved experience

The 482 respondents who mentioned this theme were more likely to:

- Live in a BH15 postcode
- Be aged 35-44 or 45-54
- Be male
- Not have a disability
- Agree with the proposal

These respondents also mentioned:

- Safer for pedestrians / cyclists
- Park should not be a rat-run / too much traffic
- Positive to have less traffic / fewer cars
- Quieter / more peaceful / relaxing
- Better / safer for children and families

More pleasant place to visit / improved experience

52

Will significantly improve the environment of the park and make it a more pleasant place to bring my children too. We would love to use the park more for family days out.

This is a brilliant idea. I do sometimes use the park in my car as a shortcut but appreciate that permanently closing it to through traffic will improve the park environment for everyone's benefit.

Since the closure of the entrance that part of the park has been SO much quieter and safer to walk/cycle in and the air quality must be much better too. We will be even more happy to walk and cycle in the beautiful park.

Park should not be a rat run / too much through traffic

The 474 respondents who mentioned this theme were more likely to:

- Live in a BH15 postcode
- Be aged 35-44 or 45-54
- Be male
- Not have a disability
- Agree with the proposal

These respondents also mentioned:

- Safer for pedestrians / cyclists
- More pleasant place to visit / improved experience
- Park should be for people / wildlife, not cars
- Better / safer for children and families
- Car users can still access / park

Park should not be a rat run / too much through traffic

54

This will make the park a much more pleasant place to go and spend time. I can see no downsides, there is still access for cars, and this will stop it from being used as a rat run.

It is used as a rat run by drivers.
Congestion/pollution caused by vehicles. It is a park, it should not be used as a cut through.

It will make the park more enjoyable as an area for recreation and not have the feel of a through route for traffic.

More difficult to access park / restriction of access

The 443 respondents who mentioned this theme were more likely to:

- Live in BH18, BH12 or BH13 postcodes
- Be aged 75+
- Have a disability
- Disagree with the proposal

These respondents also mentioned:

- Negative impact on elderly / disabled
- More traffic congestion elsewhere
- Longer journey time
- Enjoy driving through park / visiting by car
- No traffic problems / enough measures

More difficult to access park / restriction of access

56

It will be very difficult to access with a very young child, public transport to the park isn't good enough.

Makes entering park more difficult and I would think before planning to attend.

It will make it more difficult to enter the park if coming from Sandbanks, Canford Cliffs etc direction and also travelling from Poole to those areas.

Increased emissions / pollution / poorer air quality

The 433 respondents who mentioned this theme were more likely to:

- Live in BH14 or BH13 postcodes
- Have a disability
- Disagree with the proposal

These respondents also mentioned:

- More traffic congestion elsewhere
- Negative impact on elderly / disabled
- No traffic problems / enough measures
- Closure will leave only one exit
- Greater risk of accidents / narrow / unsafe exit

Increased emissions / pollution / poorer air quality

58

I feel there will be a long line of cars queuing to get out of the only exit left open in the park. All with engines running polluting the air all through the park.

Will have to go round the long way to get to the park causing longer driving so more pollution.

This is my nearest entry/exit. It would cause further traffic congestion around the park roads and impact on air quality for the house/apartments on Mount Pleasant Road.

Enjoy driving through park / visiting by car / pleasant route

The 397 respondents who mentioned this theme were more likely to:

- Live in BH16, BH21, BH18, BH13 or BH17 postcodes
- Be aged 55-64
- Be female
- Have a disability
- Disagree with the proposal

These respondents also mentioned:

- Negative impact on elderly / disabled
- More traffic congestion elsewhere
- No traffic problems / enough measures
- Negative impact on mental health / wellbeing
- More difficult to access park

Enjoy driving through park / visiting by car / pleasant route

60

Relaxing to drive through like driving along a coast road.

Deprive us of part of a scenic route chosen for our 'mental health and wellbeing'.

To close it would limit my enjoyment of the park as I enjoy driving through the park.

Comments suggesting other options

Suggestions for alternative options include:

- Introduce more / change time restrictions (63)
- Close Keyhole Bridge to traffic (53)
- Close to traffic completely / only disabled access (49)
- Introduce more traffic calming (47)
- Make it one way / exit only / entry only (14)
- Close Civic Centre entrance (8)

I visit the park mainly at weekends with my family and elderly mother. I agree that the park should not be a rat run for weekly commute, I think a fair compromise would be to open it at weekends and keep it closed during the week, most people visit the park at weekends to support the ark and kitchen and also the mini railway. I hope this would be considered

Closure of the gate permanently would make it a much more enjoyable walk through the park as the vehicles use it for a rat run in the evening rush hour which is when I am walking home and they nearly all are going a lot faster than the speed they should be doing through thereI think if it's not closed permanently it should be closed for the rush hour period as it is in the mornings

I would much prefer for the Keyhole bridge to be closed to traffic.

Its a public park NOT a car park - motor vehicle use should be kept to the absolute minimum required for vulnerable groups to access the park.

I enjoy the drive through the park, I feel that more robust traffic calming will improve the safety of people visiting the park.

If any solution were needed it would be to make the Whitecliff gate one way to Poole to stop commuter traffic through the park in the evening. The morning is time controlled anyway.

I don't use the entrance on the bend at civic centre as its dangerous because people dont look where they're going and nearly go up the back of you. It would be better to close this entrance.

Emails

43 individuals/organisations emailed to give their views on the proposal

- 33 disagreed with the closure
- 8 agreed with the closure
- 2 were neither for or against the closure but requested more information or suggested other options

Emails – against closure

63

- Pleasant, beautiful and unique journey as alternate route
- Important to ensure that the Park can be enjoyed in as many ways as possible by all residents and visitors wishing to use it for both recreation and wellbeing
- Road isn't fast or a 'rat run'
- Impact on disabled/limited mobility/elderly/vulnerable
- Loss of disabled bays
- Mental health/wellbeing council priority
- Makes quieter area of park less accessible
- Cyclists and e-scooter riders acting more dangerous than vehicles & increased congestion in park might cause cyclists to cycle on pavement
- Safety concerns – cars doing 3-point-turns in park, dangerous exit at Kingland Road, dangerous parts of alternative route e.g. bridge on Sandbanks Road
- Safety & ASB concerns – runners & pedestrians safer with passing vehicles e.g. Meyrick & Kings Park feel less safe
- Pollution concerns – increased distance & time to drive around compared to through
- Inconveniences drivers
- Increased congestion at other exit, particularly in summer
- Emergency vehicle access and vehicle escape if major incident
- Few cyclists use the park – better traffic/pedestrian-free alternative route through Baiter Park
- Historical commitments to free and open access - gifted to people with roads included
- Concern at spending involved – signage, consultation, communication etc.
- Concern at trial closure prior to consultation and during winter months when full impact unknown, trial closure better in busier summer months or school holidays – was this to avoid wider awareness
- Undemocratic trial closure – no cabinet vote
- Consultation concerns – hijacked by national campaign groups, multiple responses can be submitted, no email address required, misinformation/lies/, poor communications/publicity, only reaching small (online) audience, offline audience cannot easily access paper-form survey
- Concerns over conflicts of interest – councillors with agendas not acting on behalf of residents
- Concern that closure is designed to cause increased congestion in park, so cars are eventually banned altogether
- Lacking supporting evidence - no data on pre-closure vehicle movements through park or impact to local roads during trial period, no studies of impact on wildlife, no data on reasons drivers are using Poole Park
- Negative impact on local businesses and park utilisation
- Historical success of dual entrances
- No evidence of crashes, car related deaths, speeding etc. within park, but evidence of the same on alternative routes
- Previous closure worsened congestion in surrounding areas
- More important issues requiring resource
- Areas with roads are small in comparison to the rest of the park
- Does not achieve the whole aim of the BCP Health & Wellbeing Strategy

Emails – for closure

- 3-point-turns is people ignoring signage
- Cars can still park next to the lake just outside of the Parkstone entrance
- East gate entrance still available
- Park calmer and more peaceful throughout trial closure
- Reduced traffic within park
- Increase in park usage for leisure since pandemic
- Removing transitioning traffic highlighted as positive by many people in Heritage Lottery work on the park
- Original purpose of park was leisure facility, not relief road
- Reasons to stop through traffic sit comfortably with BCP strategies and policies as well as national policy
- Parks are for people not cars
- Health & wellbeing - greenspace quality (including perceived safety) determines usage frequency & duration, reduction in vehicle noise, air quality within park
- Better for wildlife
- Encourages sustainable modes of transport e.g. walking & cycling
- No formal pedestrian crossing within Park
- Low car ownership & housing without gardens in Poole Town ward whose enjoyment of park is negatively impacted by vehicles travelling through

Emails – other options

- Further traffic calming to stop limited number of drivers who do not comply with rules
- Closure of Seldown Gate would be more beneficial
- Closure of through-traffic at specific times instead of all times
- Inclusion of turning circle and cul-de-sac signage to mitigate concerns about turning
- Creation of parking bays along Whitecliff Road with disabled closest to park
- Addition of formal crossings within park



Poole Park Access Consultation 2024

Report on free text responses

February 2024

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Introduction

Background

Bournemouth, Christchurch and Poole (BCP) Council recently launched a public consultation alongside a trial closure of one of the access gates to Poole Park, a heritage listed park in a conservation area managed and maintained by BCP Council.

The Council proposed to permanently close the Whitecliff Road entrance to motor vehicles, effectively preventing the use of the park as a through route between Poole town centre and the Sandbanks/Whitecliff area. Pedestrians and cyclists have been able to continue using the entrance, whilst vehicle access has been maintained at the other entrances.

Enventure Research was appointed to support the Council with data entry of paper consultation survey responses and to undertake analysis of free text responses received to one question regarding the impact of the closure.

Methodology

The consultation was managed and delivered by BCP Council. A questionnaire was designed to explore views on the proposed closure to motor vehicles of the Whitecliff Road entrance, and also included questions to establish respondents' demographics and other characteristics.

Residents could take part via an online survey or by completing a paper copy of the questionnaire. Paper copies were made available at all BCP libraries and in the Ark Café in Poole Park. Completed paper copies of the questionnaire were sent to Enventure Research for data entry.

The consultation commenced on Wednesday 17 January 2024 and closed on Tuesday 13 February 2024. Overall, 5,392 responses were received to the consultation. This includes 5,309 online responses (98%) and 83 paper copies (2%).

Interpretation of the findings

Thematic coding of free text responses

The survey included an open ended question which allowed respondents to provide free text responses. To quantitatively analyse these responses, all free text comments were read in detail and a coding frame developed based on the key themes. This allowed for



categorisation of the themes emerging in the comments. This analysis is presented in charts and tables throughout the report, with anonymised verbatim comments provided as examples. It should be kept in mind that a single comment may have been assigned more than one theme.

Subgroup analysis

Subgroup analysis has been undertaken to explore the results provided by different groups, such as those who agree with the proposed closure, those who disagree, and key demographics.

This analysis has only been carried out where the sample size is seen to be sufficient for comment, as smaller base sizes tend to produce less reliable results due to a wider margin of error. Where sample sizes were not large enough, subgroups have been combined to create larger groups if possible. Only those differences which are statistically significant have been commented on within this report.

Throughout this report, those who took part in the survey are referred to as 'respondents'.



Survey Findings

Impact of the closure [Q7 analysis]

Survey respondents were asked to indicate what impact the permanent closure of the Whitecliff Road entrance would have on them and their use of the park, by providing their comments in a free text box. A large proportion of respondents provided an answer to this question, with 3,953 comments received in total.

The full range of themes is presented below in **Figure 1**, with themes which were largely supportive of the proposal highlighted in green and themes which were largely unsupportive highlighted in red. Neutral themes are unhighlighted.

A quarter of those who answered the question (26%) raised concerns about a potential *increase in traffic/congestion elsewhere* arising as a result of the closure. This included comments relating to both traffic and congestion within Poole Park itself and on surrounding roads and alternative routes.

Similar proportions said that the closure would result in a *longer journey time/need to travel further* (16%) and that there would be a *negative impact on disabled/elderly/vulnerable groups* (15%).

One in seven (14%) felt that the proposal would result in Poole Park becoming *safer for pedestrians/cyclists* or that there would be *less risk from dangerous driving*. One in eight (12%) said that the Park would be a *more pleasant place to visit* or that visiting would be an *improved experience*, and the same proportion said that the *Park should not be a rat run* or that there was currently *too much through traffic*.

Figure 1 – Please tell us what impact this will have on you and your use of the park [Q7].

Base: Those who provided a response (3,953)

Views/comments about the impact of the proposed closure	Number	%
More traffic/congestion elsewhere	1,036	26%
Longer journey time/need to travel further	630	16%
Negative impact on disabled/elderly/vulnerable groups	610	15%
Safer for pedestrians/cyclists/less dangerous driving	561	14%
More pleasant place to visit/improved experience	482	12%
Park should not be a rat run/too much through traffic	474	12%
More difficult to access park/restriction of access	443	11%
Increased emissions/pollution/poorer air quality	433	11%
Enjoy driving through park/visiting by car/pleasant route	397	10%
No traffic problems/enough measures to reduce traffic	343	9%



Views/comments about the impact of the proposed closure	Number	%
No issues currently/no change needed	314	8%
Positive to have less traffic/fewer cars	276	7%
Better/safer for children/families	259	7%
Park should be for people/wildlife not cars	245	6%
Greater risk of accidents/unsafe/narrow exit	242	6%
Needs to be accessible to all/by all methods of transport	236	6%
Likely to visit less frequently	220	6%
Cost implications/waste of money/other spending priorities	211	5%
Closure will leave only one exit	208	5%
Quieter/more peaceful/relaxing park	205	5%
Protection for wildlife/natural environment	194	5%
No accidents/conflicts/drivers are considerate	185	5%
Negative impact on park businesses/café	185	5%
Will stop visiting/not be able to access	175	4%
Negative impact on mental health/wellbeing	174	4%
No personal impact/minimal impact	161	4%
Less freedom of choice/choice of route	158	4%
Healthier environment/cleaner/better air quality	151	4%
Car users can still access/park	151	4%
Not everyone is able to cycle/too much focus on cyclists	150	4%
More inconvenience	142	4%
Will not improve anything/reduce emissions	141	4%
Undemocratic/needs more consultation/should have consulted before closure	141	4%
Park belongs to Poole residents/was gifted to the people	138	3%
More difficult to access park facilities/boating lake	129	3%
Need more evidence/data/information	115	3%
Attack on car users/BCP is anti-car	110	3%
Passing cars increase safety/more risk of crime/ASB	104	3%
Impact on/difficulties for local residents	98	2%
Complaint about cyclists/cyclists are dangerous	91	2%
Likely to visit/use facilities more frequently	81	2%
Agree/support generally/good idea	80	2%
More negative impact in summer/needs trial in summer	80	2%
Another attempt to close Keyhole Bridge	78	2%
Enough alternative routes for cars exist	73	2%
Better/safer for disabled/older people	68	2%
Introduce more/change time restrictions	63	2%
Reduced number of park users/visitors	59	1%
Likely to visit Poole/other areas less frequently	57	1%
Close Keyhole Bridge to traffic	53	1%
Review parking/may cause parking issues elsewhere	51	1%
Encourages active travel/physical health benefits	50	1%
Close to traffic completely/only allow disabled access	49	1%
Increased cost of travel/using more fuel	48	1%
Introduce more traffic calming/speed restrictions instead	47	1%



Views/comments about the impact of the proposed closure	Number	%
Difficult for emergency vehicles to pass through	44	1%
Disagree generally/maintain vehicle access	43	1%
Complaint about survey/biased/flawed	41	1%
Road improvements needed	40	1%
Deal with flooding/other comment about flooding	34	1%
Unlawful/open to legal challenge	27	1%
Make one way/exit only instead	14	0%
Close Civic Centre entrance	8	0%
Other comment	27	1%

Example verbatim comments

Below are some example verbatim responses for some of the most common themes.

More traffic/congestion elsewhere (26%)

Closure may not meet the aims of reduced vehicle movements to improve safety and air quality. It is more likely in increase congestion through other park access points.

Having one exit point increases the volume of traffic on Parkstone Road, which is already extremely busy. Slow traffic belches out fumes. It will be an even worse nightmare in the tourist season!

This will cause huge congestion on Sandbanks Road – especially through the railway tunnel which is not wide enough for two cars – during the Spring and Summer.

Longer journey time/need to travel further (16%)

This will increase unnecessarily the distance I have to drive to visit the park which I do regularly to play tennis and walk my dog.

Probably not be using the cafe in the park as enter and exit via Whitecliff Rd, will add extra miles to our journey.

It will add time to my journey and will make me late for appointments as due to working hours I cannot avoid commuter times.

Negative impact on disabled/elderly/vulnerable groups (15%)

It will inconvenience me and make it impossible to take my elderly mother around her favourite places in Poole as she can't walk very far and she enjoys being able to see the birds from the car.



For people with restricted mobility closing this entrance to cars will restrict access and make life more difficult for us.

We like to drive through the park as we are elderly & walking is limited. We have been born & brought up in the Poole area & this park was given to the local people should remain accessible to everybody. There is a large elderly population & not everybody is able to walk / cycle.

Safer for pedestrians/cyclists/less dangerous driving (14%)

It's a park so cars shouldn't drive through it. This would make it safer for pedestrians and cyclists.

As someone who is 90 and with a disability it would make it safer for me to roam the park with less vehicles passing through.

Safer and more relaxing walk through. Cars travel too fast through the park frequently.

More pleasant place to visit/improved experience (12%)

Will significantly improve the environment of the park and make it a more pleasant place to bring my children too. We would love to use the park more for family days out.

This is a brilliant idea. I do sometimes use the park in my car as a shortcut but appreciate that permanently closing it to through traffic will improve the park environment for everyone's benefit.

Since the closure of the entrance that part of the park has been SO much quieter and safer to walk/cycle in and the air quality must be much better too. We will be even more happy to walk and cycle in the beautiful park.

Park should not be a rat run/too much through traffic (12%)

This will make the park a much more pleasant place to go and spend time. I can see no downsides, there is still access for cars, and this will stop it from being used as a rat run.

It is used as a rat run by drivers. Congestion/pollution caused by vehicles. It is a park, it should not be used as a cut through.

It will make the park more enjoyable as an area for recreation and not have the feel of a through route for traffic.



More difficult to access park/restriction of access (11%)

It will be very difficult to access with a very young child, public transport to the park isn't good enough.

Makes entering park more difficult and I would think before planning to attend.

It will make it more difficult to enter the park if coming from Sandbanks, Canford Cliffs etc direction and also travelling from Poole to those areas.

Increased emissions/pollution/poorer air quality (11%)

I feel there will be a long line of cars queuing to get out of the only exit left open in the park. All with engines running polluting the air all through the park.

Will have to go round the long way to get to the park causing longer driving so more pollution.

This is my nearest entry/exit. It would cause further traffic congestion around the park roads and impact on air quality for the house/apartments on Mount Pleasant Road.

Enjoy driving through park/visiting by car/pleasant route (10%)

Relaxing to drive through like driving along a coast road.

Deprive us of part of a scenic route chosen for our 'mental health and wellbeing'.

To close it would limit my enjoyment of the park as I enjoy driving through the park.

Subgroup analysis

More traffic/congestion elsewhere

Subgroups more likely to say there would be **more traffic/congestion elsewhere** (26% overall) include:

- Female respondents (29%) vs male respondents (21%)
- Those who have a disability or long term health issue (27%) vs those who do not (24%)

Longer journey time/need to travel further

Subgroups more likely to say it would result in a **longer journey time/need to travel further** (16% overall) include:

- Female respondents (17%) vs male respondents (14%)



- Those who have a disability or long term health condition (21%) vs those who do not (13%)

Negative impact on disabled/elderly/vulnerable groups

Subgroups more likely to say there would be a **negative impact on disabled/elderly/vulnerable groups** (15% overall) include:

- Older respondents aged 75+ (20%) and 65–74 (17%) vs other age groups
- Female respondents (18%) vs male respondents (11%)
- Those who have a disability or long term health condition (30%) vs those who do not (8%)

Safer for pedestrians/cyclists/less dangerous driving

Subgroups more likely to say the park would be **safer for pedestrians/cyclists/less dangerous driving** (14% overall) include:

- Respondents aged 25–34 (21%) and 35–44 (22%) vs other age groups, particularly those aged 75+ (11%)
- Those who do not have a disability or long term health condition (21%) vs those who do (7%)
- Respondents of Other White ethnicity (26%) vs White British respondents (17%)

More pleasant place to visit/improved experience

Subgroups more likely to say the park would be a **more pleasant place to visit/improved experience** (12% overall) include:

- Respondents aged 35–44 (16%) and 45–54 (15%) vs other age groups, particularly those aged 75+ (9%)
- Male respondents (15%) vs female respondents (12%)
- Those who do not have a disability or long term health condition (17%) vs those who do (7%)

Park should not be a rat run/too much through traffic

Subgroups more likely to say the park **should not be a ran run/too much through traffic** (12% overall) include:

- Respondents aged 35–54 (16%) vs other age groups, particularly those aged 75+ (8%)
- Male respondents (16%) vs female respondents (11%)
- Those who do not have a disability or long term health condition (16%) vs those who do (7%)



More difficult to access park/restriction of access

Subgroups more likely to say it would be **more difficult to access park/restriction of access** (11% overall) include:

- Respondents aged 75+ (15%) vs other age groups, particularly those aged 45–64 (9%)
- Female respondents (12%) vs male respondents (9%)
- Those who have a disability or long term health condition (17%) vs those who do not (8%)

Increased emissions/pollution/poorer air quality

Subgroups more likely to say it would result in **increased emissions/pollution/poorer air quality** (11% overall) include:

- Female respondents (11%) vs male respondents (9%)
- Those who have a disability or long term health condition (13%) vs those who do not (9%)

Enjoy driving through park/visiting by car/pleasant route

Subgroups more likely to say they **enjoy driving through park/visiting by car/pleasant route** (10% overall) include:

- Respondents aged 55–64 (13%) vs other age groups, particularly those aged 35–44 (6%)
- Female respondents (12%) vs male respondents (7%)
- Those who have a disability or long term health condition (14%) vs those who do not (7%)



Differences between those who agree and disagree

There were marked differences in the themes arising in the comments provided by those who agree and those who disagree with the proposed closure. For example, two in five (39%) of those who disagree said that there would be *more traffic/congestion elsewhere*, whilst almost a quarter said that it would result in a *longer journey time/need to travel further* or that there would be a *negative impact on disabled/elderly/vulnerable groups* (23% each). By contrast, only small proportions of those who agree with the proposal shared these concerns (2%, 3% and 1% respectively).

Those who agree were much more likely to comment that the Park would become *safer for pedestrians/cyclists/less dangerous driving* (41%), a *more pleasant place to visit/improved experience* (36%), or that the *Park should not be a rat run/too much through traffic* (35%) in comparison with those who disagree (0% for all).

These differences are presented in **Figure 2** (themes mentioned by 5% of more of respondents are included).

Figure 2 – Views/comments about the impact of the proposed closure by agreement/disagreement

Base: All who provided a response (3,953); Those who agree (1,341); Those who disagree (2,573)

Views/comments about the impact of the proposed closure	All		Agree		Disagree	
	Number	%	Number	%	Number	%
More traffic/congestion elsewhere	1,036	26%	23	2%	1,007	39%
Longer journey time/need to travel further	630	16%	38	3%	588	23%
Negative impact on disabled/elderly/vulnerable groups	610	15%	10	1%	597	23%
Safer for pedestrians/cyclists/less dangerous driving	561	14%	554	41%	5	0%
More pleasant place to visit/improved experience	482	12%	477	36%	2	0%
Park should not be a rat run/too much through traffic	474	12%	468	35%	3	0%
More difficult to access park/restriction of access	443	11%	6	0%	436	17%
Increased emissions/pollution/poorer air quality	433	11%	7	1%	425	17%
Enjoy driving through park/visiting by car/pleasant route	397	10%	14	1%	379	15%
No traffic problems/enough measures to reduce traffic	343	9%	8	1%	333	13%



Views/comments about the impact of the proposed closure	All		Agree		Disagree	
	Number	%	Number	%	Number	%
No issues currently/no change needed	314	8%	3	0%	309	12%
Positive to have less traffic/fewer cars	276	7%	273	20%	1	0%
Better/safer for children/families	259	7%	259	19%	-	-
Park should be for people/wildlife not cars	245	6%	244	18%	-	-
Greater risk of accidents/unsafe/narrow exit	242	6%	2	0%	240	9%
Needs to be accessible to all/by all methods of transport	236	6%	5	0%	231	9%
Likely to visit less frequently	220	6%	2	0%	218	8%
Cost implications/waste of money/other spending priorities	211	5%	2	0%	207	8%
Closure will leave only one exit	208	5%	3	0%	205	8%
Quieter/more peaceful/relaxing park	205	5%	202	15%	2	0%
Protection for wildlife/natural environment	194	5%	188	14%	5	0%
No accidents/conflicts/drivers are considerate	185	5%	1	0%	183	7%
Negative impact on park businesses/café	185	5%	1	0%	184	7%

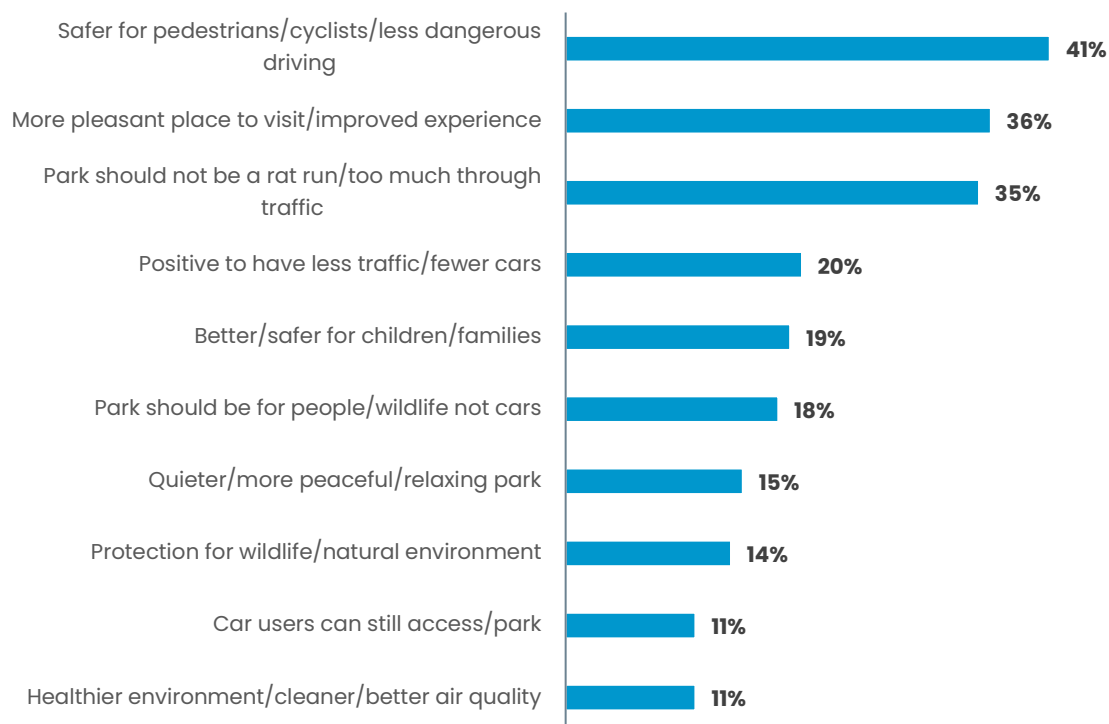
The most common themes arising from the comments provided by those who agreed with the proposed closure are presented in **Figure 3** overleaf.

Two in five of these respondents (41%) said that Poole Park would become *safer for pedestrians/cyclists/less dangerous driving*, and similar proportions said it would make the park a *more pleasant place to visit/improved experience* (36%) and that the *park should not be a rat run/too much through traffic* (35%).



Figure 3 – Views/comments about the impact of the proposed closure by agreement (top ten)

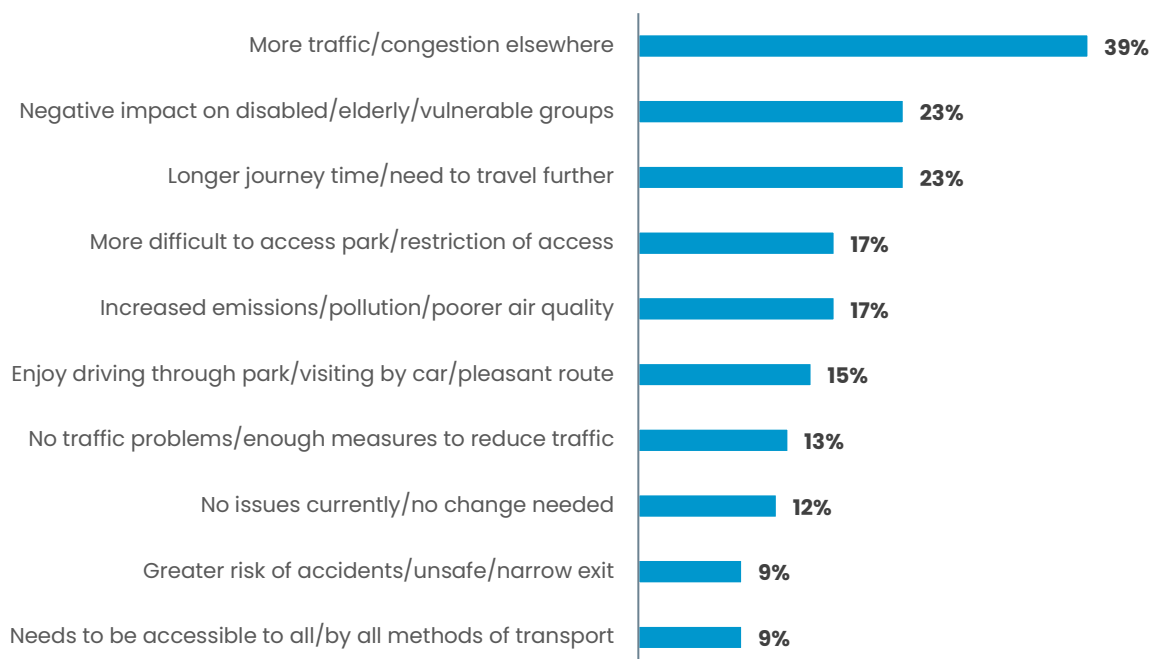
Base: Those who agree (1,341)



Of those who disagreed, the most frequent response was that the proposed closure would result in *more traffic/congestion elsewhere* (39%). Almost a quarter said that there would be a *negative impact on disabled/elderly/vulnerable groups* or that it would result in a *longer journey time/need to travel further* (23% each). These results are shown in **Figure 4** overleaf.

Figure 4 – Views/comments about the impact of the proposed closure by disagreement (top ten)

Base: Those who disagree (2,573)



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Poole Park – Whitecliff Gate Trial Closure

Consultation summary

Methodology

In January 2024, a trial closure was put in place to assess the impact and a consultation ran for 4 weeks alongside the closure to allow residents and park users to have their say about the proposal while experiencing the effect of the closure.

The trial closure and parallel consultation began on 17 January 2024. Running the trial closure alongside the consultation allows people to experience the impacts of the closure, both positive and negative, before sharing their views.

Temporary signage was put in place 2 weeks earlier on 3 January 2024 to give drivers notice of the intended trial closure

The consultation was open for 4 weeks, closing at 23:59 on 13 February 2024

Signs were put up in the park promoting the consultation. An online survey was available, as well as paper copies in BCP libraries and in the Ark café

The consultation was promoted on the council's social media channels and press releases.

Consultation results

The survey received 5,392 responses.

Overall, **63% of respondents disagreed** with the closure and **36% agreed**.

The level of agreement increased throughout the trial period, from 29% on day 1 (758 responses) to 46% in the final week (932 responses).

Respondents were more likely to **agree** if they:

- Use the park 6-7 days a week (52%)
- Travel to the park
 - On foot (52%)
 - Bicycle (58%)
 - Scooter (51%)
 - Bus (52%)
- Live in Poole Town ward (61%)

The following groups of respondents were more likely to **agree** than the overall sample (36%), although those supporting the closure were still a minority:

- Age group
 - 35-44 (47%)
 - 45-54 (42%)
 - 25-34 (42%)
- Males (44%)
- No disability (48%)
- Live in Parkstone ward (42%)

The highest level of **disagreement** came from respondents who:

- Use the park
 - once a fortnight (70%)
 - 1-2 days a week (69%)
 - once a month (67%)
- Travel to the park
 - Car / van (77%)
 - Motorbike (84%)
 - Mobility scooter / wheelchair (69%)
- Disability
 - Limited a lot (83%)
 - Limited a little (75%)
- Age group
 - 65-74 (65%)
 - 75+ (73%)
- Live in
 - Creekmoor (78%)
 - Canford Cliffs (77%)
 - Broadstone (74%)
- People who did not specify their postcode or personal characteristics (either by answering 'prefer not to say' or skipping the question. This varies by question but typically around 80% disagree.

Reasons

Respondents were asked what their reasons were for agreeing or disagreeing with the proposal.

Overall, the largest number of respondents said that they wish to continue driving through the park.

Responses given to this question vary depending on whether respondent agree or disagree, as shown in the table below.

	Overall	Agree	Disagree
Improve quality of the environment in the park	34%	90%	1%
Improve safety for park users	34%	89%	2%
Better environment for park wildlife	28%	76%	0%
I want the park to have fewer cars using it	27%	74%	0%
Concerns about air quality on alternative routes	15%	8%	19%
Concerns about traffic congestion on alternative routes	30%	4%	45%
Concerns about access to the park	39%	3%	60%
I want to continue driving through the park	45%	2%	69%

Impact of closure

3,953 respondents provided an open text response when asked about the impact of the closure. These comments were analysed by an external agency (Enventure Research Ltd) and a number of themes were identified. The nine themes listed below are those associated with at least 10% of the comments received. 64 distinct themes were identified overall.

More traffic/congestion elsewhere	1036
Longer journey time/need to travel further	630
Negative impact on disabled/elderly/vulnerable groups	610
Safer for pedestrians/cyclists/less dangerous driving	561
More pleasant place to visit/improved experience	482
Park should not be a rat run/too much through traffic	474
More difficult to access park/restriction of access	443
Increased emissions/pollution/poorer air quality	433
Enjoy driving through park/visiting by car/pleasant route	397

Themes highlighted in red came most commonly from those who disagree, while those in green came from those who support the closure.

Sites frequently mentioned by those concerned about congestion elsewhere were the Kingland Road roundabout (where traffic leaving via the single remaining exit point would join the main road network), the busy civic centre gyratory (which many respondents said they find stressful and would deter them from travelling) and the narrow railway bridge on Sandbanks Road.

Comments about congestion were often linked to those about longer journeys and increased emissions.

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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>What is being reviewed?</p>	<p>Improvement of Environment in Poole Park – trial closure of Park Entrance (adjacent to Twemlow Avenue/Whitecliff) to motor traffic.</p> <p>A trial closure of the Twemlow Avenue entrance to Poole Park to motor vehicles. The closure was in place for a 28 – day period from 17 January 2024 until 13 February 2024 with a preceding 2-week notification period from 3 January 2024.</p> <p>Following evaluation of the trial and consultation responses a decision is now to be made as to whether the trial closure becomes permanent or not, or if alternative options should be implemented to reduce vehicle numbers. The trial closure has remained in place while decisions are made.</p>
<p>What changes are being made?</p>	<p>The trial was intended to substantially reduce motor traffic using the park as a through route. The aim of the closure was to improve the environment and amenity of Poole Park. Previous consultation has established that the enjoyment of the park for some is reduced by the impact of through motor traffic. The intention is to make Poole Park a better place for its users with wider benefits for the environment, climate change, biodiversity and active travel.</p> <p>Closing an existing motor traffic route will allow those affected to respond and any equality impacts that arise identified. A closure to all vehicles already happens on a time limited basis between 7:30 and 10:00 am Mondays to Saturdays.</p> <p>The trial extended this closure to motor vehicles at all times using the Whitecliff Road access point. Access to the park by active means of travel – walking, cycling and wheeling - is unaffected.</p> <p>The trial gave park users and residents the opportunity to have their say via a consultation at the same time as the trial is undertaken.</p>

	<p>Perspectives on the trial closure were therefore provided based on actual conditions with people and organisations affected having experience of circumstances before and during the trial. This now allows the evaluation of the impacts of the trial, including the wider transport network.</p> <p>The roads in Poole Park are not adopted highway and are therefore managed by Environment Services.</p> <p>Traffic data, previous consultation responses, the strategic management of green spaces, highways and the wider network are also considered alongside the public consultation findings.</p>
Service Unit:	Environment Services
Participants in the conversation:	<p>Martin Whitchurch – Strategic Lead for Greenspace and Conservation Richard Barnes – Service Unit Equality Champion and part of Sustainable Travel Team. Lisa Stuchberry and Jo Hansell – Research & Consultation Insights team Philip Patrick-Valentine – Environment Service Unit Equality Champion DOTS Disability group.</p>
Conversation date/s:	<p>Original EIA was created 15th December for the trial only. This has developed through the trial period and now with the consultation results in March 2024 to the full review of the impact of the closure to inform future decision making. Review with insight team following consultation outcome report – 8 March 2024.</p>
Do you know your current or potential client base? Who are the key stakeholders?	<ul style="list-style-type: none"> • People who use Poole Park for recreation. • Drivers and passengers who currently either access the park or drive through. • People who access the park using active travel – walking, cycling and active travel. • Businesses who operate within the park and their customers. • Residents and all users of the highway in the surrounding area.
Do different groups have different needs or experiences?	<p>Parallel to the trial closure, a 4-week consultation took place from 17 January until 13 February 2024. Signs were put up in the park promoting the consultation, an on-line survey was available as well as paper copies in BCP Council libraries and in the Ark Cafe – in the park. The consultation was promoted on the Council's social media channels and press releases.</p> <p>5,392 responses were received, this is a high number compared to other consultations and the trial attracted considerable media and social media interest.</p> <p>The consultation analysis can be found here that includes analysis by respondent profile and against BCP census data. A summary report is here.</p> <p>Poole Park is well used by local people, visitors to the area, businesses, charities and for a wide range of uses. We do not hold specific profile data of park users, but do know that the wide range of facilities, sports and</p>

	<p>leisure groups, catering and quality of green space attracts people of all ages and abilities.</p> <p>Previous Park improvements have included creating a sensory garden and a 'memories space' that were designed with more elderly people and those suffering from illnesses in mind. Creating spaces to sit, reflect, share memories and be in a high-quality space is some of the specific appeal of Poole Park.</p> <p>Alongside the consultation, BCP Council specifically engaged DOTS Disability, a community interest company for disabled people run by disabled people, to undertake a review of the trial traffic management proposals in Poole Park. The group were all familiar with the park, used it frequently and understood the basis for the trial closure and public consultation.</p> <p>The group of six members, all with a range of disabilities and representing other members of the group with a wide range of disabilities, were introduced to the trial, the consultation and considered the issues. They surveyed the park and considered their responses following a site visit and assessment of the impact in accessing the parks facilities, the parking areas and trying to appreciate all users' needs.</p> <p>The visit was undertaken in February 2024 when the trial closure was still in place. Their summary comments are:</p> <ul style="list-style-type: none"> • Poole Park was described as a popular destination for disabled people. • Any additional journey times resulting from the closure of Twemlow Gate at all times, were not seen as an issue by the participants. • The Disabled participants who took part in the visit had no objection to a permanent closure of the entrance - from an access perspective. • Disabled drivers who make through journeys will be disadvantaged by a slightly longer journey time – in the same way as non-disabled drivers. • Reduced through traffic – if the closure is made permanent, will benefit the park environment including disabled visitors in exactly the same way as it will for visitors who are not disabled. <p>DOTS Disability report (here)</p> <p>the respondent profile shows some differences comparing the protected characteristics of respondents (where declared) compared to the baseline BCP population from the 2021 census. Any differences highlighted are based on evidence from the consultation and to fulfil our obligations under the Equality Act they are set out noting that they may cause wider discussion.</p> <p>The survey has higher representation of all age groups over 45, with particularly high representation from ages 56-64 and over 75. Respondents with a disability are strongly represented making up 30% of respondents compared to 21% of the census population.</p>
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Minority ethnic groups have low representation in the survey; white British respondents making up 95% of respondents compared to 83% of the census population.

36% agreed with the extended closure and 63% disagreed.

The profile of people who were more likely to agree -

Characteristic	% in agreement (overall 36%)
Age, 35-44	47%
Age, 45-54	42%
Age, 25-34	42%
Men	44%
No Disability	48%
Ethnicity – other white	59%
No religion	50%

The profile of people that were more likely to disagree

Characteristic	% in disagreement (overall 63%)
Disability – limited a lot	83%
Disability – limited a little	75%
Age – 65-74	65%
Age 75+	73%

Respondents were given the opportunity to describe the impact the closure would have on themselves and their use of the park in a free text comments box. There were differences in mention of the various descriptions of impact according to protected characteristic, where this impact is significant it is included in the following table.

Description of Impact	Total number of free text responses mentioning impact	Characteristics (Showing significantly higher response to description of impact)
More traffic/congestion elsewhere	1036	Age 65-74 and 75+ Female Have a disability
Longer journey time/travel further	630	Age 75+ Female Have a disability.
Negative impact on elderly/disabled/vulnerable groups	610	Age 65-74 and 75+ Female Have a disability
Safer for pedestrians and cyclists	561	Age under 25,25-34 and 35-44 Not have a disability

	More pleasant place to visit/improved experience	482	Age 35-44, 45-54 Male Not have a disability
	Park should not be a rat run/too much traffic	474	Age 35-44, 45-54 Male Not have a disability
	More difficult to access park/difficulty of access	443	Age 75+ Have a disability
	Increased emissions/pollution/poorer air quality	433	Have a disability
	Enjoy driving through the park/visiting by car/pleasant route	397	Age 55-64 Female Have a disability
	<p>53% of responses were from women, and 47% by men, these closely align to BCP population as per the 2021 census, as well as being very evenly split. 44% of males agreed with the trial, compared to the overall sample of 36%.</p> <p>Some free text comments identified that women may feel less safe at night owing to the lack of passing vehicles that may provide some casual supervision of the park and its users.</p> <p>The park is well lit, with streetlights on all the roads, in car parks and around the cricket pitch. The park has high visitor numbers, especially in the warmer months, with frequent dog walkers, joggers and other recreation groups such as cricket, tennis, organised walks and personal trainers. These groups and users may increase in number with quieter park roads. The perception of less safe would need to be trialled and tested over a longer period to consider if that occurs.</p>		
Will this change affect any service users?	Poole Park is a free facility for everyone to use. Therefore, all users are in scope of the changes described here.		
What are the benefits or positive impacts of the change on current or potential users?	<p>Respondents as part of the consultation were able to describe how the trial closure would impact them and their use of the park:</p> <p>Safer for pedestrians/cyclists/less dangerous driving. With fewer vehicles using Poole Park, there will be a perceived reduction in danger from vehicles to pedestrians, cyclists and amongst the young, elderly and some disabled users.</p> <p>Poole Park is not Public Highway. The road safety team only receive data from the Police where a collision has occurred on Public Highway, therefore data is not held about any collisions that have occurred specifically in Poole Park.</p> <p>With no accident data available, or anecdotal accounts of significant accidents or incidents, it is therefore only appropriate to consider perceived safety.</p>		

	<p>Previous park consultations have highlighted that people consider vehicles in Poole Park to pose a risk and they cited that reduced traffic volumes would improve child safety. This is an example of how reducing traffic will be of benefit.</p> <p>More pleasant place to visit/improved experience. Park should not be a rat run/too much through traffic. A significant reduction in through traffic will provide environmental improvements with anticipated or perceived better air quality and less pollution within the park (however, there is no monitoring or evidence to baseline this against). Respiratory conditions disproportionately affect elderly, the very young and some disabled people. Reducing the detrimental impact of through motor traffic should deliver positive outcomes for these groups.</p> <p>Significantly less through motor traffic will provide an improved amenity for other transport modes – walking, cycling and wheeling. This will benefit the profile of people without access to cars by providing a safer environment for travel, reducing congestion and retaining journey options for active travel through the park. This is especially true for families, people using the space for recreation and encouraging children or less confident cyclists for example to feel safe in using Poole Park.</p> <p>Park users will feel safer and enjoy a quieter park environment with less vehicle movements taking place. This will encourage more recreation and active use of the space, specifically, the more elderly and those with limited mobility should feel more able to move through the park; parents will feel more secure in their children playing or moving through; and all wheeled users will have more time and space when using the roads.</p> <p>The commercial concessions in the park do not object to the proposal as it does not restrict access. Similarly, the park stakeholders have not made representation from their organisations with any objection to the closure.</p>
<p>What are the negative impacts of the change on current or potential users?</p>	<p>Respondents, as part of the consultation, were able to describe how the trial closure would impact them and their use of the park.</p> <p>More traffic/congestion elsewhere Longer journey time/need to travel further Negative impact on disabled/elderly/vulnerable groups More difficult to access park/restriction of access Increased emissions/pollution/poorer air quality Enjoy driving through park/visiting by car/pleasant route.</p> <p>This was considered to have a negative impact for the more elderly (over 65) or those with a disability owing to the closure. These are the two principle protected characteristics to take account of.</p> <p>People who drove or were passengers who previously used the Twemlow Avenue gate to travel through will have their usual journey pattern impacted. Where alternative routes are taken, there potentially could be an impact on traffic patterns affecting other journeys and residents in these areas.</p>

	<p>Journey times for alternative routes could be longer with economic impacts and displacement of through motor traffic from the park to surrounding areas.</p> <p>A theme in some responses was the enjoyment of the park as part of a through journey by car, noting that for some, people unable to walk or cycle, this was their only means of access. The nature of the trial closure meant such through journeys were compromised and this point was made by some disabled and elderly people.</p> <p>Increased emissions/pollution and poorer air quality may affect the surrounding area through any traffic displacement. This would have a negative impact on groups disproportionately affected by respiratory conditions including very young people, elderly people and some disabled people.</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.</p> <p>The other protected characteristics were considered and no negative impacts were identified.</p>												
Will the change affect employees?	<p>Some BCP Council employees, especially those who work at the Poole Hub office, may use the park as a through route. They will be affected by a closure and having to alter their route.</p> <p>Employees of businesses in Poole Park will be similarly affected.</p>												
Will the change affect the wider community?	<p>Poole Park attracts users both locally and from a wider area, including tourist visitors, so changes will cover the wider community and some of the through journeys made will originate over a wider area.</p> <p>There were some differences in agreement/disagreement with the trial and the extent to which listed impacts were raised depending on where people lived. This is set out below:</p> <p>Note: Poole Park is BH15</p> <table border="1"> <thead> <tr> <th>Description of impact</th><th>Postcodes which raised to a greater extent.</th></tr> </thead> <tbody> <tr> <td>More Traffic/congestion elsewhere</td><td>BH14</td></tr> <tr> <td>Longer journey time/travel further</td><td>BH14</td></tr> <tr> <td>Negative Impact on disabled/elderly/vulnerable groups</td><td>BH16, BH17, BH18</td></tr> <tr> <td>Safer for pedestrians/cyclists/less dangerous driving</td><td>BH15</td></tr> <tr> <td>More pleasant place to visit/improved experience</td><td>BH15</td></tr> </tbody> </table>	Description of impact	Postcodes which raised to a greater extent.	More Traffic/congestion elsewhere	BH14	Longer journey time/travel further	BH14	Negative Impact on disabled/elderly/vulnerable groups	BH16, BH17, BH18	Safer for pedestrians/cyclists/less dangerous driving	BH15	More pleasant place to visit/improved experience	BH15
Description of impact	Postcodes which raised to a greater extent.												
More Traffic/congestion elsewhere	BH14												
Longer journey time/travel further	BH14												
Negative Impact on disabled/elderly/vulnerable groups	BH16, BH17, BH18												
Safer for pedestrians/cyclists/less dangerous driving	BH15												
More pleasant place to visit/improved experience	BH15												

	Park should not be a rat run/too much traffic	BH15
	More difficult to access park/restriction of access	BH18, BH12, BH13
	Increased emissions/pollution/Poorer air quality	BH13/BH14
	Enjoy driving through the park/visiting by car/pleasant route	BH16, BH21, BH18, BH13, BH17
	<p>Differences in views depending on postcode could be due to different levels of car ownership – extent of social deprivation also needs to be considered. To an extent those from areas with higher levels of deprivation with lower car ownership are more likely to support the trial closure.</p> <p>The top two comments from those that disagreed concern more traffic and longer journey times on surrounding roads. The traffic data (survey results and summary here) on park usage pre and during the trial suggest that:</p> <ul style="list-style-type: none"> • A seven-day average from automated counts on Parkstone road show there are c. 21,000 vehicle movements per day. There was a minor increase in average daily vehicular traffic on Parkstone Road of 2.07% during the trial, amounting to an additional 432 movements, suggesting a negligible impact on Parkstone Road. • Journey times to travel around Poole Park on the highway network are typically quite short: <ul style="list-style-type: none"> ○ Morning 3-6 minutes ○ Afternoon 4-8 minutes <p>The impact of closing an entrance to Poole Park therefore has to be considered in the context of the relatively small amount of time it takes to navigate the surrounding highway.</p>	
What mitigating actions are planned or already in place for those negatively affected by this change?	<p>Mitigating actions will only be relevant if the trial is made permanent. BCP Cabinet will make that decision in May 2024 and the report will bring forward a recommendation to retain the closure, as trialled during the consultation. This is supported as the preferred option as it:</p> <ul style="list-style-type: none"> • is the most effective place to reduce through traffic with no significant impact on the surrounding road network. • helps to create a reduced traffic environment in Poole Park, encourages active travel, play, recreation and enjoyment of Poole Park. • is simple to implement and will be easily understood by park users and local people using the local road network having already been in use since mid-January • is low cost and can lead to other improvements in Poole Park <p>Some responses in the consultation cited issues in being able to access the park, however access to Poole Park by vehicles was still possible, but not through the Whitecliff entrance.</p> <p>The DOTS disability report recommended a turning circle be placed on the park side of the Whitecliff gate. This would facilitate car journeys within the park to allow enjoyment as part of a car journey for people unable to travel</p>	

	<p>within the park by other ways. If the closure is adopted a turning circle or other adaptive design work will be brought forward.</p> <p>Various alternative options and solutions to provide a reduction in through traffic have been raised by the consultation and by officers in response to the feedback. These are presented in Cabinet Report Appendix 5. They have not been brought forward here as they provide a similar outcome, i.e. reducing vehicle access to the park; and therefore, effect those with protected characteristics in similar ways, such as perceived longer journey times or congestion on surrounding roads.</p> <p>Mitigating Actions:</p> <ul style="list-style-type: none"> • Assess the provision of disabled parking in Poole Park • Redesign the park layout between Middle Gate and Whitecliff entrance to enhance disabled parking spaces, extend these where appropriate from above action, provide more dropped kerbs, include marked bays with extended loading areas. • Poole Park remains accessible to all users, with any form of limitation to vehicles to reduce through traffic, access will still be available to drive in to the park and access car parking spaces. • As a popular space located in the town centre, Poole Park has finite parking and very limited space to increase parking spaces. As a leisure and recreation destination, use of active travel to Poole Park is encouraged and supported. The surrounding town centre parking provision already supports the park at busiest times when parking is at capacity. This should be promoted and sign-posted appropriately to support the user/customer journey in to Poole Park. <p>The alternative option to the recommendation and the trial is to remove the closure. This would allow vehicles to use Poole Park as they have historically done so and would not bring any benefits to park users.</p>
<p>Summary of Equality Implications:</p>	<p>There may be some negative impacts on the more elderly and disabled if a road closure is made permanent, such as longer journey times to Poole Park, however the evidence analysis of the responses suggest this is not significant in terms of journey time/congestion, and the park does remain accessible for all users. The traffic data evidence supports these findings, for instance only increasing vehicles on Parkstone road by 2%, or 432 vehicles.</p> <p>Similarly, the assessment by DOTS disability and consideration of the impacts on the more elderly or disabled suggests any negative impacts on some users, such as longer journey times and congestion, but these are outweighed by the improvement to the park environment that comes from reducing traffic volumes.</p> <p>The alternative option is to re-open the Park to through traffic, however this does not align with the aims of the trial, findings and strategic intent. A range of options within Poole Park to create a reduction in through traffic have been analysed and considered with the trial closure point favoured.</p> <p>The consultation has not revealed any further impacts on other groups with protected characteristics and therefore summarise that the road closure does not have a significant impact on users of Poole Park.</p>

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Appendix 1 Summary of relevant previous public engagement in Poole Park

Headlines from previous consultation and engagement.

BCP Council ‘Rethinking the future of parks and open spaces’ public consultation, Insights Team report July 2021. Residents were asked ‘what would they change about one open space in the BCP area’.

“The most commonly mentioned space was Poole Park (55 times) and more than half of these mentioned traffic and vehicles (32 times)”. Specific comments:

- “Poole Park, please stop through traffic at all times...”
- “Stop cars driving through Poole Park (as done previously in Meyrick Park and Kings park)...”
- “Poole Park: remove through traffic”
- “Poole Park should be traffic free...”
- “I would stop through traffic in Poole Park...”

Poole Park Life Evaluation report, Resources For Change consultants, employed to deliver the evaluation and monitoring of the Poole Park Life project, November 2021.

Summary comments:

“There was general feeling that through traffic should be further reduced in the park, if not eliminated, with one saying, “It’s a park not a road”. Concern was expressed that not enough had been done for pedestrians and that many of the paths along the improved road and around the lake had not been improved.”

Survey Findings:

“People were keen that the improvements and the activities in the park did not stop now the project had come to an end. Their aspirations were varied but key themes emerged as follows.

- The most common response to this question was to ‘maintain well what we have got’. There was a sentiment in the responses that past improvements had not always been well maintained and therefore this was an area for future improvement.
- **Car/ roads/ access and parking was perhaps the biggest area of comment in this section. As has already been mentioned there is a range of opinions on the topic but there seem to be a consensus around the idea that this issue was not yet satisfactorily addressed and work in this area is needed to continue. There is a strong feeling that this is unfinished business.**

- Miniature Steam Train. There used to be a narrow-gauge railway operating in the park. This was closed in 2018 and is a much-missed attraction.
- Ongoing support for volunteers and a continued programme of events was also seen as important as these had been popular activities during the life of the project and were seen as providing a key link with the local community.

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Disability Consultation and Advisory Service

Poole Park Consultation

February 2024



DOTS Disability CIC
Telephone 01202 771336
Littledown Centre, Chaseside, Bournemouth BH7 7DX

1. Introduction

DOTS Disability is a community interest company that is the social enterprise arm of Access Dorset.

Access Dorset is an organisation run by and for disabled people, older people and carers. We're building a community where everyone gets treated with dignity and respect, where we support one another, grow together and make a difference.

All of our work is informed by an in-depth understanding of the Social Model of Disability. This means that our approach acknowledges that:

1. Impairments exist, and that people from across different impairment groups have access needs. Failure to meet those access needs results in exclusion and isolation.
2. Society imposes physical, information/communication barriers and attitudinal barriers on people with impairments, which create disability discrimination.

The aim of our work is to support organisations and communities to identify the barriers and solutions to inclusion for disabled people from across the different impairment groups, in a wide range of settings.

We believe that **Inclusive Design** creates environments that everyone can use to access and benefit from the full range of opportunities available – confidently, independently, with choice and dignity – which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

2. Commission

DOTS Disability have been commissioned by Bournemouth, Christchurch and Poole Council (BCP) to undertake a review of new traffic management proposals in Poole Park.

6 members of DOTS Disability took part. All of the participants routinely visit Poole Park as a destination - for pleasure. These included a blind participant and his wife (who has a mobility impairment), who are also parents of two children who have visual impairments; an electric wheelchair user, a participant with a learning disability, a carer and the facilitator, Jonathan Waddington-Jones (DOTS Disability). Also present was Martin Whitchurch, Strategic Lead Greenspace & Conservation, Environment, BCP Council.

Participants met at the park café and had a walking tour of Poole Park.

3. Discussion

Background information was provided by Martin Whitchurch. Poole Park was opened in 1890 and essentially its layout remains much as it was then. Poole town has an industrial background and the park was then gifted to the people of Poole. Originally of course there would have been no cars, the only vehicles being horse and carriage.

In the 1980's efforts were made to reduce through traffic with all 3 vehicle access gates to the park being closed until 10.00a.m. - which remains the case today.

There are 3 vehicle access points to Poole Park. These are:

- Dolphin Entrance (traffic in and out) – two ways.
- Civic Centre Entrance (traffic in only) one way.
- Whitecliff Road Entrance (traffic in and out) two way.

The park is used by a multitude of users, including Park Run, Rockley Watersports, school groups, café visitors, Poole Park Railway visitors and simply visitors coming to enjoy green space and nature.

Considering ever-increasing road traffic volumes, environmental concerns, and the impact on the experience of park users' consideration is being given to reducing through traffic – that is, reducing the number of vehicles passing through the park who do not actually use it.



A proposal has been made to permanently close the Whitecliff Road Entrance to vehicle traffic entering or exiting, and a temporary closure has been put in place to evaluate impact. Although the entrance is closed to vehicles, it remains open for pedestrians, cyclists and mobility scooter users etc. There is on-street parking outside of the gates for disabled visitors wanting to park there.

The proposal sees the Dolphin and Civic Centre entrances remaining unchanged and open to vehicles from 10a.m.

Poole Park is a popular destination for disabled people:

“we love coming here, Come here all the time”.

Participants valued being able to access Poole Park by car

“I wouldn’t want it completely closed to all cars”.

The ability to park within the park is important for people with limited mobility or visual impairments, for example being able to park close to the café and lakes. Without parking within Poole Park access to these facilities would be impossible for some.



However, participants were relieved to learn that parking within Poole Park is not being restricted in any way for disabled and older visitors. All car parks within Poole Park will remain open, with ample accessible parking throughout the park.

Participants recognised that the closure of the Whitecliff Road entrance would potentially add to journey times for some, but:

“it’s just a little added on to your journey...it’s not a problem”

“in principle, fine! No problem”

“it’s a no-brainer!”

One participant wanted to go further:

“We should close the Civic entrance as well”.





The group discussed how the area around the Whitecliff entrance gates might be improved should they remain permanently closed.

With cars unable to exit at Whitecliff Road entrance, a 3 point turn is necessary to turn cars around. The blind participant and his wife pointed out that this usually involves drivers indicating, before their cars over-hang pavements as they manoeuvre. This does not work for blind/visually impaired pedestrians who of course cannot see cars indicating. Therefore, a turning circle for cars on the inside of the entrance would prevent vehicles coming into conflict with pedestrians.

Additional seating within the park would be desirable – but seating should have arms to aid people to safely sit/stand, a space either side of benches for wheelchair users.





There is 'on-road' accessible parking for disabled visitors near the Whitecliff Road entrance.

This area of parking should be upgraded to match other parking areas within Poole Park. This would include transfer zones either side of parking bays (which prevents rear loading vehicles from getting blocked in, for example) and strategically placed dropped curbs.

4. Recommendations

1. Disabled participants involved in this consultation had no objection to the permanent closure of Whitecliff Road entrance - from an access perspective.
2. Disabled drivers who simply want to 'commute' through the park via Whitecliff Road entrance will be disadvantaged by a slightly longer journey time in the same way as non-disabled drivers.
3. Disabled 'destination' visitors retain the same parking facilities – there is no change.
4. Reduced through traffic will benefit the environment and disabled visitors in exactly the same way as it will non-disabled visitors.
5. Improvements could be made to the Whitecliff gate area with a turning circle for cars, improved seating and improved accessible parking.

Appendix 5 Options analysis

Analysis of options and opportunities in Poole Park to reduce vehicle numbers and enhance the environment.

This document explores the opportunities for various forms of traffic reduction in Poole Park, should that be the decision the Council takes in response to the consultation and trial closure.

The option to re-open the Whitecliff road access point, and therefore determine that there should be no change to how the park is managed, is captured in the Cabinet report.

The options below have been brought forward from the public consultation feedback (number of responses shown in brackets) and in discussions with officers and ward councillors.

Any new option will require a degree of physical alteration and new signage to advise of the changes. Any such costs will need to be met and budgets have not been allocated or identified.

1. Retain the closure of Whitecliff road entrance/exit as per trial.

Whitecliff Road access point is closed to vehicles, accessible for people walking, wheeling or cycling.

Strengths	Weaknesses
Effective closure point and shown to reduce vehicle numbers in the park without significant detriment to surrounding roads.	63% of consultation responses disagreed with the proposal.
Meets the purpose of the trial	Single exit out of Poole Park on to Kingland road and town centre, including the narrow section alongside the disabled bays, and all traffic from The Ark.
Supported by DOTs disability and the accompanying EIA does not consider any significant impact on protected groups.	A turning circle will impact on current footways and road layout. Highways assessment required.
Clear point of closure, easily understood by all users	Any reduction of traffic eastwards is counterbalanced by all vehicles existing the park to the west
Park remains accessible to vehicles via Seldown/Kingland Rd and East gate entrances.	
Does not create any known issues or conflict for park concessions/stakeholders	
Supported by 34% of the responses and supports strategic aims of how Poole Park should be managed.	
Opportunities	Threats
Redesign and repurpose the former section of road, beyond the disabled parking bays, between the speed ramp and Whitecliff entrance. This is an area of over 1,000m ² that could be imaginatively redesigned to bring into park use, eg tree planting, scooter track or other options while retaining access for people walking, wheeling or cycling.	Cost of any additional physical improvements, such as redesign of spaces, are unfunded.

This could be developed with park users to re-imagine the use of the space and could be a significant addition to the park.	
Consider improvements to the safety of the exit point on to Kingland Road at Seldown Lodge to accommodate all vehicles exiting this point.	Possible conflict between cars turning if parking remains along the Freshwater Lakes and other park users walking/cycling on the Drive.
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	

Summary: A simple and easily understood solution, consistent with the trial closure and what people experienced and commented upon. No additional infrastructure required and no immediate expense. Further redesign and costings to be brought forward if adopted.

2. Add further time restrictions to copy the morning closure in the evening, two main options considered (63 responses):

a. 4-6pm closure only at the Whitecliff access point

Strengths	Weaknesses
Mitigates the evening peak of through traffic	Inconsistent and could lead to confusion on when it is open
Replicates the adopted morning closure.	Leaves the park open during the day to traffic.
Uses existing infrastructure	Unable to fund a 6pm evening re-opening for staff/ contractor time to return to the park.
	Potentially creates conflict for staff having to put the closure in place. Park staff are not present Friday afternoons so additional resource would be required.
	Difficult to manage, the current morning closure is already being breached by the general public.
Opportunities	Threats
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	Already experience suspected, intentional vandalism of bollards/locking mechanism at Whitecliff entrance. Cost for repairs/replacement.

Summary: Funding the re-opening costs at 6pm and on a Friday are prohibitive and the benefits from this option are not significant.

b. Close the exit and entrance at Whitecliff at 4pm and stay closed over-night, re-opening as it currently does at 10am.

Strengths	Weaknesses
Mitigates the evening peak of through traffic and creates a quiet park environment at night with no through traffic.	Allows through traffic between 10am and 4pm.
Replicates and extends the adopted morning closure.	Potentially creates conflict for staff having to put the closure in place. Park staff are not present Friday afternoons so additional resource would be required.

Uses existing infrastructure	
Opportunities	Threats
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	Already experience suspected, intentional vandalism of bollards/locking mechanism at Whitecliff entrance. Cost for repairs/replacement.
	Perception of vulnerability of walking through the park at night with fewer vehicles using the park

Summary: Uses existing infrastructure and does not significantly add to the impact on staff, other than on Friday afternoons. Reduces vehicles at the peak time and overnight. The benefits of this option are not significant.

3. Close Keyhole bridge (53)

Strengths	Weaknesses
Known to effectively reduce vehicle volumes in Poole Park	The 2024 trial was to reduce vehicles and establish a closure point in Poole Park, not revisit the Keyhole decision. Therefore the consultation has not specifically been consulted upon.
Creates a safer pedestrian and wheeled user access through the narrow section of road under the bridge.	Remaining through-traffic using Poole Park will divert via the residential Twemlow Ave instead.
Inexpensive to implement with planters/boulders etc.	Would require further public consultation and a TRO process.
Opportunities	Threats
Removing motor traffic enables more opportunities to be explored to alleviate the flooding issue – e.g. raising the ground level underneath the bridge	Cost of any physical improvements are unfunded

Summary: Separate to the consultation and trial and therefore would require further public consultation. Creates an effective reduction in through traffic and improves a greater area along Whitecliff Road. Minimal infrastructure required and improves access under the bridge for pedestrians, cyclists and wheeled users.

4. Manage the park for disabled users only (49 combined comments with option 5)

Strengths	Weaknesses
Removes most vehicles that use Poole Park	The park concessions, recreation organisations and events would be negatively impacted with restricted access
Significantly enhances accessibility of the park for disabled users.	Historic difficulties with enforcement of parking restrictions that could be exploited. Pressure on Parks staff to enforce.
Opportunities	Threats
Change all parking spaces to disabled only	Impact of displaced parking
Create a means for stakeholders and concessions to still access the park.	Impact of loss of footfall to concessions and stakeholders

Reduction in number of parking spaces required in the park. Opportunities for repurposing/development of these spaces.	Would require another consultation
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	Significant proportion of the park is laid out for use by vehicles that could leave areas under-used/redundant without financial means of improving them.

Summary: Significant deviation to the consultation and trial. Significant impact on surrounding areas in absorbing park visitors, but favours active travel use in and through the park. Creates a positive opportunity to reimagine the park and its uses.

5. Close to all vehicles (49 combined comments with option 4)

Strengths	Weaknesses
Removes public vehicles able to use Poole Park	The park concessions, recreation organisations and events would be severely impacted with restricted access.
Creates a safe space for pedestrians, cyclists and wheeled users	No disabled access
	Likely to significantly reduce footfall and use of the park
	Access for deliveries, maintenance vehicles, services, emergencies etc would still be required.
Opportunities	Threats
Removal of parking spaces and provision would require significant repurposing and redesign that could provide significant opportunities for green infrastructure and community spaces	Impact of displaced parking
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	Impact of potential loss of footfall to concessions and stakeholders
	Would require further public consultation

Summary: Significant deviation to the consultation and trial. Significant impact on surrounding areas in absorbing park visitors. Creates a positive opportunity to reimagine the park and its uses. Impact on disabled users, concessions, stakeholders, and other groups using the park would need further assessment.

6. Increase traffic calming (47)

Strengths	Weaknesses
Narrowing of roads, humps etc and waiting points would reduce traffic speeds.	Costly to implement depending on solutions.
	Range of measures implemented in 2017-2021 Heritage Fund Poole Park Life project.
	Would not reduce traffic to the same extent as a full closure

	Depending on the measures can restrict free flow of pedestrian movement and cycling
	Depending on the measures, can compromise the historic landscape character of the Park Drive
Opportunities	Threats
Additional greening would be possible.	Cost of practical implementation would be significant.

Summary: Significant traffic calming would be required to create enough of an effect and ensure vehicle numbers were reduced. Recent works have improved the road and associated parking, shared surfaces etc.

7. Introduce one-way at the Whitecliff entrance into the park only (14 combined responses with option 8)

Strengths	Weaknesses
Would reduce evening peak traffic from Poole town heading east using the park, along with a general reduction in traffic through the day.	May lead to conflict with people using the wrong side of the road to exit out of the wrong side of the road.
Would support those coming to the park from the east.	Limited opportunity to increase green space.
Existing infrastructure can enable this change, therefore very low cost.	34% of traffic reduced by the trial will be able to use the park
No changes required to the existing layout.	Creates some confusion in available use/access points
Opportunities	Threats
Additional disabled bays on Twemlow Avenue or Whitecliff road could be created to support those accessing the park from the East and who are able to then access the park without use of a vehicle	One-way streets can lead to an increase in driving speeds.

Summary: An effective measure in reducing vehicle numbers, with minimal impact in the Park as existing infrastructure is in place.

8. Close the civic centre entrance (14 combined responses with option 7)

Strengths	Weaknesses
Would make a dangerous junction safer	Does not reduce traffic travelling through the park.
Support pedestrian and active travel use only of this junction.	Access to parking spaces between the Ark and Eastgate Lodge would need to be from the west; lack of space to introduce turning for vehicles.
Opportunities	Threats
To enhance setting of Eastgate Lodge	

Summary: Ineffective in reducing through traffic.

Additional options discussed with ward members

9. Close the middle of the park, either side of the War Memorial.

Strengths	Weaknesses
Removes through traffic from the west.	Trialled in 2017 and not adopted.

Creates an extensive quiet and traffic-free space between the fountain and Middle gate car park, either side of the War memorial and garden space.	Physical infrastructure and changes needed in the Park to create two effective closure points. Cost of any new infrastructure.
	Previous trial had concerns by the concessionaire regarding access for deliveries and people moving between the café and restaurant.
	Infrastructure (removable bollards) would need to be in place allowing concession access between the two businesses.
	Increases difficulty for emergency vehicles to access all areas of the park.
Opportunities	Threats
Create new park space	Would need to maintain access for authorised vehicles (e.g. parks staff). If access remains could be exploited by unauthorised vehicles.
	Previous trials saw vehicles driving over grass areas to avoid the closure meaning extensive works would be required to make the closure effective.
	With retained vehicle access and for cyclists/wheeled users, the road would largely have to be retained.
	Mechanism of closure such as barriers and bollards clutter the architectural qualities of the historic entrances.

Summary: Significant changes would be required to the historic setting of the road and neighbouring spaces to make the closure effective, therefore a more expensive option.

Map of Poole Park.

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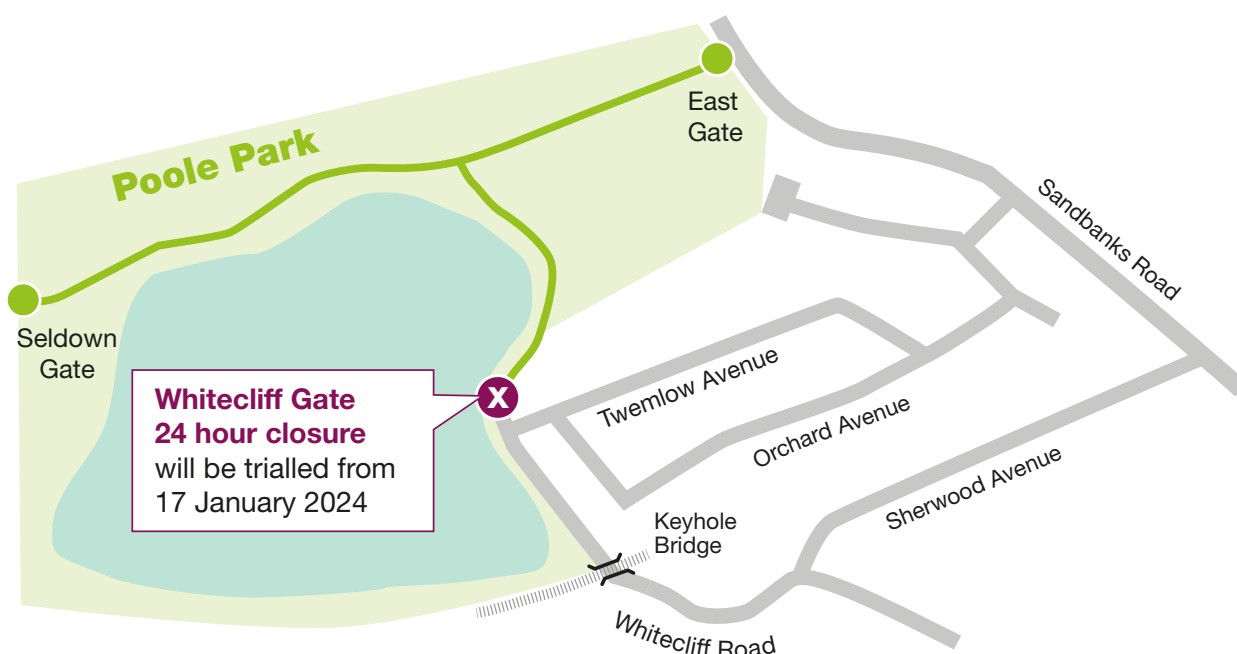
Have your say



Poole Park: Whitecliff gate closure

BCP Council has introduced a trial gate closure at the Whitecliff Gate entrance to Poole Park. This trial will be in place 24-hours, every day, and will prevent motor vehicles entering or exiting Poole Park at this point.

All parking, including disabled parking bays, and other vehicle access and exit points, are not affected by this proposal.



Have your say by taking part in our survey.



[haveyoursay.bcpCouncil.gov.uk/
pooleparkaccess](https://haveyoursay.bcpCouncil.gov.uk/pooleparkaccess)

Consultation closes at 11:59pm
Tuesday 13 February 2024

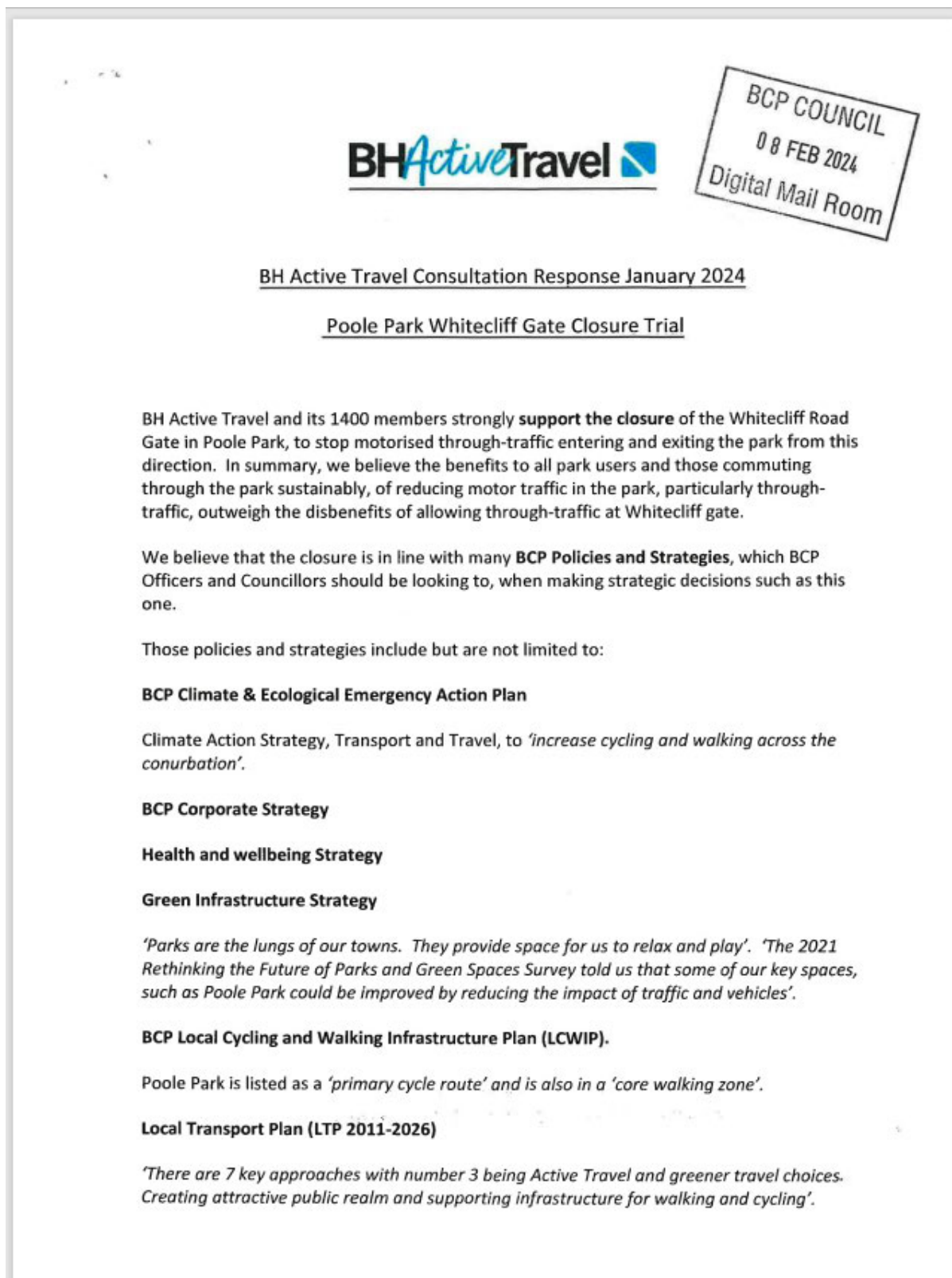


Paper copies of the consultation are also available at your local BCP Council library.

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Appendix – Emails received

Emails supporting closure



Poole Local Plan (2018)

PP24 Open Spaces and green infrastructure

Chapter 10 Transport *'promoting sustainable, safe and convenient access where walking and cycling is prioritised'*.

Safer Routes to Schools Programme

'Promotes safer, more environmentally sustainable and healthier ways of getting to and from school'. Poole Park is used by pupils from Poole High, Parkstone Grammar and Poole Grammar (among others) to avoid the busier and more dangerous routes along Sandbanks, Parkstone and Fernside Roads.

Finally, and perhaps most importantly,

Plan Vision for Poole Park

The Poole Park Life Project (2017-2021 £2.7m National Lottery Heritage Fund) had several aims with one of the theme principles being to *'make it harder to drive through the park'*. In fact, it appears that the smoother road surface, reduced angle and longer raised tables and removing the roundabout, have increased the perceived speed of vehicles in the park and have not achieved the aims of the traffic management.

The Plan Vision for Poole Park aims *'to protect and enhance the historic landscape of Poole Park'* and most significantly, *'reduce traffic movement and vehicular intrusion in favour of pedestrian access and parkland character'*.

Allowing through-traffic, at the volumes experienced before the trial closure of the Whitecliff Gate, does nothing to support any of the policies and strategies of BCP Council, in particular the Plan Vision for Poole Park.



Lucie Allen, Chair, BH Active Travel



Subject: RE: Consultation - Poole park road closure

Public Health Dorset (PHD) supports the retention of the 24 hour closure of Whitecliff Gate to vehicular traffic. Access to greenspace is increasingly recognised as offering significant benefits for health and wellbeing. Greenspace quality (including perceived safety) is an important determinant of access and the extent of benefits people draw from spending time in those spaces i.e. higher quality greenspaces encourage people to spend more time in them and deliver greater benefit from that time than lower quality spaces. Poole Park is a key greenspace asset that supports the health and wellbeing of a significant number of local people. Retaining the closure offers the opportunity to enhance the quality of the site and the positive contribution it makes to the health and wellbeing of the local population. This could be delivered through the following:

- Elimination of vehicle movements increasing perceived safety of Poole Park and decreasing any actual risk posed to park users by vehicle movements. Higher perceived safety of greenspace is associated with increased use.
- Removal of vehicle noise from Poole Park increasing the benefit it provides for users as an area of relative quiet compared to the surrounding urban areas and increasing use of the park though an overall reduction in noise levels adding to its perceived quality.
- Removal of vehicles from Poole Park could improve air quality within the site reducing exposure to air pollution and its impact on health and wellbeing particularly for vulnerable users e.g. younger children, older people and people living with a respiratory health condition.

Subject: Poole park

Hello Vikki.

I would just like to say that stopping through traffic in the park is a great idea and I hope that this is made permanent as it's much safer for birds and people.

Kind regards.

Subject: Poole Park Access consultation - Keyhole Bridge Group response

Hello Martin

I attach Keyhole Bridge Group's response to the consultation. Please pass this to the consultation team (there are no contact details for them in the consultation information).

We would also like to draw attention to the leaflet (see attached photo) from a group called 'Leave Poole Park Alone'. The leaflets have been handed out in the park, distributed to local

households, left under windscreen wipers of cars in the park, and left in The Ark in Poole Park for people to pick up. The information states the trial closure is the first step in 'closing your park to all vehicles'. The implication in this statement is, as far as we're aware, untrue, yet could influence the way people respond to the consultation. Although it's not something I've formally recorded, I have spoken to a number of people who have completed the survey and objected to the closure on the basis of this statement. We hope to see this referenced and taken into account in the final report on the consultation.

Poole Park Access

Proposed closure of entrance by Whitecliff Road/Twemlow Avenue

Keyhole Bridge Group response to consultation, January/February 2024

Keyhole Bridge was temporarily closed to motor traffic from August 2020 to March 2021. The stated aim of the closure was to create a safer environment to travel to and through the area on foot or by bicycle with safer and more sustainable access to the Poole Park area. Further aims were to reduce the number of vehicles driving through the park itself and to improve accessibility to the well-used National Cycle Network Route 25. The proposed closure of the Whitecliff Road/Twemlow Avenue entrance achieves the same goals, albeit via a different scheme, and Keyhole Bridge Group fully supports the closure as a pragmatic and workable alternative to the Keyhole Bridge scheme.

The proposed closure aligns with national and local policy and planning as follows:

Gear Change: A Bold Vision for Walking and Cycling states: "We want to see a future where half of all journeys in towns and cities are cycled or walked." It goes on to state that cycling and walking should be at the heart of transport, place-making and health policy.

National Planning Policy Framework highlights the Government's focus on encouraging sustainable travel to support health, wellbeing and environmental objectives.

Local Transport Plan 3 (LTP3): Bournemouth, Poole and Dorset Strategy (2011 – 2026) outlines how active travel will contribute to LTP3 goals including through the provision of a higher quality public realm creating pedestrian and cyclist friendly environments, and giving people the ability to explore Dorset's outstanding natural environment by walking and cycling.

BCP Council Local Cycling & Walking Infrastructure Plan (LCWIP) states "The BCP area will be a people-friendly place and enjoy a culture where walking or cycling is a safe and natural choice for residents and visitors, particularly for shorter journeys. A car will not be necessary to enjoy our world class environment." The route through Keyhole Bridge and the Whitecliff Road/Twemlow Avenue entrance is marked as a primary cycling route in the LCWIP and is within a core walking zone.

BCP Council's **Safer routes to school programme** promotes safer, more environmentally sustainable and healthier ways of getting to and from school, with particular emphasis on walking and cycling. The route through the Whitecliff Road/Twemlow Avenue entrance is used by students from a number of local schools, most notably Poole High.

The closure of the Whitecliff Road/Twemlow Avenue entrance to Poole Park is directly in support of the above policies.

There are a number of issues particularly relevant to Poole Park and Whitecliff Road which the closure helps to address:

Residents have raised concerns about the impact of excess traffic on the park environment as follows:

BCP Council's Green Infrastructure Strategy notes that the public response to the Council's 2021 Rethinking the Future of Parks & Green Spaces survey identified that green spaces, including Poole Park, could be improved by reducing the impact of traffic and vehicles.

Poole Park Life Evaluation Report. The Poole Park Life Project included the aims of making the park more accessible, with friendlier crossing points for pedestrians, and slowing vehicles down making it harder to drive through the park, however the evaluation report notes "...a consensus around the idea that this issue was not yet satisfactorily addressed and work in this area needed to continue. There is a strong feeling that this is unfinished business."

The closure of the Whitecliff Road/Twemlow Avenue entrance directly addresses these concerns by reducing the level of through traffic in the park.

There are also safety concerns relating to the railway arch in Whitecliff Road (Keyhole Bridge) as follows:

Poole (Whitecliff Railway Arch) (Width Restriction) Order 1969. The width restriction on Keyhole Bridge is routinely contravened by drivers entering and exiting the park via the Whitecliff Road/Twemlow Avenue entrance with a consequent risk to pedestrians, wheelers, and cyclists, and to the structure of the bridge. (Evidence of contraventions was submitted for BCP Council's second consultation on Keyhole Bridge) The proposed closure of the Whitecliff Road/Twemlow Avenue entrance removes much of this traffic and reduces the number of contraventions of the width restriction. Prevention of strikes on bridges over highways. Under this protocol the Council has responsibility to ensure restrictions relating to railway bridges are signed in a manner that minimises risk to the structure of the bridge. The proposed closure of the Whitecliff Road/Twemlow Avenue entrance reduces the volume of traffic that might present a risk to the structure of the bridge and supports the Council in meeting this obligation.

Other information in support of the closure. In 2018 the DfT published the **Cycling and walking safety rapid evidence assessment** which states the following: "Maximising participation in walking and cycling necessitates that cyclists and pedestrians feel safe. Pedestrian and cyclist perceptions of safety will, in turn, be influenced by actual levels of safety." Reports from previous consultations on Keyhole Bridge show that when traffic on this route is reduced, perceptions of safety improve amongst pedestrians and cyclists.

Traffic Impact of Highway Capacity Reductions; Assessment of the Evidence and the follow up study **Disappearing traffic? The story so far** both indicate that the long term impact on surrounding road networks from the closure of this route is likely to reduce over time and be less than people expect. The reasons behind this are complex but include "...people changing their mode of travel, choosing to visit alternative destinations, changing the frequency of their journey, consolidating trips for different purposes, altering the allocation of tasks within a household to enable more efficient trip-making, car-sharing, or no longer making journeys (e.g. by working from home occasionally)."

Keyhole Bridge Group

Subject: Poole Park - trial closure of Whitecliff Gate

Dear Mr Hadley,

I am writing regarding the above subject as someone who lives in your council ward and uses Poole Park on a regular, nearly daily, basis.

I would like to thank you for the trial closure of the gate to motor vehicles. I use Poole Park as both a cyclist and pedestrian (with children and my dog) and for the whole time I have lived here (nearly 15 years) I have been struck by how strange it was that the park had a through road running through it. To access the park I cross two busy roads (Longfleet and Parkstone) and for the last month it has been so noticeable how much calmer and peaceful the park is than before, where sometimes it felt like just a third busy road! Personally I would like to see even less motor traffic in the park, and I would restrict vehicle access to reaching the car parks but no further (maybe closing the T junction in the middle) but even as it is the environment is much improved.

My parents live in Wimborne and visit the park as blue badge holders so I think it's important people like them have access but see no reason why they or others should be able to use the park as a through road - it seems completely against the purpose of a park. Those campaigning for the reopening seem completely blind to the impact large motor vehicles have on the environment around them - in terms of noise, pollution and just the feel of the park for pedestrians.

So thank you again - I'm aware you will have had some very passionate correspondence from those with a different view to mine, but urge you to continue to do what you know is right to improve the lived experience of local residents.

Yours sincerely

Subject: Churchfield road closure

We are a young family who have recently been fortunate enough to move to [REDACTED]. One of the best features in our eyes was the closure towards Fernside road which has provided us with a calm cycle friendly street which feels much safer for our kids and our dogs. I am so pleased to see (it was shared on the street WhatsApp group) that this closure is going to be made more physically permanent and am in full support of this.

My only query would be whether a bench is necessary? The birds hill /Churchfield bench seems to be frequented by lone smokers (not always tobacco) and feels very anti social / slightly threatening at times. Personally we would prefer not to have a bench added at the other end for this reason.

I would also like to voice our complete support for the closure of the whitecliff gate Poole park. I know this is a big issue for people but for us 'newcomers' it has created a wonderful large safe space to enjoy as a family and is completely logical in a park. Particularly for our kids on first bikes and the dogs. So again, I would like to fully support the closure as we absolutely love this park and use daily.

Many thanks for your time,
Sincerely

Subject: Poole Park Whitecliff Gate Closure - Poole Living Streets response to consultation

Living streets are the UK charity for everyday walking. Poole living streets wholeheartedly agree with the permanent closure of the Whitecliff gate because it encourages people to choose walking for everyday local journeys. It has reduced the volume of traffic in the park, which makes the park environment a safer, cleaner and more attractive place to walk. We believe this will in turn inspire people to walk more.

The route through Poole park is part of the BCP Council LCWIP, defining it as a cornerstone of local walking routes. There is no formal pedestrian crossing infrastructure within the park making it unsuitable for high volumes of traffic or use as a through route. Closing the gates therefore ensures it is a safer walking route. If there is a higher volume of two way traffic along the road from the middle gate roundabout and the exit onto Kingland road resulting from the closure, consideration of some extra infrastructure to allow people on foot to safely cross this section of the road might be worthwhile.

Closing the gates demonstrates the council's commitment to maintaining accessible green spaces for people within the conurbation, particularly those without access to their own gardens. There are a significant proportion of people in Poole Town ward who do not own cars and their use and enjoyment of the park should not be

negatively impacted by others who do own cars potentially using Poole park as a short cut. Some members have witnessed vehicles mounting the pavement to drive around the bollards, so a physical barrier to prevent this occurring could be beneficial to pedestrians.

The reduction in the volume of cars, by preventing through traffic, reduces noise and fumes from the vehicles, which is a huge benefit to pedestrians and also to wildlife. At the T junction by Middle gates, many cars have been observed to be ignoring the signs and turning into the closed road before having to U turn when they get down to the gate. Re-positioning the barrier from the right hand side to the left hand side of the road to block the natural entry to the no through road plus clearly marked no-through road and entry/exit for access to disabled parking might reduce this.

There appears to be some confusion that disabled/elderly/ those who are reliant on a car can no longer access the park. This is the result of misinformation spread by those not in favour of the closure. Should a permanent closure decision be made, ensuring the public are aware that access remains, would be important so that the benefits of the closure can be experienced by people who have been misled.

Closing the gates allows everyone from all walks of life and all ages to enjoy Poole park on foot. We therefore strongly endorse the closure.

Subject: Closure of gate - Poole Park

Dear Sirs

I write in total and unreserved support of the permanent closure of this gate.

The park is a recreational place and is much more pleasant for walking in, not to mention safer, without the rat-run traffic most of which drives at an mph I wouldn't even hazard a guess. I often find myself waving down cars. Not only is it safer for pedestrians, but also for the disabled in their mobility chairs and children on their scooters, all of which was very noticeable on Saturday afternoon.

There is traffic enough with genuine park visitors. The speed limit used to be 15mph and a sign for this is still just visible in one place. With the heavy traffic of today it is 20mph! But little notice is taken of this, I regret to say.

As for the ludicrous objections of access and parking for people with disabilities, adding to pollution in the surrounding roads (surely another reason for keeping the park, where people sit around particularly in spring and summer, pollution free as far as is possible), and, when it's dark, people often feel safer walking in areas with traffic, they really are scraping the bottom of the barrel to bolster arguments.

I live with a good view into the park. After the rush hour there is little traffic in the park when it is dark, certainly insufficient to add to a feeling of safety.

There is still plenty of access with either the entrance at the Civic Centre or the entrance at Seldown Gate and as for the exit, anybody would think that all vehicles wanted to leave the park at the same time, and at rush hour - which some do because they've parked there all day for working in the town!

I feel very strongly about the permanent closure of the gate. A tremendous amount of money has been spent in the last few years enhancing the park in so many ways, so it seems ridiculous not to keep the area as pleasant and safe as possible for all to appreciate and enjoy.

At the moment it's a real joy to use this lovely space, as it was during the pandemic when there was little traffic owing to the closure of the keyhole bridge.

Yours faithfully

Sent from my iPad

Emails against closure

18th January 2024

Dear Councillor

I write this as a supporting letter regarding the temporary closure of the Whitecliff Gate into Poole Park. I have completed the survey on the BCP website, but felt there was more I wished to say and explain about my views on this issue.

I fully understand that this is a temporary closure, during a consultation period, and it is my sincere hope that, once that period is over, the park gate will once again be accessible to vehicles.

I fully understand that the concern may be that the park is being used by some as a cut through simply to avoid going round the civic centre area. Whilst I fully agree that there may be a *few* vehicles that use the roads in the park this way, I think the closure has far wider ramifications than just stopping this.

Firstly, I think that, for the majority of people who enter the park through the Whitecliff gate, the park is a pleasant place to visit, even if it is to drive through and back out again. The road is not a fast one to traverse as there are potholes, speedbumps, wildlife and pedestrians, but when you are driving through the park to either park up or simply enjoy the beauty from your vehicle, this doesn't matter. You want to go slowly. Although we live in Canford Heath, we try to return home, if we have been out, via Sandbanks, Whitecliff and the park as it is a beautiful drive and, with more limited mobility, a way we can enjoy our beautiful town. However, we do also stop and park and sit and enjoy the park. It is very disappointing, even for the trial period, to be unable to access the park through the Whitecliff gate and, whilst we could enter from the civic centre gate, one misses a great deal of the beautiful part of the park. I do not, therefore, believe the park is a 'rat run'. I also believe this will limit some of the people who would enjoy the park – and yes I appreciate they can enter other ways - and that would not be good for their mental health and well being which is an agenda of the council. Stopping easy through traffic is depriving many elderly and disabled people who cannot walk or cycle from enjoying the whole park, enabling them to only visit a part of it, cutting off everything from the Whitecliff Road gate to the roundabout. That seems discriminatory to me. Your survey questionnaire indicates, quite clearly, that car drivers can access the entire park. In reality to see, for instance, the quieter part of the park and/or the model boating area I would need to come in via Park Gate, drive to the roundabout, go along towards the closed Whitecliff gate, execute a u turn, which is presumably dangerous and then drive back along that stretch. That means extra driving, which is extra pollution, I guess and also a dangerous manoeuvre for all in executing a u turn in a narrow area. However, in order to fulfil what you quite clearly state on your own documentation in the survey/consultation document, that is exactly what I would need to do.

Secondly, I have real concerns, should this become a permanent arrangement, that the exit from the park for all park users will be problematic. Before the Whitecliff gate was closed there were two ways to exit the park. Leaving only the exit onto Kingland

Road will, I believe, cause congestion especially in the busy months of summer (and I do question why this trial isn't being made in the summer but in a deliberately quiet time of the year). The new disabled spaces leave a very narrow road where traffic cannot pass safely and so must drive along in turn. Plus, the road leads to a busy set of lights and roundabout where there are always inevitable delays. More people will be trying to enter this way as they cannot use Whitecliff, and everyone, every single user of the Park, will need to exit this way. When the park is busy there will be a lot of cars wanting to exit and the tail back will, I believe, go well beyond the car park entrance in busy times. My worry is that this will cause additional pollution and congestion and the council will then say it needs to restrict vehicle use even further. Call me a conspiracy theorist, but is this the ultimate agenda? I also worry that the cyclists, though in my years of using the park I have to say I see very, very few cyclists, will either be impeded by the traffic congestion leaving or will simply ride on the pavement. There is then also the issue of any emergency vehicles trying to exit or enter the park from this gate. Retaining two exit gates will surely and logically ease the traffic flow?

Thirdly, I do not believe that the closing of this gate will enhance safety for lone pedestrians and runners, especially women. I have seen numerous posts on line about people feeling the traffic offers them some measure of security and that parks like Meyrick Park and Kings Park feel unsafe for them as there are no vehicles to offer some measure of 'protection'. This is something I hadn't considered as I do not walk or run in the park alone, but I can see that this argument has some merit.

Fourthly, I know the council are very keen to encourage more cycling and that this may be part of the agenda in closing one gate. However, as I have said, I see very few cyclists in the park, perhaps because there is a much better traffic-free alternative route for them using Baiter alongside the water and taking them to the quay. Plus, the park is not great for cycling as there are a huge number of potholes (the fast cyclists on racing bikes tend not to like these) and wildlife and pedestrians to avoid.

I have read much disinformation on both sides of this debate and so many people seem to cite figures that have little or no foundation in fact and are not based on sound evidence.

I am disappointed that people keep saying we should stop moaning as the park is not closed, but the temporary closure of one gate with no consultation before hand and so shortly after the whole debacle over the closure of Keyhole Bridge, is altering the use of the park by many and, in my opinion, not for the good. I understand, and am willing to be corrected on this, that Poole Park was a gift to the people of Poole, all the people of Poole, and that the roads were put in for a purpose.

I do hope that the council will be objective as a result of the consultation, that the results of the consultation will be published in full and that the views of both sides of the debate will be fully considered. I also hope that, if the closure becomes more permanent, further studies will be carried out in the busier summer months and that all people in Poole will be consulted.

Thank you for taking the time to read my thoughts on the issue and I sincerely hope that once this temporary closure reaches its conclusion, our park is returned to normal; a situation which appeared not to be causing any significant issues.

Kind regards

Subject: Objection to closure of vehicular access to Poole Park

Dear Sirs and madam,

I hope you are the correct persons to communicate with in this matter, if not, I'd appreciate it if you could redirect this and let me know who I should follow up. Thank you.

Objection:

I wholeheartedly object to BCP's 'project' of closing any of the Poole Park's vehicular access points.

And I speak as a resident born and bred in Poole and lived here constantly all my 67 years.

The park should remain open to all, to access it in any conventional way - just as it was intended, when given to the people of the borough.

BCP is alluding to solve a so-called 'congestion and safety problem' which just does not exist!

Congestion will only increase, with just ONE remaining, very narrow, and yet two-way, exit point!

It's blatantly obvious, BCP are scheming for this consequence and to use it as a stepping stone to close the park entirely to traffic.

All very suspicious that certain very local BCP councillors, who are known to be keen cyclists or anti cars, are pivotal in this 'project'. Not to mention the ridiculous and on-going key hole bridge closure scandal.

It doesn't take a genius to spot the apparent corruption here...

Oh, and I don't think anybody agrees with BCP making closures (again!), BEFORE (or even without), consulting the public council tax paying residents.

In case I've not been clear: I do not support the closure of any Poole Park vehicular entrances, or the key hole bridge.

Yours,

Lifelong resident, born and bred in Poole.

Subject: Pool Park access

To Vikki, Andy & Martin - I would appreciate your separate and individual replies on this please.

For Councillor Challinor for action if necessary.

(For Councillor Aitkenhead for information / evidence gathering further to our discussion Saturday)

I am writing to you all to convey not only my disappointment in the underhanded way you have dealt with this undemocratic and morally wrong decision but to lodge my objection to not only the trail, consultation and possible closure and the many lies and misinformation you have told to your constituents and residents. I also believe you have acted in not only a devious and undemocratic manner but an illegal one too, one that will cost this already cash strapped council even more money.

Lies and misinformation:

"Special Wildlife"

First of all, I would like to rectify the view that there is NO "special wildlife" in the park, as a keen wildlife ambassador, I can assure you all that none of the wildlife in the park is special in anyway. In fact the bird species are quite common and bland mostly consisting of Swans, Mallards, Seagulls, Moorhens the odd Cormorant and occasional Oystercatcher as well as the usual urban mammals such as Badgers, Foxes and possibly Hedgehogs. These animals have lived quite happily with motor vehicles for over 100 years and I certainly don't recall any stories in the press and mass killings of these animals by cars. If they are so "special" and need protecting, I would imagine you will also;

- 1) stop dogs going into the park, who may chase them or cause them distress,
- 2) ban cyclists who are well known for not adhering to rules of the road and are a danger to wildlife and pedestrians alike and
- 3) stop the miniature train, which is as much as a danger to them as any car is. I presume this area was covered in the risk assessment when this business was restarted?

"Rat run"

I am unsure why this terminology is used regarding the park. It cannot be either a rat run or short cut due to the many speed bumps in the road and at some points it's width. Do you have any actual evidence of this - a legitimate survey or history of speeding tickets etc?

"Reduction of pollution"

All you are doing in closing this entrance is causing traffic to travel via alternative routes, thus moving vehicles into built up residential areas, all past the old Civic Centre, past nursing homes, children's nursery, flats etc. where many residents live

and pedestrians walk by. Are you foregoing your duty of care to these people so as to pander to the small minority of cyclists?

"Vandalism"

In a recently deleted tweet on X, the leader made the spurious and scurrilous claim that residents and / or protesters had thrown the barriers into the lake. On what basis this was made I do not know, CCTV evidence perhaps? Witness testimony? Or was it perhaps the fact like most things the council does, the plastic barriers were ill conceived and not fit for purpose and were moved by the high winds? I would be hopeful of an apology for this slur on people like myself to be posted onto Social Media or made in the Chambers.

Decision making:

I can find no mention of this decision in any recent Cabinet meetings, in fact it seems this decision was made undemocratically and not voted upon by Council, similarly to the closing of Kings Park Nursery. Is the Leader now taking it upon herself to make such momentous decisions on her own now? It seems very similar to the previous administration and not at all what we were promised at the beginning of "transparency and consultation".

Finances:

Considering the council is in debt, what is the cost of this exercise? The signage and barriers? The cost of I.T in producing the consultation document? The hours spent collating and organising the information when finished? I think the Council has far more important things to consider spending their money on instead of bowing down to the whims of zealots such as the local group BH Active, other national cycling organisations as well as Councillors own ideology and anti car agenda.

How will you fund any further court cases if you ignore popular opinion and close the gates permanently?

* Please see further down regarding a possible extra cost factor in relation to the consultation.

Legality:

I am on the understanding that the Council has a duty to inform the public of road closures, not necessarily on their website but certainly in the local press. Where is the notification for the closure? What day / date was this printed in the Bournemouth Echo?

Breaching of the covenant of the park. I believe the closure of the park will breach the covenant on the basis that the park was given to the people of Poole, for ALL to enjoy and all three entrances free to access to people and traffic alike.

The closure was supposed to be for the gate only, but recently it also now includes road access to much needed disabled bays, this is clearly a case of discrimination for those less fortunate that us or who cannot use a bike. I don't suppose any charities were consulted on this or any relevant documentation undertaken?

Consultation document:

Unfortunately it seemed my question for the recent Q&A was either too difficult to answer or simply ignored as wasn't mentioned and still not answered by anyone, however if you had bothered to read it you would have seen part of my question was "Can you also guarantee that this so-called consultation will not be tampered with by anti-car and fascist groups such as the local BH Active and other national cycling organisations?" Well, the answer is a resounding NO, because anyone can answer it as many times as they like. There is absolutely no way to stop it being tampered with and being totally honest by either the FOR or AGAINST groups - and before you say, but we will check against peoples postcodes, it doesn't take much to Google a list of BH postcodes and use any if not all of them! So it seems that the whole document is a complete waste of time and money*, not only is it very divisive and clearly leans to reasons why the gate should be closed rather than why it should stay open but easily open to manipulation (very unlikely to hold any weight in a court of law).

And finally can I remind you, that you are here for the resident's and not for your own agenda's no matter how important they seem to you, the resident's opinions should come first.

Yours angrily

Dear Vikki

I am writing to express my deep concern and dissatisfaction regarding the recent decision to close the Keyhole Bridge entrance to Poole Park. As a resident of Parkstone, I have been a frequent user of this entrance, and the closure has significantly impacted my experience and convenience in accessing the park.

I would like to highlight several key points that underscore the negative consequences of this closure:

1. **Increased Travel Time and Traffic Congestion:** As a resident from the East, the Keyhole Bridge entrance has been my primary access point to Poole Park. The closure forces me to use the park gates entrance, resulting in an additional 15-20 minutes of travel time during busy periods. This not only adds to the congestion on the roads but also contributes to increased pollution, adversely affecting both the air quality within Poole Park and the surrounding areas.
2. **Non-sensical Single Exit:** The decision to have only one exit at the park gates entrance is impractical, given the one-lane system and large parking spaces, causing massive queues during peak times. This congestion poses risks to cyclists and pedestrians and further exacerbates pollution within the park.

3. **Safety Concerns for Cyclists and Pedestrians:** The need for a 3-point turn at the 'end' of the park creates a more hazardous environment for cyclists and pedestrians. The closure of the Keyhole Bridge entrance and the resultant changes in traffic patterns pose unnecessary risks in this area.
4. **Negative Impact on Local Businesses and Park Utilization:** The extended travel time and increased inconvenience will discourage residents like myself from using the park, impacting local businesses and diminishing the overall appeal of Poole Park as a recreational space. Instead of fostering a sense of community and enjoyment, these changes make accessing the park less appealing.
5. **Historical Success of Dual Entrances:** Poole Park has functioned effectively with two entrances in the past, and there have been no significant issues reported. The closure seems to be a deviation from a system that was well-received by the community.
6. **Preservation of Poole Park's Purpose:** Poole Park was bestowed upon the people of Poole, and any alteration should be approached with great consideration. Maintaining the dual entrance system aligns with the park's original purpose and ensures accessibility for all residents.
7. **Alternative Solutions:** Instead of a complete closure, consider implementing restricted access during specific commuter hours, such as 8-9 AM and 5-6 PM. This approach would address concerns about the park being used as a commuter rat run without depriving residents of access during other times.

In conclusion, I urge the council to reconsider the decision to close the Keyhole Bridge entrance to Poole Park. Collaborative solutions that prioritize the needs of the community, address traffic concerns, and preserve the park's intended purpose should be explored to ensure the continued enjoyment of this valuable public space.

Thank you for your attention to this matter, and I look forward to a positive resolution that benefits the residents of Poole.

Kindest Regards

Details:

Dear Sir/ Madam,

I write to complain formally about the closure of the Twemlow Avenue entrance to Poole Park.

I cycle daily through the park on my way to work and access the park regularly in my vehicle via this entrance. I have neither a cyclist nor a motorist agenda.

The decision to close this entrance without consultation restricts vehicular traffic into and through the park causing significant inconvenience to many drivers and forces them to join the congestion on surrounding areas.

I look forward to receiving a formal reply from BCP registering my complaint and ensuring it will be considered when the 'trial' of this closure is evaluated,

Yours sincerely,

Dear Mr Whitchurch, I hope this letter finds you well. I am writing to you as a concerned resident of Penn Hill Ward regarding the recent decision to temporarily close the exit gate at Poole Park. I have carefully reviewed the arguments presented by the BCP Council in favour of this closure, and I would like to express my very strong objection to the decision based on several grounds.

- **Safety Concerns:** The claim that the closure aims to improve safety lacks substantial evidence. I appreciate the statement from retired Dorset Police officer [REDACTED], confirming the absence of recorded incidents related to collisions, pedestrian accidents, or safety concerns. Without concrete data supporting the Council's position, it seems unjustifiable to implement such measures.
- **Emissions and Congestion:** The argument that the closure will reduce pollution and congestion appears contradictory. The additional 1.6-mile detour for visitors from the East will likely result in increased emissions. Moreover, concentrating the same number of cars at ONE exit may exacerbate congestion issues rather than alleviate them.
- **Wildlife Protection:** The assertion that the closure is necessary to protect special wildlife lacks specificity and supporting evidence. Without detailed information on the threatened species and relevant studies, this claim seems disingenuous.
- **Rat Run/Cut Through and Speeding Cars:** The presence of speed humps and pinch gates already controls speed. The absence of accident reports and social media evidence indicates that the current traffic management measures are effective. Using the closure to address concerns about speeding or cut-through traffic seems unnecessary and counterproductive.
- **Impact on Disabled Access:** The closure significantly impacts disabled access, forcing disabled drivers and their caregivers to make a 1.6-mile diversion. This contradicts the Council's claim that the closure will not affect disabled access and places an unnecessary burden on those who rely on the park's amenities.
- **Lack of Consultation and Data:** The decision to close the gate without prior consultation is troubling and potentially in breach of accepted practices and the Equality Act. Furthermore, the absence of relevant data to support the Council's claims raises concerns about the thoroughness of the decision-making process.

- **Conflicts of Interest:** The involvement of councillors with personal interests in anti-car campaigns and cycling initiatives, coupled with potential conflicts of interest, raises questions about the impartiality of the decision-making process.
- **Historical Commitments to Free and Open Access:** The closure risks breaching the historical commitment to free and open access to Poole Park, as agreed upon when the land was bequeathed to the people in 1886. In light of the aforementioned concerns, I strongly urge you to reconsider the decision to close the exit gate at Poole Park. It is my sincere hope that the council will engage in transparent and inclusive consultations, considering the diverse needs and concerns of the community.

Thank you for your attention to this matter. I trust that you will advocate for a fair and evidence-based resolution that aligns with the best interests of the community.

I look forward to your response

Kind regards

16th January 2024

It's with great disappointment that I have needed to respond to the consultation about the closure of Poole Park gates. I wonder who instigated this proposal & trial and their motives. Not the published ones. I suspect in some cases more personal!

My husband and I (76 & 78) walk in the park 3 to 5 days a week, weather permitting. As he is unable to walk as far as he did & hills are a concern the flat surfaces in the Park make these walks ideal. We enjoy the beauty of the park & the easy access to Whitecliff & Baiter. We have NEVER experienced any problems with cars. We find them courteous, pausing to allow us to cross. We find them especially considerate in the "key hole" bridge.

However our **BIGGEST CONCERNS & ANXIETY** are **THE CYCLIST**. We have had our shoulders/ arms knocked as they pass us. On the previous trial of the Key Hole Bridge there were several occasions when their ridiculous, racing, speed through the bridge caused us to have to "jump" out of their way. We have always found that the cars give pedestrians right of way, especially prams and wheel chairs, allowing everyone time to safely reach the pavements.

To my mind a "rat run" is so where cars race through to reach a destination quicker. Driving through Poole Park certainly wouldn't achieve this.

Our other concern is the total chaos the park gates closure will cause. It's already difficult with traffic the Swimming Bath end, of the park. especially since the disabled spaces have extended onto the road reducing the passing width of cars. Larger vehicles and apprehensive drivers can very quickly create a long queue tailback. With out the gates by the boating lake end offering access this problem will greatly increase.

I'd be very interested to discover if these closures will increase or decrease the park usage. Parking is always difficult in the park. Coming from Broadstone we usually enter by the swimming pool. If we can't park we can travel through the park hoping for a parking space near the model boats or Whitecliff. Even when we park in Poole Park the majority of occasions we leave by the model boating lake & complete our outing by parking somewhere near Shore Road.

I do hope you and all the councillors will consider this, to us, unnecessary & disappointing idea.

Thank you

Customer message - What give you the right to close parts of Poole park, this was given to people of pole, not BCP. If anything you should be making the railways fit a small pedestrian tunnel next to keyhole bridge or you should be making it, we don't have horse and carts that small now days to fit people walking and cars through. Also how many crashes, car related deaths, people being run over or speeding has happened in that park. Who made this happen, the cycling brigade led by [REDACTED] [REDACTED]??

Regards

Reference - CU-123931

We have been advised to e-mail our local councillors regarding this matter as it affects residents in all areas. Whilst Sue is not my ward councillor I have CC'd her in as I spoke to her at a recent protest we held and would like her to consider the following points.

As you may be aware there is currently a trial closure of the Whitecliff Gate at the entrance to Poole Park. The aim is to stop through traffic to deter what are said to be rat runners. As part of a local group that has come together to oppose this closure I would like to ask that you consider, and where appropriate, question BCP council on certain points:-

1/ The consultation is questionable in its reliability. I would ask that the question is raised as to how the council will validate the data. It has been suggested that people can complete the online consultation numerous times. It is even possible for someone nationwide to complete the consultation using a BCP postcode. No e-mail address is required to complete the consultation. I have asked a number of times 'what is the plan to validate the data? and how will it be validated?' with no response.

2/ There is a question as to the legality of the closure. It is currently being explored by the group because of the following concerns:-

Common Law and right of access, provides for continuation of access to walkers AND vehicles, if vehicle passage has been proven over 20 years usage.

Once a highway has come into being by whatever means it continues indefinitely. No matter whether it is used or not Harvey v Truro RDC (1903) 2Ch 638.

The original covenant dating back to the time when the park was gifted to the people of poole states that access should not be denied. We are currently sourcing the original documents to validate this.

We are currently exploring the legality of this closure to through traffic with a legal expert.

3/ There is a supposition that all drivers wishing to drive through the park are being classed as 'rat runners'. To quote one of many residents:-

'I rarely drive through the park on my way to and from work. I work at [REDACTED] and live in Hamworthy. However, there are times when I have had a particularly distressing day or situation that I choose to drive through the park on my way home. As I need to get home to my children I rarely have time to stop, but find this very therapeutic. I never exceed the speed limit and am always courteous to pedestrians and cyclists. This is for my own mental health and wellbeing. If I am stopped from this I feel it is unfair. Why is my mental health not important but closing an entrance where there has never been an incident is?'

This is just one example of the many comments we have received. In short, Many people rarely use the park as a through route or for a short cut but do not want the right to do so to be taken away and see no reason for it being.

4/ We feel that the few who use the park route for a short cut and do not comply with the rules should be addressed with further traffic calming, consideration given to more pedestrian priority crossings and a 10 MPH speed limit. These measures in themselves would slow traffic even further and discourage it being used as a short cut as it would have no time benefit.

5/ The consultation is being undertaken during the winter months. We feel that the true effects will be felt in the summer months. Therefore, it is unlikely to give a true reflection of the ongoing issues.

6/ The park will now have only one exit route. This will cause congestion in the park itself during events, usually held in the summer months.

Please consider the above points and if possible raise concerns with BCP on our behalf.

Kind regards

Dear Councillors Slade and Sidaway,

I am writing to formally express my objection to the gate closure at Poole Park and more worryingly, the obvious intention to stop cars travelling through altogether in the future.

I also filled out the Survey, which I suspect is a complete waste of time. You can tell by the way it's worded that the council are trying to skew the results to fit their agenda and what my sexual orientation has to do with anything, is anyone's guess!

I have been using Poole Park for 44 years. Initially as a child, taken by my grandparents. Then as a parent myself, entertaining my own children. My children are grown up now, so I don't visit as often, but I look forward to visiting Poole Park with grandchildren in the future and I sincerely hope that the park is as accessible as it has always been. I occasionally use it as a scenic cut through (at very slow speeds) to enjoy the scenery and reminisce about times past.

In all those 44 years of using the park by car, I have never seen any incidents or accidents involving human, car or animal, so I am utterly perplexed as to why BCP are pursuing this action!

BCP say it is being used a 'rat run' but I believe this is an exaggeration because unless you are going towards Poole from Lilliput you wouldn't bother as it is such a slow route with multiple

obstructions and speed bumps. Whenever I have driven through, there hasn't been lots of cars and they were respectful of slow speeds and wait patiently to pass each other.

BCP talk about emissions being a reason, but if they force cars from one route they will block another route and cars will be stuck in a jam, therefore on the roads for longer and creating more emissions, not less!

BCP also say they've had complaints from neighbouring houses but the Park and access points were there long before the current neighbours and they would've known exactly what they were in for before buying. It's a bit like when people who buy a house overlooking a cricket ground that's been there for 100 years and then complain when a ball lands in their garden!

If BCP insist on closing the Whitecliff gate permanently, it will cause problems for traffic in the park. Cars that are parked on the road that lead to the Whitecliff gate will be doing 3 point turns to turn around to get out. There will be a bottleneck at the Seldown Gate entrance because of the parked cars on one side which makes the road only wide enough for one car. The cynical amongst us might think that's why BCP want to close the Whitecliff entrance, so when it does cause traffic problems they have an excuse to close it to cars completely - even though they have created the problem!

It is very concerning that a small number of people belonging to cycling groups are lobbying to close Poole Park to cars and being very provocative in their tone, especially on social media. I just don't understand where they're coming from as I'm sure they all drive cars too! BCP have invested millions on building cycle paths and cycle lanes throughout the county and I hardly EVER see a cyclist on them!

I own a bike and I enjoy cycling, so I'm not against cyclists but we need for common sense to prevail and realise that it's just not practical or reasonable to expect everyone to bin their car and get on a bike! I don't understand how this minority have such sway with BCP - it feels quite sinister and conspiratorial.

The only way to encourage people to not use their cars is to improve public transport and i don't see any evidence of that happening.

My elderly grandparents had medical issues that would prevent them from walking far and they certainly wouldn't have been able to cycle! They used to drive to Poole Park, sit in their car and watch the world go by and feed the ducks. If BCP go ahead with their plans to ban cars from Poole Park, they will be denying people like my grandparents. The elderly, the disabled and parents with young children will suffer the most and it is discrimination.

Poole Park was given to the people of Poole and as far as I can see the people of Poole don't want this change.

To coin a popular phrase - If it ain't broke, don't fix it!

Yours sincerely,

(Broadstone Resident)

Subject: Whitecliff Gate Closure in Poole Park

Dear Councillor Slade,

I am writing to express my concern and outrage at the closure of the Whitecliff entrance/exit at Poole Park.

In the Poole Park Management and Maintenance Plan 2017 – 2030 it states *“the peoples park is the most popular public open space in Poole and we want to make it even better for generations to come”* There is reference to the traffic and wanting to improve for all park goers and they refer to a high-profile trial road closure in July assessing the impact both inside and outside of Poole park – where is the documented evidence of the outcome of this?

I have several questions regarding the process that BCP are following and as you and Peter are my local councillors, I would appreciate a response -

1. Can you please clarify your reason for wanting to close the Whitecliff entrance to Poole Park?
2. What exactly is BCP's criteria/outcomes for the trial closure?
3. Where and when was it documented that this was going to happen?
4. What is the budgeted cost for the consultation/survey?
5. It has been highlighted that BCP has a severe shortage of funds so I would like to ask why money is being spent on this exercise to close the Whitecliff entrance to Poole Park?
6. You state on the survey that you want it to be permanent *“Trial 17/1 – 13/2 a daily 24-hour gate closure”* so is this just a paper exercise with NO consultation? If this is the case, why are you even bothering with a survey?
7. Why was this “trial” closure implemented in January and not the height of Summer?
8. Has/will data be collected for similar periods before or after the trial period, for a fair and honest comparison?
9. I do not believe that there is any data being collected as to the effect on surrounding roads on the impact of the closure, both in increased times in traffic, increases in pollutants due to longer journeys through more congested roads and the increased danger of all vehicles exiting through a dangerously configured exit that meets an already congested road system. Or even movement into and out of the park. Could you please let me have copies of this information if it exists?
10. Why is the trial closure not just at rush hour, similar to the entrance near to the Civic centre or alternatives sought?
11. How are you measuring the feedback as it is clear that the process is open to manipulation as only a BH post code is required? This means it is open to anyone countrywide with no knowledge of Poole Park who can support the closure just by using a BH postcode. Will you cross reference with number of people living at that address on the electoral role? If not, why not?

I am extremely concerned about the bias against the motor vehicle especially as there are a number of “pro” cycling councillors who appear to be taking every opportunity to add LTNs, cycle paths and now restricting access to parks to make it more difficult for the car drivers.

I do not have any confidence that you will be making a fair, impartial and non-biased analysis of the final results.

12. What processes will be used to analyse and present the survey results?

13. What assurances can the council provide regarding impartiality in this respect?

Also, the failure to collect any empirical data makes this purely a public opinion exercise. This raises serious doubts about the operation of the council/councillors and in fact could be deemed as discriminatory against disabled individuals.

In addition, I do not consent to this closure as from a personal perspective I am really concerned about the impact this is having on the stress and wellbeing of people including myself. I used to drive to Poole Park to meet friends and have a walk with my dog and then go down for a walk on the beach. This closure now means that I have to exit via the Seldown gate entrance, which is far more dangerous and, I believe, an accident waiting to happen.

In addition, it has increased my journey times and adding to the queues, congestion and pollution that BCP were stating would be stopped by this through traffic. I now have to go back on myself which is only adding to the pollution that BPC claim. This closure has increased my travel from 2.3 miles to 3.5 miles – an increase of over 50% to journey length, let alone increase in time due to increased congestion as a result which will also lead to increased pollution.

I look forward to receiving your response.

Subject: Re Closure of Whitecliff Gate Poole Park

Dear Councillor Slade,

I am writing to express my concern and outrage at the closure of the Whitecliff entrance/exit at Poole Park.

In the Poole Park Management and Maintenance Plan 2017 – 2030 it states “*the peoples park is the most popular public open space in Poole and we want to make it even better for generations to come*” There is reference to the traffic and wanting to improve for all park goers and they refer to a high-profile trial road closure in July assessing the impact both inside and outside of Poole park – where is the documented evidence of the outcome of this?

I have several questions regarding the process that BCP are following and as you and Peter are my local councillors, would appreciate a response accordingly.

1. Can you please clarify your reason for wanting to close the Whitecliff entrance to Poole Park?
2. What exactly is BCP's criteria/outcomes for the trial closure?
3. Where and when was it documented that this was going to happen?
4. What is the budgeted cost for the consultation/survey?
5. It has been highlighted that BCP has a severe shortage of funds so I would like to ask why money is being spent on this exercise to close the Whitecliff entrance to Poole Park?

6. You state on the survey that you want it to be permanent "*Trial 17/1 – 13/2 a daily 24-hour gate closure*" so is this just a paper exercise with NO consultation? If this is the case, why are you even bothering with a survey?
7. Why was this "trial" closure implemented in January and not the height of Summer?
8. Has/will data be collected for similar periods before or after the trial period, for a fair and honest comparison?
9. I do not believe that there is any data being collected as to the effect on surrounding roads on the impact of the closure, both in increased times in traffic, increases in pollutants due to longer journeys through more congested roads and the increased danger of all vehicles exiting through a dangerously configured exit that meets an already congested road system. Or even movement into and out of the park. Could you please let me have copies of this information if it exists?
10. Why is the trial closure not just at rush hour, similar to the entrance near to the Civic centre or alternatives sought?
11. How are you measuring the feedback as it is clear that the process is open to manipulation as only a BH post code is required? This means it is open to anyone countrywide with no knowledge of Poole Park who can support the closure just by using a BH postcode. Will you cross reference with number of people living at that address on the electoral role? If not, why not?

I am extremely concerned about the bias against the motor vehicle especially as there are a number of "pro" cycling councillors who appear to be taking every opportunity to add LTNs, cycle paths and now restricting access to parks to make it more difficult for the car drivers.

I do not have any confidence that you will be making a fair, impartial and non-biased analysis of the final results.

12. What processes will be used to analyse and present the survey results?
13. What assurances can the council provide regarding impartiality in this respect?
Also, the failure to collect any empirical data makes this purely a public opinion exercise. This raises serious doubts about the operation of the council/councillors and in fact could be deemed as discriminatory against disabled individuals.

I totally disagree with BCP closing the Whitecliff entry/exit point. This is forcing me to exit via the Seldown gate which is a far more dangerous exit and is causing huge congestion on exiting the park.

It has also caused huge distress to my father who visits the park regularly and uses the Whitecliff exit as he feels safer to do so. He has now stopped visiting the park and it is likely to affect his wellbeing.

I await your response.

Subject: Re Closure of Whitecliff Gate Poole Park

Dear Councillor Slade,

I am writing to express my concern and outrage at the closure of the Whitecliff entrance/exit at Poole Park.

In the Poole Park Management and Maintenance Plan 2017 – 2030 it states *“the peoples park is the most popular public open space in Poole and we want to make it even better for generations to come”* There is reference to the traffic and wanting to improve for all park goers and they refer to a high-profile trial road closure in July assessing the impact both inside and outside of Poole park – where is the documented evidence of the outcome of this?

I have several questions regarding the process that BCP are following and would appreciate a response as you and Peter are my local councillors.

1. Can you please clarify your reason for wanting to close the Whitecliff entrance to Poole Park?
2. What exactly is BCP's criteria/outcomes for the trial closure?
3. Where and when was it documented that this was going to happen?
4. What is the budgeted cost for the consultation/survey?
5. It has been highlighted that BCP has a severe shortage of funds so I would like to ask why money is being spent on this exercise to close the Whitecliff entrance to Poole Park?
6. You state on the survey that you want it to be permanent *“Trial 17/1 – 13/2 a daily 24-hour gate closure”* so is this just a paper exercise with NO consultation? If this is the case, why are you even bothering with a survey?
7. Why was this “trial” closure implemented in January and not the height of Summer?
8. Has/will data be collected for similar periods before or after the trial period, for a fair and honest comparison?
9. I do not believe that there is any data being collected as to the effect on surrounding roads on the impact of the closure, both in increased times in traffic, increases in pollutants due to longer journeys through more congested roads and the increased danger of all vehicles exiting through a dangerously configured exit that meets an already congested road system. Or even movement into and out of the park. Could you please let me have copies of this information if it exists?
10. Why is the trial closure not just at rush hour, similar to the entrance near to the Civic centre or alternatives sought?
11. How are you measuring the feedback as it is clear that the process is open to manipulation as only a BH post code is required? This means it is open to anyone countrywide with no knowledge of Poole Park who can support the closure just by using a BH postcode. Will you cross reference with number of people living at that address on the electoral role? If not, why not?

I am extremely concerned about the bias against the motor vehicle especially as there are a number of “pro” cycling councillors who appear to be taking every opportunity to add LTNs, cycle paths and now restricting access to parks to make it more difficult for the car drivers.

I do not have any confidence that you will be making a fair, impartial and non-biased analysis of the final results.

12. What processes will be used to analyse and present the survey results?

13. What assurances can the council provide regarding impartiality in this respect?

Also, the failure to collect any empirical data makes this purely a public opinion exercise. This raises serious doubts about the operation of the council/councillors and in fact could be deemed as discriminatory against disabled individuals.

I absolutely object to the closure as this has not stopped motorbikes, bikes (both types including electric bikes), e-scooters or pedestrians accessing this entrance despite the signs stating that "Poole Park is closed to all through traffic" – traffic can include the aforementioned – dictionary definition "*the movement of vehicles or people along roads*" Vehicle definition is "*anything that transports a person or thing*" so does include bikes, e-scooters and mobility scooters.

Also please note that the signs are confusing as Poole Park is not closed, however I believe that this is the long-term plan which has been documented in local media.

The majority of the disabled parking is down the road towards the Whitecliff exit and as such is now a hazard as people are forced to do a 3-point turn (minimum) to exit the park. This is causing me stress and as such BCP are totally discriminating against me as a registered disabled person.

I await your response.

Subject: Consultation on the closure of Whitecliff Gate to Poole Park (The Peoples Park)

Dear All,

As someone born in Poole and fully involved as B of P requested fundraising volunteer support organiser for the HLF Lottery Bid for Poole Park, I am very familiar with all aspects of the park, was also involved in collecting park user feedback required for the Lottery and saw first hand how such data can be used to affect decisions made and can be presented to suit the wished for scenario rather than the wishes of those who it affects most.

The previous Poole Park Closure trial took place in July and caused havoc each evening, including gridlock from the George Roundabout to Sandbanks and through Ashley X on more than one memorable occasion. Attending a Full Council meeting as Vice Chair of a local residents association, I was able to walk there but my asthma was certainly affected by the exhaust fumes hanging in the air on a balmy summer's evening. I might add that residents and tourists queuing were all furious. Many councillors spent their evening in the traffic jams instead and therefore eventually came to the sensible conclusion that closing a road in isolation just does not work but, however desirable, needs to be part of a road system review to avoid the tailbacks, delays (including buses, ambulances, police etc) and additional displaced higher pollution levels to neighbouring roads - in this case, the balconied

flats along Parkstone Road, the well used tennis courts in early evening in summer ,the bowls club, hospital staff and patients at bus stops etc. etc.

The same thing surely applies here, especially as this trial is at the quietest time of the year instead.

The argument that no school traffic equates to tourist volume is not correct. The school children do not stay at home all summer, they are out and about being ferried to/from the beach, clubs, games etc by car plus the tourists moving across the whole of BCP at the same times.

This is called a "Trial" by BCP on some occasions but also use the phrase " We aim to make this a permanent closure " on others and so lessens the faith of so many ratepayers even more that the consultation is an effort at democracy rather than the window dressing required for a decision already made.

As on many previous occasions, It is said " This is a consultation not a referendum" but that is exactly how the results will be presented to Council and the decision will be swayed by that as they always are. Who wouldn't be ?

Using a method (Snapchat) that allows multiple entries from the same person and from groups who have an single agenda, plus entries from subscribers to other causes and national magazines who have no idea where Poole is and will never visit, will not give a fair and democratic response for BCP Council to consider and stands little chance of the majority of ratepayers agreeing with your statement that BCP is " ... a modern, accessible and accountable council".

anyone can look up a BCP postcode and use it - they have and they will.

A suggestion made was that a numbered paper consultation paper could have gone out with the BCP rate bills due soon, ensuring that those who pay the rates and vote for their councillors are the ones you listen to. Answers could have then been returned by post/ dropped into collection points or completed online using the allocated number just once.

Have you any idea how many park users have no idea that this consultation is active ? Those of us troubling to inform as many as possible have found that to be very much the case, Do officers assume that all BCP rate payers have Facebook or indeed ever look at the BCP page even if they do ? Would you go into a library and ask if there happen to be a consultation on anything ? If BCP council are going to do a good enough job in consulting the ratepayers then this method is just not good enough is it ? Not fit for purpose consultation method and wrong time of year to judge a trial closure in that area.

I will leave the other very relevant objections to this scheme to the many others who have or will contact you but would just like to add that if there is included a safeguarding of wildlife as a reason for closure, with absolutely no data to back that up as there is none, it might have been wiser for the Portfolio Holder not to say to the Daily Mail that this would enable users to let their dogs roam Poole Park off lead. Those Poole born like myself learnt at an early age that wildlife and dogs should be kept far apart when in Poole Park and that is what people do to protect both.

Please listen to what your residents are telling you and decide accordingly.

Subject: Temporary closure of Poole Park

Dear Conor Burns

I am writing with regards to the temporary closure of the Whitecliff Road entrance/exit to Poole Park.

I am opposed to the decision to close this entrance/exit to Poole Park. BCP say it is to stop the 'rat run'. Although I understand that the park was not closed because of a 'rat run' but because people would use it to park for work. It is certainly not a rat run in the mornings due to the gates not being open until 10am. As regular users of the park at all times of the day, and evening in lighter evenings, we do not see problem. Any traffic is slowed to the speed limit anyway, to be honest we do not see people break this limit. We are passionate about keeping this park open to traffic. Problems with traffic are piling up elsewhere because of this issue. If people are walking through the park at night it is safer to have the presence of cars.

We are not aware of any accidents in Poole Park. There are also no surveys being conducted to analyse the volume of traffic going through the park. Is this because it is not a problem anyway? This park was created in 1909 as a people's park, the photographs at the only existing exit shows carriages, motor vehicles, cyclists and pedestrians all happily using the park as intended. Safely, we can all enjoy the park together. The campaign to shut the Whitecliff Road entrance seems to be something the cycling lobby of BHAT seem to want. However, we barely see a cyclist in the park and wonder why they would want this gate shut. The one exit left to us at present, Kingland Road, is just causing problems elsewhere and I can see no point to this at all. Surely cyclists and cars can live together and share the space.

It's a beautiful park and was always intended for the residents to enjoy, and we certainly do, the park is registered with historic England and is something to be proud of, not to make it inconvenient for all.

The fear is that the next move is to close the park to traffic completely, except for disabled drivers. As pensioners (we are 72 and 79) we drive to the park, park the car, we are not able to ride a bike, we do this on a regular basis at all times of day, to walk our dog, take exercise and have a coffee at the Kitchen Café or the Ark. We do not have a blue badge and are reasonably fit to walk in the flat park. The park is always well used with people walking, jogging, taking young children to the play park walking dogs or just meeting with friends. We have got to know people who use it regularly. It is a people's park and must be kept accordingly for people to enjoy, not just those with a blue badge. To ban cars would be detrimental for what the park is, a park for the residents to use. As it happens, closing one exit gate moves all the traffic to

Poole centre, which will cause a lot of chaos by the Lighthouse roundabout and fulfil the BCP purpose of likely closure to all traffic, we are hearing about and seeing problems with Sandbanks due to this closure.

Our suggested solution would be to close the park to through traffic at rush hour in the evening between 5 and 6.30pm as well as the mornings. We attended a protest on Saturday 3rd February which was well attended and we are all in agreement that Whitecliff Road entrance/exit should stay open. We hope we can rely on your support.

Yours sincerely

Subject: Whitecliff gate.

Dear Councillor Slade.

I have to ask, why you, your fellow councillors and friends, feel the need to close the entrance at Whitcliff gate. If your problem really is with traffic you are only moving it onto an already busy road.

Every time I drive through the park I have never encountered a problem with the traffic. Always finding drivers, pedestrians, cyclist's and E scooters courteous.

We do not use the park as a "rat run". I pick my Grandson up from school once a week, drop him off at home, drive down Orchard Avenue, left onto Twemlow Avenue, enjoy the beautiful scene in front of me and through Whitecliff gate. This is a very relaxing drive, I have seen very few cars and even less bikes. The alternative route is very stressful.

I am seventy three years old and cycled every day to work until my retirement. So I see the argument from both camps. However I feel you are forgetting the elderly and disabled people who would love to be fit and well enough to ride a bike.

Let us all use the transport that gets us out of our homes and enjoy the beauty of our park, without the added stress of three point turns. I can not see any benefit whatsoever to close the gate. I take my eighty three year old neighbour to the park, she is newly widowed and having chemo. She loves the ride through the park and onto Sandbanks. Are you really happy to take that pleasure away from her and so many others. The mini buses from care homes and special needs schools will have a terrible time turning. Please look at all the vulnerable people who love the park, and reconsider thinking of a permanent closure.

Subject: Numerous Comments

Many Likes & followers to these comments (not created by me) Not copied to anyone else!

I think Vikki Slade has got herself in a bit of a bind. Like all politicians she has committed to something she thought would be popular but now finds her support for the park closure will cost her her re-election and almost certainly scupper her chances to be an MP.

Her view will have been heavily swayed by the "Rethinking the future of parks and green spaces" report of July 2021. She would do well to note that there were only 803 respondents and that those would probably be people with an agenda who hoped to persuade the BCP to their point of view. Everyday citizens without any axe to grind wouldn't have bothered responding.

Her dilemma of course is what it has always been for politicians, that they can't be seen to vacillate or execute a U turn. Her only possible chance of survival now is to announce that having conducted the experiment she now finds that the overwhelming results from the general public, rather than the self-selected July report respondents, show that this proposal is not viable. Firstly on the major safety issue of only having a single escape route in the case of an extreme emergency. Secondly on the extra pollution caused by legitimate park users having to take substantial diversions to get to the park and thirdly on no substantiated evidence that there is any danger to other park users as the park is closed in the mornings at the time when maybe a rat run could have happened. By no unsubstantiated evidence I again refer to the July 2021 report where there are only anonymous hearsay and vested interest comments. Fourthly, she could support the long held privileges held by the citizens of Poole who were granted those privileges by Lord Wimborne when the park was bequeathed to the people.

If Vikki Slade chooses not to heed the majority views I think she will find the majority view will find its way to the ballot box and bring down all her other ambitions.

Subject: Poole park closure

I am very concerned that the closure of the gates will lead to problems of which we probably will only realise after the closure is made permanent. I realise you and the council have lots of things to do during your time in office but I think there is more important things to be done.

Subject: Leave Poole Park Alone

Dear Historic England

"The present is a key to the past" Sir Charles Lyell

Referring to notable Poole Historical Authors, Geoffrey Budden "The Peoples Park" & "Memories Of Old Poole" Andrew Hawkes

They both refer to the Lord & Lady Wimborne Covenant to The Borough Of Poole as giving **"FREE ACCESS TO ALL"**

In fact your own references say "It says the "drive" is a principle element of the 1887 scheme...

The Park Drive, a carriage drive 24' (c 6m) wide, bordered on each side by a footpath, extends east from the Seldown Gate entrance parallel to the northern boundary of the park and to the north of the salt-water lake. The drive connects Seldown Gate entrance to the west, Norton's Gate and Bird's Hill Gate to the north, and East Gate entrance to the north-

east and the various facilities within the park. It was a principal feature of Elford's scheme for the park and is shown on his plan (1887). The drive is partly planted with mature horse chestnuts and is bordered by lawns, with ornamental planting generally concentrated to its north

Unfortunately, in 2019 the BCP Council was formed, (without referendum) as Bournemouth, Christchurch & Poole Council

At the time Poole had £6m in surplus, sadly now BCP is £44m in deficit.

Actively negotiating redundancy of some of its Poole Park Gardeners & Maintenance workers, who protect those many historical artefacts.

Here is the rub, without due prior public notification or consultation, the Wonderful Main Access Point at Whitecliff was closed by BCP to traffic on the 17th January!

This closure Signage, Officer Time, Consultation is likely to cost £50K, we have outstanding a FOI to establish those facts

We attempted to reason with BCP, to no avail. We formed a group called "Leave Poole Park Alone" within two weeks of formation we had 1300 Facebook local followers. On the 20th of January we held a protest of 250 people, we were covered in our Local Bournemouth Echo, the Daily Mail & Express.

We followed this up with similar numbers on 1st February. Many of our members are from Poole Multi-Generational families

Why, what has changed, you may ask?

Well the Portfolio Holder for the Environment lives & breaths Bicycles! He holds regular meetings with BHActive (previously known as Bournemouth Cycling Forum. Cycling Rebellion are also any aggressive group, links also to the National Cycling Network. But he ignores any contrary view that disagrees with his minority!

Some of the Cycling Fraternity are actively being asked to complete this Poole Park Consultation document, despite residing in India, Amsterdam etc

We are concerned that the original concept of Poole Park is being Hijacked by all & sundry & Johnnie Come Lately's!

We have written to BCP CEO Graham Farrant, BCP Governance Officer Janie Berry, the leader of the Council Vikki Slade (email addresses above)

We ask that you help us protect the wonderful heritage of Poole Park for many locals with no gardens, cramp flats, no views, to enjoy the health & mental wellbeing of many disabled & elderly folks.

Many Thanks

Subject: Poole Park Whitecliff gate -trial closure and consultation

Dear Mr Hadley,

I have completed the online 'Have Your Say Consultation online, but felt I need to write to you to express the extent of my concerns, and to strongly object to this trial, for the following reasons:

A) Past usage of park

I have used the Whitecliff Gate as an entrance and exit for over 40 years, as a pedestrian, cyclist, motorcyclist, and car driver. I have always driven or ridden within the park considerately and cautiously, and have NEVER experienced or witnessed any issues whatsoever. There is a low speed limit, speed humps, and narrow sections, particularly by the disabled bays by the Kingland Road end. The road is small, leaving many acres of grassed and play areas for people to relax and readily enjoy the amenity.

I visit the park on perhaps 3 to 5 days per week, often with friends or relatives, and usually stop within the park, for a walk and or coffee. Normally I enter though the Whitecliff entrance, park, and turn, leaving through the same route as entry, but occasionally I do drive through, without stopping, as I have cause to travel between Lower Parkstone and Hamworthy quite often. If doing so I do not regard myself to be 'rat-running', i.e. using it as a 'short cut'. It is simply a very peaceful and scenic route, causing no harm to anyone or any wildlife.

B) Objections to trial closure of Whitecliff gate:

1) With this trial closure I now have to enter either through the one way entrance at the former Civic Centre (0.7 miles extra), or enter through the Kingland Road entrance (1.5 miles extra), and exit at Kingland Road. This sole exit point requires ALL cars in the park to leave that way, past disabled bays, where kerbs have been scuffed as the road is quite narrow. They then have an awkward angle to turn right, as visibility is poor to the left. There is a pedestrian crossing adjacent to the right. **I believe the Kingland Road exit point area could become an accident blackspot, which could then be used as an excuse to further restrict vehicle access, or even prevent it.**

2) After exiting, vehicles immediately have to approach the busy Kingland Roundabout, to join main roads which are often busy. In my case, to return home, I have to skirt the park, on Mount Pleasant Road, Parkstone Road, and all around the former Civic Centre roundabout, on to the Sandbanks Road, and negotiate the railway bridge, over 1.6 mile back to the vicinity of the Whitecliff gate vicinity. **This detour will add to traffic congestion and emissions, very close to the park or just outside the park's wrought iron fence along Parkstone Road. Some cars will even have to travel further within the park, going back out the way they came in, instead of simply using the nearest exit.**

3) The trial claims to aim at 'improving' safety, but the past record is good - with **NO** recorded instances, whatsoever, of accidents involving vehicles and pedestrians or cyclists according to an experienced Police Officer.

4) There is no 'special wildlife' in Poole Park which BCP claims need protecting, and the council have never provided any cases of conflict with wildlife. In reality, the Council culls wildlife from time to time.

5) Claims have been made by the pro-closure groups, that the park is a 'rat run'. or 'cut through', but I consider these to be grossly exaggerated. On pressing one of these groups, they recently claimed that the 'rush hour' was between 3.30 and 6.30pm., which included 'school runs' and 'office workers'. Personally, on two pre-trial recent drives through the park, deliberately to witness the alleged 'rush hour', there were NO cars whatsoever, other than mine, at about 5pm on a weekday. Once through the keyhole bridge, just two cars approached me from Sandbanks Road. Another day, at 4.45pm, there were just a few cars travelling through the park. That said, I accept that traffic may fluctuate over a period, but these are genuine recent experiences.

6) There have also been claims by some, that cars 'speed through', or 'thunder' through, or have 'wacky races'. I have never seen such activity, so again these are exaggerated, particularly by a local 'active travel' group.

7) The closure of the Whitecliff gate is unhelpful to those disabled drivers who wish to park in the disabled spaces between the lake and swan lake, by the miniature railway track. Access is now more difficult for those who park there, and they will need to execute a 3-5 point turn to exit, in a narrow road. I have witnessed cars redcently mounting the kerb in that stretch of narrow road. I believe the Equality Act may well have been contravened by disadvantaging the elderly or disabled.

8) The imposition of a trial closure without prior consultation is extremely unfair, possibly illegal, and may lead to another costly mistake for BCP, as did the recent Keyhole Bridge handling, where costly legal fees were incurred. NO statistics or data have been provided by BCP to support this trial, and without stopping vehicles and asking the purpose of the journey, there can be no substantive evidence to justify the closure.

9) A trial in January cannot be considered a fair representation, bearing in mind the weather and dark evenings. Tourism is important to the local economy, but no indication of summer/school holiday volumes will be available. The trials '24hr closure is 'overkill', if any 'perceived problem' is only the afternoon 'rush hour' which allegedly includes 'school runs'. Incidentally, of course, schools are on holiday for lengthy periods throughout the year, during which 'school runs' simply do not occur.

10) The road from the central junction in the park, to the Whitecliff gate becomes a cul de sac, with this gate closed. With no passing cars it could become an area in which anti-social behaviour or assaults take place. Travellers have set up camps within the park on two or three occasions in recent years, and now this cul de sac would make a good scenic spot for such an encampment, all along the roadside.

11) I believe there may well be extreme bias or even conflicts of interest within the council, as a number of Councillors have been very vocal with their support for the trial. They are climate campaigners who appear to be cycling enthusiasts and very anti-motorist. Additionally, another councillor is a Just Stop Oil campaigner, and is an owner of a bike company. Some of these parties are listed on the BH Active Travel committee, which is described on their website as 'Advisors' to BCP, and whose 'Chair', has recently referred to the Meyrick Park and Kings Park arrangements, and has stated that this Poole Park trial is a 'first step' towards that, very much worrying locals as to what future plans may be.

It is quite remarkable that individuals who are members of BHat and/or the Keyhole Bridge Group, who were instrumental in costing BCP £120k in legal fees over a judicial review and Cycling UK involvement, appear to have been provided, by BCP, with bulk supplies of 'Have Your Say' leaflets to distribute, near the Whitecliff gate, by approaching and encouraging members of the public to vote in the consultation, in favour of the trial closure. **I would like to know please, what, exactly, is the 'connection', official or otherwise, between BCP and those distributors?**

12) I understand that when the park land was donated by Lord Wimborne, to the People, in 1886, **open access** was to be allowed. That should be upheld.

C) Anticipated impact of the trial according to BCP

1) The trial is claimed to have an aim to 'create an enhanced park environment', and to 'reduce air pollution', and improve safety. In my opinion, for the various reasons cited above, the trial will not achieve those aims. Why cyclists should be given such concern is difficult to comprehend, when they can cycle through the park so easily and quickly, and alternatively also have a choice to use the expensive new cycleway from Whitecliff to Baiter.

2) BCP claim the trial would be 'likely to' have a 'minor impact' on the surrounding highway network, as it already absorbs the morning 'rush hour' as the park is closed until 10am. The afternoon period cannot be compared to the morning, as there are far more people about, especially in warmer times of the year, summer and school holiday times. Tourism is hugely important to the local economy, and with all cars leaving through one exit the Kingland Road and Roundabout the roads could become gridlocked.

3) BCP recognised that Cafe concessions could be adversely affected in terms of trade. I am sure it will be, as I, and therefore passengers with me, will be very much discouraged by the detours necessary and congestion which will be encountered.

4) BCP re-affirm that two entrances will still be available, but they do not clearly indicate or emphasise, adequately, that Kingland Road will be the **SOLE** exit point.

D) Costs & possible legal fees

As a council tax payer, which are about to increase by almost 5%, I am very concerned at the waste of money evidenced over the last few years, but particularly

in respect of the £85k for legal fees re the keyhole bridge Judicial Review, then the payment of £35k to Cycling UK, all because the council did not adhere to correct procedures, legislation or protocol. I do not want to learn that BCP is making the same errors this time around. How has this trial been authorised and budgeted for, please?

I am sorry to say that I believe a deal has been struck with Cycling UK, as they were claiming 'victory' long before BCP made any announcement to the public about the trial closure. What is your response to this please?

I would expect that you will receive a vast amount of correspondence about this trial, some in favour, some against, but I would appreciate it if you could reply to me, before the end of the trial period, with any comments you may have.

I have been a local council tax payer for 47 years, and I have never before been so dismayed by council conduct as I am now. Poole used to have a tourism slogan of 'Poole Is A Beautiful Place', but having taken away 42 parking space at the beauty spot Evening Hill, and now reducing access/emtry points to Poole Park, the Council is making it harder for people to enjoy the area.

Yours sincerely,

I strongly object to the closure of traffic into Poole Park from the Whitecliff entrance. I am 86 years old, registered disabled and partially sighted. I live close to Whitecliff and closing this gate will ruin one of the few pleasures I am able to experience. I feel I will be discriminated because I am disabled.

Every fortnight, my son in law picks me up and takes me for a drive. I like to go past Whitecliff Park and remember where I used to take my children years ago and then pass under Keyhole bridge. If there are model boats sailing we will watch them. We then enter the park & like to look out for the train followed by the lake & see the swans and geese. All these things are pointed out and described to me as my eyesight is very poor. I would love to get out but as walking is so painful and I am so slow we just drive through. We proceed past the fountain and exit by the swimming pool gate. I have a garden so sometimes stop at Cherries nursery where my family will run in and buy my plants. We then go over Seldown Bridge and park in the disabled bays on the Quay where I sit & watch the world go by whilst my family go for a short stroll. We then turn around and do the same journey home in reverse. I believe I have a legal right to use this route as it was gifted for the enjoyment of the people of Poole, of which I am one of and I thoroughly enjoy using.

Also, previously my family would regularly buy fish and chips and take them to the picnic benches at Evening Hill where we would enjoy them as a family. We could park next to the benches using my blue badge. BCP also removed this facility for me. We have tried using the disabled bays in Alington Rd but its just too far for me. I am so angry about the removal of both these pleasures for me. This seems to be coming from a very selfish vocal group who have no regard for anyone else.

I had to dictate this due to my poor eyesight.

Posted this anon because this is not my story to tell but belongs to an elderly neighbour who asked me to submit this on the consultation a couple of weeks ago, she obviously doesn't use Facebook but said I could post this.

Subject: Poole park gate closure

Good Morning.

We have added some questions and background to why we are opposing the Poole Park Gates closure.

Please confirm that our objections are recorded as Two independent objections.

As we only have the one joint family email address we have compiled this email to you, together.

We would like to give a background to why we object against the closure of the gates at the Whitecliff end of Poole Park.

- This is the peoples' park, and you are preventing all access through the carriage drive.
- You leave only one emergency exit for any emergency vehicle.
- The exit onto the roundabout is not easy to get into and is dangerous.
- You have caused queuing on the exit road past disabled people parking.
- This is causing higher emissions as there is no flow of traffic.
- Elderly and disabled people are being disadvantaged.
- Mental health affected as disabled may drive through the park from the roundabout grab an ice cream and exit via the keyhole bridge to head to Sandbanks.
- Wildlife has never had any incident in the 63 years of knowing the Park
- Present council attempting to placate cycling UK because they lost a court action and part of settlement was to make park safe.
- It already is safe, so this action is a Bcp requirement, not a resident wants or need. Bcp need to go back to cycling group and apologise for their mistake. If Bcp hadn't wanted to close the keyhole bridge they wouldn't be in this mess. Then they need to resign.
- Council in massive debt but concentrates on a road closure.
- Park now more dangerous at night especially with the recent officer cuts.
- More dangerous now to elderly disabled and pedestrian as cycles and eScooters which now go faster due to lack of cars and disregard pedestrians. Accidents will increase, there are none now as cycles must share with cars, and both go slower.
- Bikes cannot be identified in an accident as no registration.
- Baiter cycleway needs prioritising before spending money on other vanity projects.
- I believe this council is anti-car as stated by councillor Hadley that we 'must reduce the dominance of the car' and he is the environment portfolio officer.
- You keep pushing congestion emissions yet go out of your way to reduce the free flow of traffic which is a duty if the council. Please note the government set out a 'Plan for drivers' on October the 2nd to support peoples freedom to use cars and curb enforcement measures.
- This council hold meetings with activists groups and is heavily influenced by cycle groups,

- Council pertains to environmental emergency but cuts down healthy trees and builds on farmland.
- The council needs to stop assuming what people want.
- No resident has signed up to any climate emergency.
- The council needs to communicate projects properly by door-to-door leaflets, not just expecting people to read the echo or have access to technology or social media sites. Very divisive
- Money needs to be spent as a benefit to all not just the few. Note motorists comprise the majority of travel therefore money should be spent appropriately
- As a council you pick on the most vulnerable of people who are unable to defend themselves such as kicking off the disabled in preference for cyclists such as on evening hill.
- The park is historic and given to the people of Poole what right have to to restrict driving through. There are very few parks as unique as this which allows for viewing the park without having to stop. You seem to be a council that wants to destroy Poole's heritage.
- As a council you need to compromise not just bully through actions. To just close a road and then say we will consult now its shut is not the correct procedure.
- The consultation/survey does not allow everyone in the conurbation the chance to participate or comment. The survey itself is flawed and open to abuse.
- Residents were not fully aware of this closure. Many I have talked to are horrified and did not know it was happening.
- Not everyone has access to Facebook, go to the library or read the Echo, especially the elderly who are confused as to why the gate is closed off so this is a very closed survey and not truly representative of the residents.
- Many people like to drive past the model yacht lake and the railway which they can no longer do. The gate closure seems to have extended to the roadway from the park in that only disabled are allowed up it and the section from the disabled parking to the gate has been fenced off. This road is still accessible by all, and a turning circle will need to be constructed if the gate remains closed. This section of park is not part of the council's remit and must remain open to all vehicles right up to the gate even if the gate remains closed.

Options

1. Stay open
2. Close during evening rush hour as the morning rush hour but open during day to prevent any "rat run". I note the council state this option was trialled.
3. Please can we have the results?
4. Close completely to road vehicles including cycles, skateboarders and eScooters.
5. Add speed cameras.

Please can the council explain why they are not willing to compromise? Why only this one option?

Regards

Subject: Poole Park Closure

Vikki Slade, BCP Councillor

Dear Ms Slade

I would like to register my objection to the closure of the Whitecliff entrance to Poole Park and request that you do everything in your power to ensure it remains open. I can see no good reason for its closure, either temporarily or permanently, but can think of many reasons why it needs to remain open.

Fewer Park Users

Almost by definition, restricting access will reduce visitor numbers. I know other gates remain open but convenience is important. Anything that restricts access has to be a bad thing. People need to be encouraged to use our wonderful open spaces. Installing a barrier to access is the exact opposite of what our public servants need to be doing. You need to be encouraging more people to be making use of our wonderful facilities, not fewer.

Recreational Activity

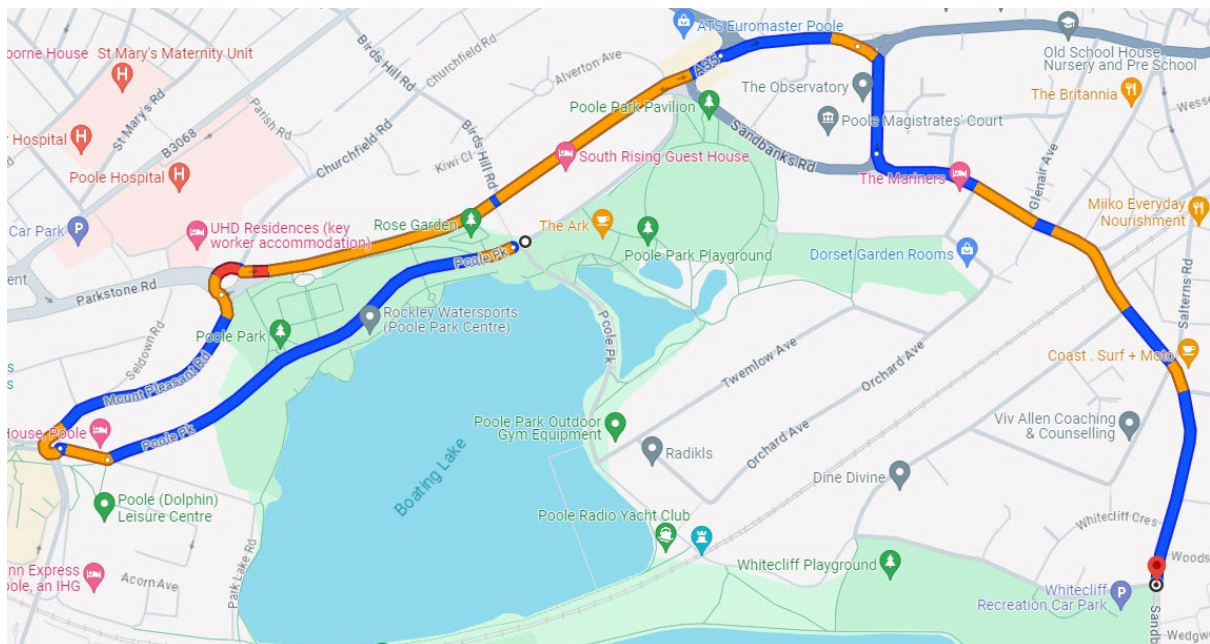
A drive through the park is a wonderful recreational activity in of itself and is enjoyed by many people. The drive alongside Whitecliff Road, even before you enter the park, provides a lovely elevated view across Whitecliff Park, Poole Harbour and over to Brownsea Island. It's also fun to admire the nice houses on the other side of the road before you reach the charming keyhole bridge. The drive through can even be a little exciting when flooded! Generations of children and grownups have enjoyed this quirky fun approach to Poole Park. I always look out for the old boys with their model boats - it gives me great pleasure to see the intensity with which they race them. Next comes the stunning Victorian gate posts; which actually lift my spirits as I enter the park. They are more than just gate posts, they are symbolic and of great architectural interest - which is presumably why they remain in place without actually having any gates. Next I look out for the model train with children having a fun day out and the ducks and geese crossing the road. It is simply wonderful. Closing the Whitecliffe gate would deny these pleasures to many thousands of people but the impact would be disproportionately highest amongst the elderly and the disabled.

Elderly & Disabled

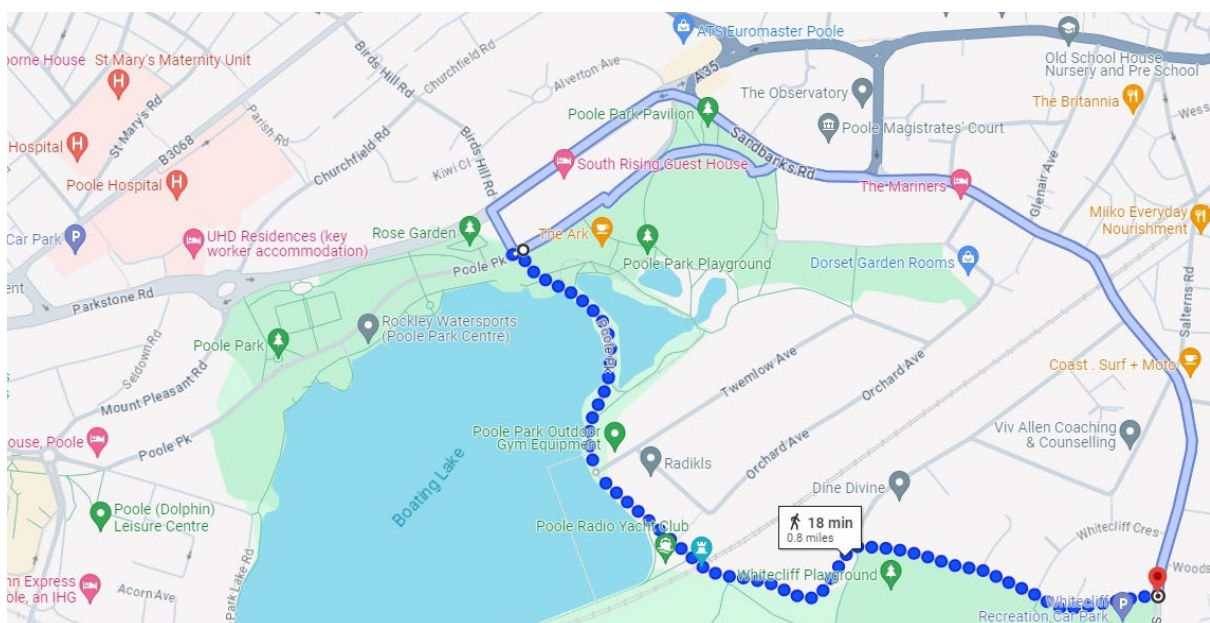
My recreational activity comments are particularly pertinent for anyone with mobility issues. Poole has a large elderly population, many of whom would love to be able to walk or cycle through the park but find themselves unable to do so, so they choose to drive through it instead - and this includes me! Yes, I could enter via another gate but this would deny me all of the pleasures I described under Recreational Activity. The journey matters more than the destination!

Inconvenience

Visitors to Poole Park approaching from or exiting to the east would be greatly inconvenienced, just look at the 2.2 mile drive around needed to exit east from the centre of the park. These screenshots were taken from Google Maps.



Under normal circumstances, with the gate open, the distance should only be 0.8 miles.



The distance I need to travel has more than doubled with the closure of the gate.

Road Congestion

The gate closure is forcing more traffic to use the already congested, vibrant and busy local roads. The above screen shots were taken at 3:30 pm on Tuesday 6th February, which was a cold windy winters day (so very few people were using the park) and it was outside of rush hour. Nevertheless, Google was reporting

congestion (orange) and stationary traffic (red) along much of the alternative route. The “test” period is taking place in the depth of winter - when park traffic is at its lightest. Road congestion is likely to become a very serious problem in warmer weather and in the tourist season.

The alternative route contains several traffic pinch points including

- An awkward ‘blind’ right turn exiting the park via the only available gate.
- Two very busy, often heavily congested town centre roundabouts. In my humble opinion both these roundabouts would benefit from traffic alleviation measures. Forcing more traffic to use these junctions makes no sense at all.
- The gyratory with all of its associated traffic lights near Poole Magistrates Court
- The railway tunnel / bridge on Sandbanks Road - which is only wide enough for one way traffic.
- The route also contains numerous pedestrian crossings, cycle lanes and shops all of which make it unsuitable as a park by-pass road.

Park Congestion

Forcing all traffic to use the same exit is problematic because the exit road is narrow. There is only sufficient width for confident drivers in small vehicles to pass without having to slow down or stop. Some drivers hesitate and often do not drive through unless the route is totally clear. On busy summer days I can see the following problems arising

- A significant build up of traffic in both directions as soon as two vehicles are unable or unwilling to pass each other, clogging up the park with stationary vehicles.
- Emergency vehicles unable to get through or significantly delayed.
- Cyclists already ride on the pavements in this road because it is too dangerous for them to be squeezed by vehicles trying to pass each other.
- Damage to vehicles parked in the disabled bays, caused by other vehicles trying to squeeze past.
- Now that the roundabout has been removed people are and will be pulling U turns all over the place, causing further congestion.

Tourism

A park drive through is widely enjoyed by visitors to Poole. I do not think we should be doing anything which deters tourism and clogging up the alternative route will certainly do that. It’s a double whammy for tourists.

Money

I know the costs will not be huge but there will be costs associated with the closure of the gate including:

- New park gates or barricade of some kind

- A new roundabout or turning area inside the park
- Widening the road at the eastern exit/entrance
- New road signage
- Time. Time is money and the council has already wasted too much of it on this proposal. Cut our losses and please stop now. Haven't you got anything more productive to do? The council is hugely in debt and needs to concentrate on ways to save money, not spend more money. Every penny counts.

People

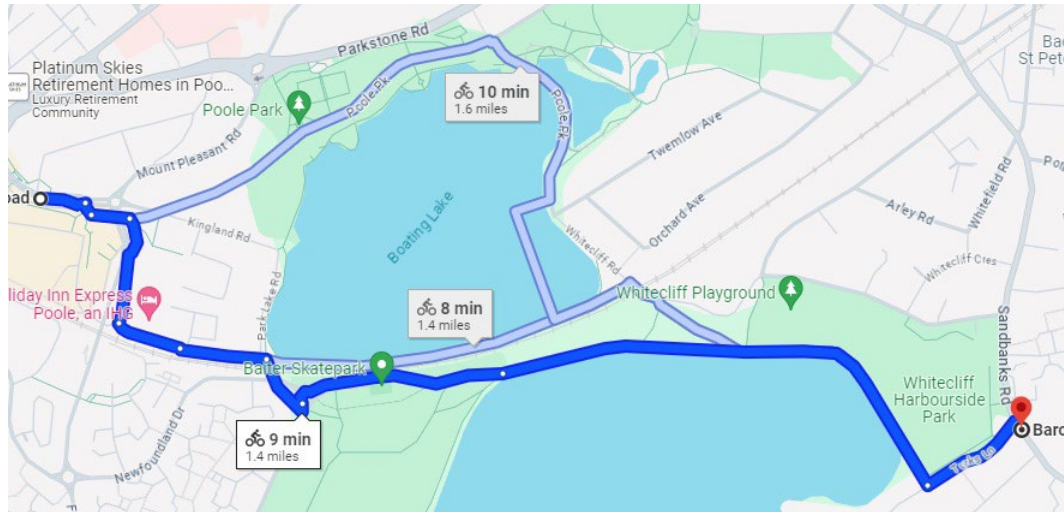
Please listen to what the people want. The number of people I've seen objecting to the closure on social media runs well into 4 figures. Closing the gate is upsetting everyone and causing a lot of ill feeling towards the council. People believe the council only goes through box ticking consultation exercises and railroads through their ideas regardless.

I have not been able to find out why BCP Council wants to close the gate so it is difficult to provide counter arguments. The following are therefore based on rumours I have heard or seen online.

Cycling

I heard that the closure of the gate is part of the council's plan to promote cycling. Few cyclists use Poole Park for cycling not because cars can drive through the park but because:

- The park is too small for cycling. It only takes a few minutes for a cyclist to pass through. No serious cyclist is going to ride around the park for the same reason. I have never seen any cyclist using the circular cycle path.
- The route through the park is too chaotic and busy with very slow moving traffic, speed bumps (a cyclist's nightmare), playing children and pedestrians, dogs, ducks and geese all crossing the road without looking.
- Who wants to cycle through the keyhole bridge when it's flooded? The risk of this is sufficient deterrent for most cyclists.
- There is a much better purpose built route along the harbourside in Whiteclif and Baiter. This is the route Google recommends cyclists take when travelling from Lilliput to Poole Bus station



LTN

I heard that BCP wants to make more low traffic neighbourhoods, making it more difficult for people to travel by car and to encourage (force) them to use public transport or bicycles instead. I'd like to remind BCP that this area has a high proportion of elderly and disabled people who rely on their cars because they are unable to cycle and who use public transport only as a very last resort. If this is indeed council policy I think the council should be leading by example and travel by bus. This way you'll truly be able to assess just how rubbish public transport is. You could start by making the council office car park pay and display, just like all other BCP car parks are for the general public. Councillors should no longer receive a mileage allowance but they could reclaim their bus fares instead.

Rat Run

I heard the council wants to close the gate to prevent the park being used as a rat run.

- The park is already closed during morning rush hour. Why close the gate all day every day if there are concerns about the evening rush hour?
- No motorist would choose the park as a rat run because it is a longer and, most of the time, a much slower route. The traffic calming measures already in place and the respect motorists show to other park users (including the ducks and geese) mean that vehicles travel slowly - severely delaying and deterring any prospective rat runners.
- People drive through the park, even if they are on their way to or from work, because it is a very enjoyable drive. Why deprive people of this? Does the park have more road traffic accidents than the alternative route? I suspect not. I suspect the park has an exemplary road traffic accident record. This could end if traffic is all forced to squeeze through a single narrow exit.

Yours Sincerely

Subject: Fwd: Proposed Poole Park Gate Closure

Subject:

I write regarding the proposed closure of Poole Park, Twemlow road entrance, to which I am opposed. There are numerous issues to be considered here. The Keyhole bridge is part of a scenic route taken, one of many routes in the UK. A lot of people on the route may stop to use the cafes or the park, to stop for a while. The Gov would like the public to use public spaces for the good of our mental well-being, fitness and socialising but BCP appear to be making most places inaccessible by these restrictions or by the introduction of parking meters.

It would be interesting to know how much the current traffic configuration cost, the chicanes, the traffic system, the useless larger parking spaces for the disabled at the Kingland Road entrance, serving only to restrict two lanes of traffic from passing easily and not all in use cost. HS2 springs to mind here, the money poured into it, then stopped. What an abhorrent waste of your electorates money.

We are unable to stop on

Evening Hill even for half an hour since the pandemic, I know that my elderly relatives would be unable to walk up it, to enjoy the vista as was previously an option. A shared path / parking for cyclists and cars would have worked here.

I read a comment by a local councillor that the council do not, 'give in to the people who shout the loudest', does that work both ways? The cycling fraternity? There are many redundant cycle ways throughout the BCP area, as in the Dorset Council area. There is a lovely cycle route along White cliff to Poole which is well supported. Why add another? I support a U3a group in Poole Park throughout the School Holidays. Yes, whilst I can use a bus, the walk from the bus stop at the bus station, is a fair distance exacerbated by carrying musical equipment and a seat and as most of the group's members are older than me, in their 70s / 80s, the proposed closure will not serve their needs to access the park.

I understand that parking meters are to be introduced along Whitecliff Road, there are no homes or houses along the park side, there are roads with homes surrounding that area though, where people will park instead.

Which area would you like to tell us about: Parks and Open Spaces

Details:

Councillor Andy Hadley has angered many Poole residents by blocking the gates at the entrance to Poole Park. He lost the argument over Keyhole Bridge so stupidly blockaded the entrance to the park.

He needs to win hearts and minds. Not make enemies. He has caused more exhaust fumes by forcing the few cars who enter the park there to drive further, and cause a small build-up at the Seldown roundabout.

People take their elderly relatives to Poole Park. Charities take disabled children and

adults.

I agree in reducing cars but this is not how to do it.

Do you have any photos or documents to upload: No

Subject: Poole Park - Proposed Whitecliff Gate Closure - OBJECTION

FOR THE ATTENTION OF RELEVANT COUNCILLORS/COUNCIL OFFICERS AND THE BCP COUNCIL ENGAGEMENT TEAM

Having submitted my response to the online survey I am writing to re-emphasise my absolute objection to this proposal and to express my outrage at the manner in which the temporary closure has been implemented and the lack of transparency and clarity about the potential next steps that BCP may take.

I was born in Poole and have been a resident here for my entire 63 years. Some of my earliest memories are of being driven through Whitecliff and into the park with my parents - sometimes to stop in the park, sometimes not. I also have years of happy memories with my own children. I continue to use the Whitecliff Gate on average 6 times per week (3 return journeys) to visit elderly family in the centre of Poole - at least I did until this idiotic closure was implemented. I use this route not because it is quicker, a rat run to avoid congestion or because I have an innate desire to terrorise cyclists and pedestrians. I choose to use the route because it is a more scenic, bucolic option, to view the beautiful scenery we are so lucky to have on our doorstep, to enjoy the various wildlife, and to see other people enjoying the park whether on foot, on a bike, or in a car.

The park was given to the people of Poole. It is 'The People's Park', and since its official opening in 1890 it has been accessible by all with no exclusions or prejudices - and that is how it should remain. I do not believe that a small group of individuals (elected or otherwise) should have the right to take unilateral decisions about the park, particularly when those decisions have a significant impact on certain categories of individuals - particularly the disabled and the elderly, many of whom can only access and enjoy the park and from the inside of a car. I consider this entire exercise to be undemocratic and discriminatory.

If the outcome of the temporary closure of the Whitecliff Gate and any feedback gathered during the 'consultation period' is to be considered (rather than ignored) as part of the decision as to whether the closure should be made permanent, its timing is absolutely ridiculous.

- How can a closure spanning two of the quietest months of the year provide any meaningful information as to the potential impact during summer months when visitor numbers lead to an exponential increase in traffic and visitors to the centre of Poole, Poole's beaches and the park itself?

The online survey - with questions already biased towards closure - appears, to me at least, to be open to abuse (admittedly by those in favour of the closure and those against).

- What controls are in place to ensure one vote per person?

- What controls are in place to limit responses to those who actually reside in the BCP area?

- Will the results of the survey be published, and if so, when?

Other than the online survey, the 'consultation period' does not appear to have provided any opportunity for consultation whatsoever.

- Will there be any opportunities for open dialogue/debate, or is the flawed online survey the only mechanism available to provide/gather any feedback?

The published rationale and potential benefits of a permanent closure of the Whitecliff Gate have absolutely no basis whatsoever.

Increased safety

During the 63 years I have been visiting or passing through Poole Park, I have never witnessed or experienced anything other than a harmonious co-existence between motorists, cyclists and pedestrians. I am sure that there are a few in each of these groups who are less considerate to others, but I'm equally sure that the vast majority of people treat each of these groups with respect. I have never witnessed any accidents or any incidents of cars causing danger to any of the three groups. I have witnessed cyclists and e-scooters using the pavements, and joggers running in the road, but I assume that those proposing and pursuing a permanent closure don't consider these to be dangerous.

- Where are the facts and the empirical data that evidence any accidents involving motor vehicles since 1890, or the increased risk to safety that they pose?

Reduced Congestion

I really struggle with the idea that a permanent closure will reduce congestion in the park. In fact, I believe that reducing the number of exit points from 2 to 1 will lead to an **increase** in congestion and that there will be long tailbacks in the park from the Kingland Road exit - particularly during the summer and other holiday periods.

There will also be an increase in congestion on the already congested Civic Centre, Parkstone Road and the already treacherous Mount Pleasant roundabout.

- Linking back to my earlier point - how is the potential impact on congestion being monitored/assessed and how will the temporary closure provide any meaningful input to an informed decision?

Reduced Emissions

I am neither an eco scientist nor an expert on emissions/pollution, but again, I do feel that this assertion is seriously flawed.

Traffic that would previously have used the Whitecliff Gate to enter the park will either continue to enter the park via the East Gate (no reduction in emissions) or travel towards Poole along Parkstone Road.

Traffic that would previously have used the Whitecliff Gate to exit the park will also, in all likelihood, also use Parkstone Road as an alternative route to Sandbanks Road.

Unless I am mistaken the lack of barrier between the park and Parkstone Road means that there is nothing to prevent emissions drifting towards, into and through the park. The long queues/tailbacks at the only remaining exit will also lead to an increase in emissions as cars will remain stationary or moving slowly for a longer period.

- Where are the scientific facts and the empirical data that evidence and support any reduction in emissions as a result of the Whitecliff Gate closure?

- Linking back to my earlier point - how is the potential impact on emissions being monitored/assessed and how will the temporary closure provide any meaningful input to an informed decision?

I am not anti-cycling - indeed I am a cyclist myself - but this entire exercise appears to be to be pandering to what is still a minority group harbouring feelings of entitlement. I feel that enough has already been done in the BCP area to support cycling and the majority of the facilities already provided remain under utilised. There are already two car free routes from Whitecliff to Poole - one in Poole Park via the pathway between the boating lake and the railway track, and another via the cycle path from Whitecliff through Baiter to Poole Quay. Neither of these options are available to motor vehicles. Why is another car free route needed for cyclists?

Poole is not, and is unlikely to ever be, 'Amsterdam like', and the notion that this closure will encourage more motorists to ditch their cars in favour of bicycles is, frankly, ridiculous. I fully support the desire to make cycling safer and more accessible to members of the public who are fit and able enough to embrace it. However, the proposed closure of the Whitecliff Gate is an unnecessary solution to a problem that does not exist and simultaneously excludes/penalises the elderly and those with disabilities.

I would be grateful if you could consider my objection and provide responses to the questions I have posed (highlighted in bold).

Kind Regards

Subject: POOLE PARK "RAT RUNS", "POLLUTION" & "SAFETY"

POOLE PARK "RAT RUNS", "POLLUTION" & "SAFETY"

These 3 phrases have been banded around as the justification for closing the Whitecliff entrance to Poole Park. There has been no data provided to support these claims so I have been to Google to get some independent data:

Google Street View has images of the closed section of the road from:

April 2009-no cars,

July 2012-1 car,

June 2015-no cars,

July 2017-1 car,

June 2018-1 car,

June 2019-no cars

April 2018 aerial view-2 cars.

That's 7 independently random times/dates. These images seem to be taken between late morning & afternoon, perfect times to capture a "rat run". The attached images are all from an identical location to give a fair representation.

No evidence of a rat-run, pollution or safety here. These images match my lifetime recollection of cars on this section of Poole Park, historically the quietest part of the park.

SAFETY:

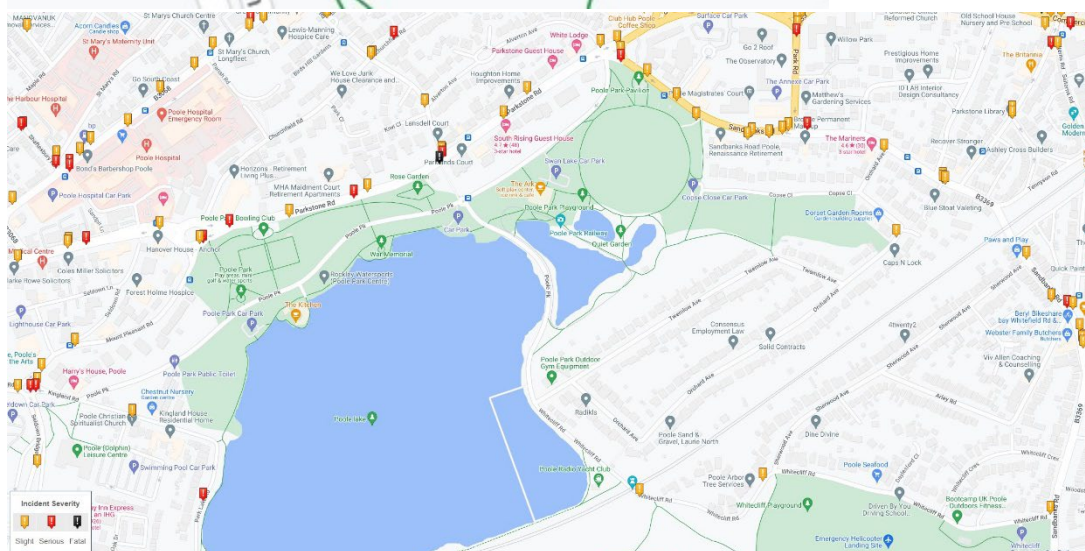
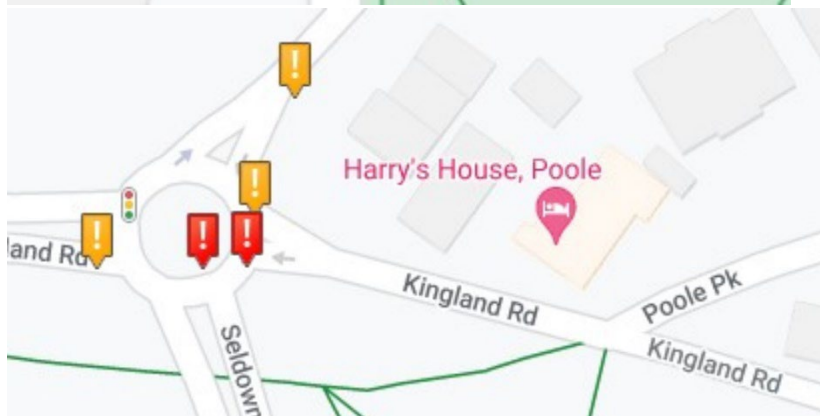
Data & images from crashmap.co.uk has no recorded accidents in the park which matches all the reports confirmed so far. However, the proposed diversion from the Whitecliff entrance to the Civic entrance means driving past 10 accident spots and the return journey drives past 16 recorded accident spots. Add this to the fact that the journey length has tripled, this also multiplies the time the vehicle is exposed to danger (cars, pedestrians and cyclists put at risk on Sandbanks Rd & Parkstone Rd) Therefore, the previously proven safe route has been diverted to a more dangerous route "to improve safety".

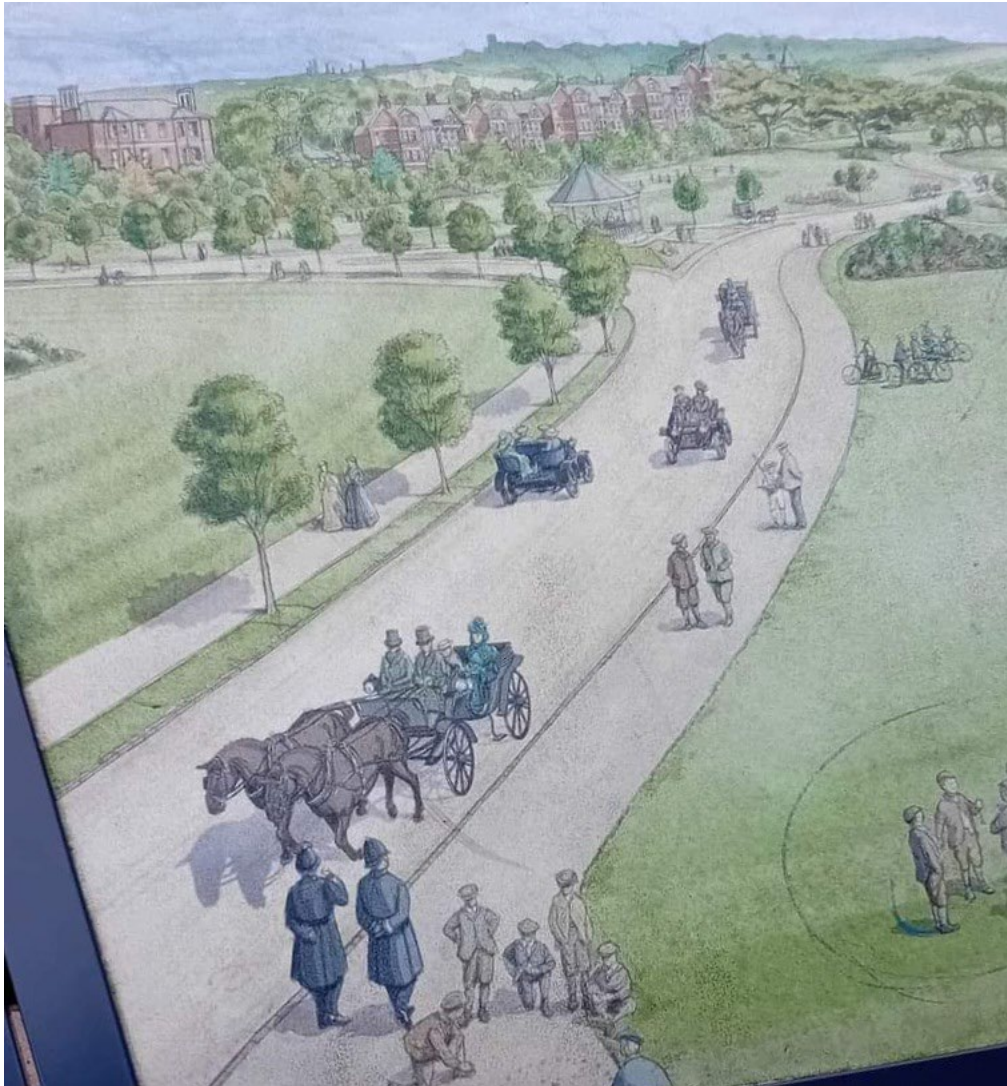
The only proposed entrance to the park will be from the Civic Centre entrance. This is the most hazardous of all the entrances as confirmed by the 4 accidents recorded on this junction. It is also the only blind entrance to the park & the busiest pedestrian entrance as it is located by the college and is very busy with students at lunchtime (often not paying attention to traffic being distracted on their phones). It is also not uncommon for cyclists to (illegally) exit the park here on the blind corner creating possibility of a head on with a car. There is a pedestrian crossing and multiple lanes. Tourists won't see this entrance until its too late, causing them to drive past or brake suddenly adding more reasons for accidents here! This junction is dangerous because there are so many hazards and distractions for the drivers here. Use of this junction should be kept to a minimum.

ENVIRONMENT: From Whitecliff Road, to drive to the fountain area and return used to be under a mile in total. The new route via the civic entrance is now over 3 miles, in stop start traffic alongside the park perimeter, creating more congestion on the road and more than triples the pollution!

How does the above contribute to the BCP's Climate & Ecological Emergency Declaration? It appears to be counterproductive.















Subject: Poole Park Consultation - please add this objection for each of the four of us, and note comments.

Dear Sirs,

I am writing as a local resident, firmly opposed to the recent closure of the entrance and exit gate in Poole Park.

I write on behalf of my family who live in BH16 5 and my elderly mother (93) who lives right by the park at BH15 2. We use the park daily for different purposes and simply don't see the need for the closure and can already see more traffic queued to exit the park and queued on the Parkstone Road and queued at the tunnel on the Sandbanks Road before Lilliput.

Due to the timing of the consultation, there appeared a lack of awareness of the trial closure and it felt deliberately, poorly advertised and inaccessible. My family have

stood with a mixture of BCP residents, including motorists, cyclists, walking group members, parents with young children and the disabled and carers to protest the closure. My elderly mum has shared with the various residences on Parkstone Road, who also knew nothing about this.

The original spirit of inclusivity in the Park must be preserved and retaining all access, including to those wishing to access or drive through the Park by vehicle, is vitally important to ensure that it can be enjoyed in as many ways as possible by all residents and visitors wishing to use it for both recreation and wellbeing.

Whilst I do not personally see a need, I would support the improvement of traffic calming measures that would make travelling by car through the park of no time saving benefit to those who wish to use it solely for that purpose. In short, this would discourage so called 'rat runners', not that there seem to be a huge amount or anyone travelling at speed owing to the existing measures. I certainly have always navigated the route through slowly and carefully whether driving my electric car, riding my bike, walking my dog, or pushing a wheelchair.

We would also support a closure at the time the park is claimed to be used as a 'rat run' (5:00pm until 6:00pm) to keep the gate open at all other times in both directions.

We feel the closure contravenes the original intent and spirit of the gift of the land to the people of Poole. The original intention was that the Park should have a carriage route. At the time carriages were known as horse, horseless and motorised carriages. Therefore, this would have included cars.

Despite the increase in cars using the road over the years no recorded serious incidents have occurred, as all Park visitors benefit from numerous speed restricting controls. Instead the closure sends more traffic onto areas that do have accident statistics.

The closure does not achieve the whole aim of the BCP Health and Wellbeing Strategy, as it excludes those with busy and stressful lives who benefit from taking a gentle, calming, drive through the Park. Or those recovering from illness or receiving end of life care who also enjoy the drive. It also excludes those who benefit from driving through the Park on route to their destination, allowing a short time to sit and enjoy the Park, or to allow their children a short time to play in the Park.

Driving into and out of the Seldown entrance would be followed by a lengthy time sat in congestion at the Civic Centre. Many, or even most, residents have busy lives. Adding time restrictions to their use of the Park would make this untenable, and is therefore, unreasonable.

The current closure leaves only one Park exit to traffic. This restriction excludes the ability to leave the Park at the Whitecliff exit in cases where this would be the shortest route to their destination. Therefore, adding length to their journey, contributing to traffic congestion at the civic centre and increasing emissions. This contravenes the BCP Climate and Ecological Emergency Action Plan.

The intention of the 2017 -2021 National Lottery Heritage Fund includes the aim of making it harder to drive through the Park. It does not state that it should 'prevent'

driving through the Park. The current traffic calming is not as effective as maybe it could be, but closing the Whitecliff entrance should not be used as a solution to themismanagement of this £2.5m fund.

My questions on the reason for, and the timing of, the trial include:

Why is the trial being undertaken in the winter months when the Park is less busy?

Why is the trial taking place out of school holiday times?

Why is the trial due to end just before the half term holidays? Isn't this a missed opportunity to test the trial and garner thoughts from users when the Park would be busier, therefore encouraging awareness of the gate closure?

Was the timing a deliberate decision to ensure lack of awareness of the trial, therefore excluding a group of people who may want to contribute to the consultation?

Has the trial been influenced by threatened legal action by Cycling UK?

Is the council using this trial to reach a compromise agreement with Cycling UK? Social media posts by some parties indicate that this is the case, despite BCP's replies that it is not.

BCP has thus far been unable to provide a satisfactory answer to many of these questions asked by various local people as far as I've seen.

BCP Council has failed to offer any other alternative solutions to solve the "rat run" problem that they claim is the issue. Why is full closure at one end the 'only' solution, when other ideas are not even being considered?

In conclusion my family feels that the trial has been conducted in a way that is, at the very least, undemocratic, and questionable in both its timing and purpose.

There is a risk that the consultation can be completed several times by one person and is therefore, open to abuse, and at risk of providing both incorrect and misleading data.

People without computer access are not able to easily access the consultation in paper form. Many do not use the library.

The Council have provided confusing and contradictory information on the announcement of the decision and the signage has also been poor. Contradictory dates have been given for the decision to be made and it is unclear how and by whom a decision will be reached.

The trial itself has divided the community and encouraged discord due to unprofessional management and mismanagement of information by BCP.

Please debate this issue fully and carefully. BCP Council stands to lose lots of respect and support from residents, and those hoping for votes as they stand for election may find supporting an unnecessary closure very costly politically.

Yours sincerely,

The [REDACTED] family, aged 93, 64, 46, 11, and all opposed to the closure.

Subject: Closure of Poole Park Whitecliff Gate to through traffic

Dear Charter Trustee for Poole

As a trustee you are responsible for the civic, historic and ceremonial traditions of the former Borough of Poole as well as being a councillor of BCP.

I am therefore writing to you to notify my objection to the closure of the Poole Park Whitecliff Gate to through traffic.

BCP have stated that the reason for this closure is to promote environmental improvements in and around Poole Park and to prevent the use of the park as a through route between Poole Town Centre and Sandbanks Road / Whitecliff area. They have in various media spoken of this being a 'rat run'.

I believe the closure contravenes the original intent and spirit of the gift of the land by Lord Wimborne to the people of Poole. The original intention was that the Park should have a carriage route. At the time carriages were known as horse, horseless and motorised carriages. Therefore, this would have included cars.

The closure of the Whitecliff Road Gate has meant:

- cars now have to travel further from the Sandbanks and Whitecliff area to gain access to the Park with a longer return journey home
- an increase in pollution – both air quality and noise along the roads
- an increase in wear and tear on the road surfaces (which are already in a poor state)
- an increase in congestion on roads that are already heavily congested during much of the day
- an increase in the opportunities for accidents along the way and in particular at the entry to the Park by the Civic Centre
- that many vehicles now have to travel further within the confines of the Park as they need to turn around and leave by the one and only exit at Seldown, thus increasing the pollution in the Park
- a detriment to those who are disabled and may just want to take a peaceful drive through the Park without being stuck in traffic.

Please could you explain why the only option under consideration is that of closing the Whitecliff Road Gate. There are other options such as:

- closing the Park during the afternoon/evening rush-hour if this is perceived as a 'rat run' problem
- increasing the traffic calming measures within the Park to further slow down any through traffic.

Furthermore, I have concerns about the conduct of this 'trial' closure:

- the closure has come at a time of year when there is less use of the Park due to poor weather conditions and is therefore not fully representative

- no data has been provided to make comparisons between before and after closure
- no methodology or clarity has been provided regarding the survey data that is being collected
- there appears to be an opportunity for those from outside the area to simply supply a BH postcode to be considered as a valid entry
- it also appears possible that an individual could complete the survey several times
- the survey is therefore open to abuse and risks providing both incorrect and misleading data
- the trial was supposedly for a period until a decision had been made, initially advised by BCP as the end of February, but this appears to have been delayed until the May Cabinet meeting at the earliest
- BCP have stated that the Gate should remain closed until a decision has been made and this could be some considerable time away if there are delays in the process – the reasoning for this appears to be that the people of Poole could not cope with having the Gate opened again and then closed at a later date

I consider that the trial has been conducted in an undemocratic and questionable way. I would appreciate your comments and assurances on the honesty and integrity of the process and the validity of the results.

Finally, I would again state my objection to the closure of the Whitecliff Gate for through traffic in Poole Park.

Regards

Subject: Poole Park's Whitecliff Entrance

Dear Councillors

Please find attached my considered opinion on BCP's proposed permanent closure of Poole Park's Whitecliff entrance.

Herewith my response to the consultation regarding the proposed permanent closure of the Whitecliff entrance to Pool Park.

There is so much wrong with this consultation it's hard to know where to start!

§ First of all, it's making a problem where none exists.

§ As it stands, the survey/consultation is totally open to abuse as no registration is required in order to complete it – unlike other surveys on the BCP website - and it is possible for one person to complete it multiple times. Also, there are no checks and balances to ensure outsiders are not completing it. The fact that this survey does not require registration when others on the website do, leads me to wonder if this has been done deliberately to encourage others from outside the BCP area to influence the result – such as Cycling UK perhaps?

§ At the weekend members of Cycling Rebellion were encouraging people from outside the BCP to complete the survey/consultation. The only people whose opinion should be taken into account are BCP residents, whose taxes pay for the upkeep of the park.

§ The survey/consultation highlights the access to the park but says nothing about the proposed closure leaving just one exit point – ie 50% of the current arrangement. It is deliberately misleading and disingenuous.

§ When I asked the question (of BCP), I was told the decision to hold the consultation had not been taken through any formal meeting process, such as Cabinet. This then seems to be happening at the behest of someone from BCP with their own personal agenda, wanting to keep their cycling buddies happy, rather than for the good of the community as a whole.

§ The survey/consultation should be invalidated as it is deliberately biased and poorly administered. § Why is the closure being trialled at the quietest time of the year? And why has the trial period not been timed to coincide with the school holidays when there would inevitably be more traffic?

§ A lot has been touted about safety yet there are no statistics for accidents involving cars within the park and you can't get safer than zero. The same cannot be said about the train that BCP installed after making it impossible for the previous operator – who had an exemplary safety record – to renew their licence. Another example of BCP getting wrong when they thought they knew better!

§ Whilst none of the accidents in the park have ever involved cars, there are reports showing accidents and injuries between bicycles and pedestrians.

§ There are, however, frequent accidents on the roads that would form the alternative route if Whitecliff gate were to be closed permanently. No less than 16 accident points have been recorded and increased traffic will only increase the number of accidents taking place, increase the resulting traffic jams and increase pollution. § The resulting traffic jams are going to affect the buses, which will have to be rescheduled and potentially affect the bus company's revenue.

§ The resulting traffic jams will delay taxis, making them late to collect/deliver their customers and as fares are charged according to time, the customers would be charged more and would not necessarily be able to afford to take a taxi so often, hitting the revenue of the drivers and taxi firms that employ them.

§ Even at this relatively quiet time of the year on the roads, there has been a massive knock-on effect to the surrounding roads and the approaches to them – Poole has been gridlocked! If this continues, people will stop coming into Poole – will the last one out please turn off the lights!

§ Trades people sitting in traffic jams lose money.

§ Another 'justification' is to reduce air pollution. Does the Council actually believe that when a vehicle exhaust emits pollution, that pollution stays exactly where it has been spat out into the atmosphere?!!! Anyone with any sense knows that wind and

air movement is going to move any pollution from the surrounding roads straight into the park. With more traffic forced onto the perimeter roads, there will be more pollution as cars sit in traffic jams for longer. Until you can guarantee an onshore wind 24/7, 365 days of the year, you are NOT going to decrease air pollution within the park, in fact the increase in stationary traffic is going to increase it!

§ Cars queuing to get out of the one remaining exit will also add to the pollution so that's the 'less pollution argument' a total non-starter too – again, you would actually be making it worse, not better.

§ The increased pollution would contravene the BCP Climate and Ecological Emergency Action Plan. § BCP cannot prove/disprove the pollution issue without having recorded the pollution level within the park throughout the closure and comparing it with the figures over a corresponding period when the Whitecliff entrance is open. However, I have seen no such recording equipment so how is the so-called potential reduction in pollution going to be proven/justified?

§ The intention of the 2017 -2021 National Lottery Heritage Fund includes the aim of making it harder to drive through the Park. It does not state that it should 'prevent' driving through the Park. The current traffic calming is not as effective as it could be, and does not discourage so called 'rat running'. Closing the Whitecliff entrance should NOT be used as a solution to the mismanagement of the £2.5m Lottery Fund.

§ BCP has aligned itself with BH Active Travel and afforded them special access to the Council with regular meetings. This is unduly unfair as car drivers are not afforded the same access and the same opportunity to 'bend the Council's ear'. § BHAT exerts undue influence on the Council.

§ BHAT believes everyone should get on their bike. This is a ridiculous and unrealistic idea. Not everyone is physically capable of riding a bike, not everyone can afford a bike, not everyone has anywhere to store a bike and it is not practical to ride a bike all the time. Cars and bikes must co-exist and neither should take priority over the other.

§ BHAT is a toxic organisation that doesn't believe in free speech and blocks anyone that dares to disagree with them on their Facebook Group. They are not an organisation that should be allowed to have any influence over Council policy.

§ BHAT maintains that ALL their 1400 members agree with them regarding the closure. This is a lie as I know a number of people who belong to the group who don't agree with them – myself included. Just because they have 1400 members, doesn't mean they have 1400 votes in favour – because they haven't actually polled all of their members. Again, I know because I am a member of their Facebook group and I certainly haven't been asked.

§ Restricting access/egress will inevitably reduce the number of park users, which is not good for the businesses that operate from within the park.

§ Restricting access/egress will inevitably reduce the number of park users, which is not good for public health and wellbeing.

§ Closing the Whitecliff entrance will leave only one exit (Seldown) the approach to which is too narrow to allow traffic to flow easily in both directions. It is already difficult for vehicles to pass each other there, resulting in parked cars becoming damaged and cars scuffing their wheels on the kerbs. The only way to deal with this would be to alter the layout which would cost BCP money it doesn't have – as of January this year, BCP was showing a deficit of £60m! And if any money can be found, it should be spent on essential services, not to please the minority.

§ The increased traffic will make it impossible for cyclists and pedestrians to enter/leave the park via the Seldown entrance safely – contrary to the rationale for the scheme in the first place.

§ The proposed closure of the Whitecliff entrance, thereby denying motorists the opportunity to drive through serene and lush surroundings rather than between blocks of concrete, not only discriminates against the motorist, it discriminates against those who take the drive to de-stress for the good of their mental health – myself included.

§ Elderly and disabled people rely on being able to drive or be driven through the park as a form of recreation in its own right. It brings joy and pleasure to so many who are unable to walk or cycle. Preventing that is discrimination against that group of people.

§ The park was given to the people for the enjoyment/good of ALL, not just those able to fly through on their bicycles or those lucky enough to live close enough and be mobile enough to walk!

§ My late Father was a Bomber Command veteran who fought for this country's liberty. According to the Oxford Dictionary, the definition of liberty is: "the state of being free within society from oppressive restrictions imposed by authority on one's way of life, behaviour, or political views". Poole Park was given to the people of Poole for the enjoyment/good of ALL – it is not acceptable to take away people's way of life for idealistic reasons that are neither realistic nor credible. It wasn't broken and didn't need fixing yet BCP has allowed itself to be unduly influenced by a body that does not represent all of the people.

§ We have already been here – with Keyhole Bridge – moving the closure a couple of hundred metres down the road is no different. Keyhole Bridge stayed open and so should Whitecliff.

§ The whole consultation is a total waste of time and resource. BCP's actions have, however, achieved two things: 1) You have succeeded in raising the underlying animosity between motorist and cyclist to fever pitch! 2) You have reminded the tax payer, as if any reminder was needed, that you don't have the interests of the community as a whole at heart. I respectfully suggest you would do well to remind yourselves that the tax payers in this community not only pay for the upkeep of the park, they pay your salaries and expenses. And with local elections looming, close attention is going to be paid to how this process goes!

I urge the Council to do the right thing for the entire community, not just the few. You have already spent £100Ks on installing cycle lanes across the BCP area, even though these don't benefit every resident. Unfettered access/egress to/from Poole Park IS for the benefit of the entire community. And as you have close ties to BHAT, I was going to say that you need to teach them that there is no problem that can't be fixed by cooperation between motorist and cyclist. However, there IS NO real problem (other than that in their heads) so nothing does actually need fixing!

13 February 2024

Subject: Poole Park Entrance Closures

Dear Councillor

You will soon have a very important vote concerning access to Poole Park.

I am writing to you as a motorist, cyclist and pedestrian and a regular user of the Park.

I have never written to a local councillor before in my life. However I am doing so on this occasion because I feel particularly aggrieved about what appears to be the intended permanent closure of the entrances/exits to Poole Park, at Keyhole Bridge and Twemlow Avenue.

Please find my feedback together with, hopefully, some sensible suggestions, particularly regarding Keyhole Bridge.

A) Keyhole Bridge: This bridge has always been a safe and natural 'shared space' where road users give way to each other, they have to. There is no safety issue here whatsoever.

As a local resident for over 65 years, I am not aware of ANY injury accidents or collisions here (none have ever been reported in local media as far as I recall). There are many far more dangerous places in BCP that as a council you should be paying attention to.

If you really must do something at Keyhole Bridge, here are my suggestions:

Make the existing natural shared space clearer:

- 1) Create a different colour road surface.
- 2) Install clear 'shared space' signage on either side of the bridge.
- 3) Remove the unnecessary narrow piece of pavement beneath the bridge if you can.
- 4) Install a 'harsh' speed hump either side of the bridge.
- 5) Address the flooding issue that occurs every time there is heavy rain

B) Safety in the Park: What data do you have that proves that safety in the park is of concern with regard to vehicular access? The main risks to life and limb in the park are:

1) The council owned 'noddy train'. Two derailments now in a short space of time. Are you going to ban that too?

2) Riders of 'illegally' souped up electric bikes and scooters. Some of these CAN and DO travel at speeds in excess of 30 MPH including in the park. In reality motor vehicles generally do not travel at excessive speed in the park. That said you could slow all vehicular traffic further by making the current 'gentle' speed bumps 'harsher'. Also why not collect 'much needed' extra revenue with speed detection equipment?

C) Air Quality & Traffic Congestion on alternative routes: I don't need to explain this one. Nobody can deny the detrimental effect of pushing the extra traffic out onto often gridlocked surrounding roads, particularly during rush hour and in the summer and often made worse due to the constant rounds of road works.

D) Air Quality & Traffic Congestion within the park: With only one exit route from the park during busy periods and particularly in the summer, other school holidays and at weekends, queuing traffic waiting to exit onto Kingland Road, will become both a traffic hazard and will cause increased air pollution in the park..

D) Wildlife: The wildlife are fine, always have been always will be. Motorists stop to give way to wildlife crossing the road in the park all the time, they have to.

As a motorist I use the park regularly, up to 5 times a week. I am a carer for an elderly lady and gentleman (86 years and 92 years old), who enjoy their frequent visits to the park with me each week. We use the Keyhole Bridge entrance/exit as they live that side of Poole.

Please let's be sensible and stop this consent and unnecessary war against the motorist. Also, please stop pitting vehicle owners, cyclists and pedestrians against each other. It isn't broken so please stop trying to fix it.

All park users really can live alongside each other quite happily if you will let us. With respect, there are far more important things that as a council you should be focusing on.

Thank you for your time and consideration.

Subject: Leave Poole Park Alone Group Statement

Statement and Purpose of the Leave Our Park Alone Group

Poole Park Whitecliff Gate closure Trial.

Background

The group was formed when the organising team became aware of the 4 week trial closure of the Whitecliff Gate in Poole Park. It quickly gained 1,300 members in its first week. The online membership consists of motorists, cyclists and pedestrians who regularly use the Park for its original purpose, as defined in the original gift of the land by the Wimborne Estate.

Due to the timing of the consultation, there appeared a lack of awareness of the trial closure. The

group mounted a demonstration at the closed gate to raise public awareness. In excess of 250

residents came to support the protest at short notice despite the uninviting weather. The representation was a mixture of BCP residents, including motorists, cyclists, walking group members,

parents with young children and the disabled and carers.

Our Aim

To preserve the original spirit of inclusivity in the Park and retaining all access including to those

wishing to access the Park by vehicle. To ensure that it can be enjoyed in as many ways as possible

by all residents wishing to use it for both recreation and wellbeing.

Statement

The group is opposed to and does not support the closure of the Whitecliff Gate. However, many of our supporters have felt the need for improved traffic calming measures that would make travelling by car through the Park of no time saving benefit to those who wish to use it for that purpose. In short, this would discourage so called 'rat runners'.

The closure contravenes the original intent and spirit of the gift of the land to the people of Poole. The original intention was that the Park should have a carriage route. At the time carriages were known as horse, horseless and motorised carriages. Therefore, this would have included cars. Despite the increase in cars using the road over the years no recorded serious incidents have occurred, as all Park visitors benefit from numerous speed restricting controls.

The closure does not achieve the whole aim of the **BCP Health and Wellbeing Strategy**, as it excludes those with busy and stressful lives who benefit from taking a gentle, calming, drive through the Park. It also excludes those who benefit from driving through the Park on route to their destination, allowing a short time to sit and enjoy the Park, or to allow their children a short time to play in the Park. Driving into and out of the Seldown entrance would be followed by a lengthy time sat in congestion at the Civic Centre. Many, or even most, residents have busy lives. Adding time restrictions to their use of the Park would make this untenable, and is therefore, unreasonable.

The current closure leaves only one Park exit to traffic. This restriction excludes the ability to leave the Park at the Whitecliff exit in cases where this would be their shortest route to their destination. Therefore, adding length to their journey, contributing to traffic congestion at the civic centre and increasing emissions. This contravenes the BCP Climate and Ecological Emergency Action Plan.

The intention of the **2017 -2021 National Lottery Heritage Fund** includes the aim of making it harder to drive through the Park. It does not state that it should 'prevent' driving through the Park. The current traffic calming is not as effective as it could be, and does not discourage so called 'rat running'. We do not believe that closing the Whitecliff entrance should be used as a solution to the mismanagement of this £2.5m fund.

Questions and speculation on the reason for, and the timing of, the trial include:-

Why is the trial being undertaken in the winter months when the Park is less busy?

Why is the trial taking place out of school holiday times?

Why is the trial due to end just before the half term holidays. A missed opportunity to test the trial when the Park would be busier, therefore encouraging awareness of the gate closure?

Was the timing a deliberate decision to ensure lack of awareness of the trial, therefore excluding a group of people who may want to contribute to the consultation?

Has the trial been influenced by threatened legal action by Cycling UK?

Is the council using this trial to reach a compromise agreement with Cycling UK? Social media posts by some parties indicate that this is the case, despite BCP's replies that it is not?

BCP has thus far been unable to provide a satisfactory answer to these questions.

BCP Council has failed to offer any other alternative solutions to solve the "rat run" problem that they claim is the issue. Why is full closure at one end the 'only' solution, when other ideas are not even being considered.

In conclusion we feel that the trial has been conducted in a way that is, at the very least, undemocratic, and questionable in both its timing and purpose.

There is a risk that the consultation can be completed several times by one person and is therefore, open to abuse, and at risk of providing both incorrect and misleading data.

People without access to IT are not able to easily access the consultation in paper form.

The Council have provided confusing and contradictory information on the announcement of the decision. Contradictory dates have been given for the decision to be made and it is unclear how and by whom a decision will be reached.

The trial itself has divided the community and encouraged discord due to unprofessional management and mismanagement of information by BCP.

The Leave Our Park Alone Group.

Subject: Poole Park Closure

Good afternoon,

I would like to voice my objection to the current closure of one entrance to Poole park.

I live in the Canford Cliffs area and frequently visit Poole park, driving via the Keyhole Bridge and entering and exiting through the now closed entrance.

I now have to go on a longer journey there and back into the centre of Poole (if the entrance by the previous civic centre is closed), a much much longer journey causing congestion and more pollution on surrounding roads. This is discriminating against everyone that lives on the east and west of the park.

Previously there were 2 or 3 entrances (depending on the time of day) and 2 exits. Now there are 1 or 2 entrances (again depending on the time of day) but only 1 exit. It doesn't take much intelligence to work out that there are now significantly more cars exiting by the Dolphin swimming pool as it is the only way to out.

For example previously if there were (say) 100 cars going into the park, 50 may enter one or other of the entrances and exit the same way, then there would be (say) 50 journeys through each entrance. Now all those 100 cars must exit through one entrance and maybe enter through it as well, this means that there are now up to 200 journeys through the only open exit.

In fact in all the time I have spent in Poole park, there is more traffic than before the closure, walking in the park some cars make multiple trips past, I did count cars on the short walk from the fountain towards the Dolphin swimming pool and in just 5 minutes 29 cars went past me.

Please see sense and re open the park, it is not reducing pollution, it is increasing it and it is not reducing possible accidents – this will not happen until BCP take action against e-scooters driving very fast across the pavements in the park in between walkers and children.

Many thanks

Subject: Poole Park BH Active and the voice of the BCP Motorists

Hello

I have completed the consultation regarding vehicle access from Whitecliff into the Park. This proposal has caused me to look at the various cycling initiatives that the council has taken in recent times. I should declare an interest I am a cyclist and I am pleased at many of the cycling infrastructure projects, where these don't impact on other users. I do oppose the Whitecliff entrance closure as I see this as another move against motorists. The park originally had five vehicle entrances, this reduced to three, then one became entry only and the entrances were closed until 10am. If you approach the Park from Sandbanks end and park you have to return back to Poole to exit the Park. This causes extra mileage and the resultant congestion in Poole and pollution.

I think the council has become anti motorist, again I declare on interest, I am a motorist. I understand that cycling group BH Active has quarterly meetings with the council officers to promote cycling, but it appears to me that there is no corresponding group to represent the views of motorists and as a result we seem to have a council that seems to be taking a partisan view, which appears to me to be anti motorist.

My understanding is that the Wallisdown cycle lanes cost the ratepayer over £2m, but is hardly used, by cyclists. Have the council any statistics on how much it has increased cycling on this route? I also note that the bus lay-bys have been removed, as a result buses stopping to allow passengers to alight or disembark, stop all the motor traffic. This change unnecessarily increases congestion and the resultant pollution. I understand that this may be at the bus company's request, to obviate the buses having to pull back into the traffic. If this is the case I would submit that motorists are very good at letting buses out, secondly if the council agreed to this then they did so at the detriment to the motorist, who is now held up unnecessarily. Given that the carriageway has been significantly reduced it must make it more difficult for emergency vehicles to pass as cars and especially large lorries struggle to make way.

I also see that the Whitelegg Way cycle path has very few users, again I would ask is there any statistics on the increase in cycling that this has brought about.

Both these schemes not only cost a great deal of money but caused increased congestion during their construction. I would like to see the statistics so I can know if the council got value for money and how much this cost per cycle mile.

I see that car parking charges are going up to a minimum of two hours? My understanding is that is one the basis of a level charging regime across BCP, if that is the case why not reduce all to 1 hour, or less, 30 mins. Again it looks like part of an anti motorist agenda.

I see that a cycle lock up shop has been established in the Dolphin Centre, how much did this cost the council tax payer and how much are the ongoing costs to the local authority?

Having read some of the social media on Poole Park I understand that the council will not necessarily abide by the view of the consultation outcome. The council has already stated that its view is that it wants the entrance closed, so these two statements make the consultation invalid, as the outcome is already known and people understand that taking part in the consultation is a nugatory exercise as their opinion counts for nothing. It is a little like having an election and ignoring its outcome, no one bothers to vote. Not very democratic.

I understand from BH active that there have been previous consultations regarding

this subject, but I am unaware of these could the results of these be made know to me?

I think we have over the years lost car parking in Poole Park, there was on street parking opposite the old Swan Lake, now lost, see photo. The disabled parking arrangements on the road take two spaces for every effective disabled space, see photo. I spoke to one disabled driver who said they would use them because of the configuration.

We lost hundreds of parking spaces on Poole Quay over the years, see photos. On street free parking has been steadily lost. This is whilst the old town multi storey car parks that supposedly replaced this are a disgrace. They are, dark, damp, smelly, frequented by beggars, drug users, lifts are often broken and closed in the evening. I do not feel safe in the day often, but certainly not in the evening, I am an Army veteran so not easily put off.

Last time I used the Quay car park I arrived just before 6pm and was double charged, once for the few minutes before 6 and again for the few minutes after 6. I was told the software can't cope with this situation!

I look forward to your response.

Appendix 8 Summary of relevant previous public engagement in Poole Park

1. 2021 BCP Council 'Rethinking the future of parks and open spaces' public consultation.

Insights Team report July 2021. Residents were asked 'what would they change about one open space in the BCP area'.

"The most commonly mentioned space was Poole Park (55 times) and more than half of these mentioned traffic and vehicles (32 times)". Specific comments:

- "Poole Park, please stop through traffic at all times..."
- "Stop cars driving through Poole Park (as done previously in Meyrick Park and Kings park)..."
- "Poole Park: remove through traffic"
- "Poole Park should be traffic free..."
- "I would stop through traffic in Poole Park..."

2. 2021 Poole Park Life Evaluation report,

Resources For Change consultants, employed to deliver the evaluation and monitoring of the Poole Park Life project, November 2021.

Summary comments:

"There was general feeling that through traffic should be further reduced in the park, if not eliminated, with one saying, "It's a park not a road". Concern was expressed that not enough had been done for pedestrians and that many of the paths along the improved road and around the lake had not been improved."

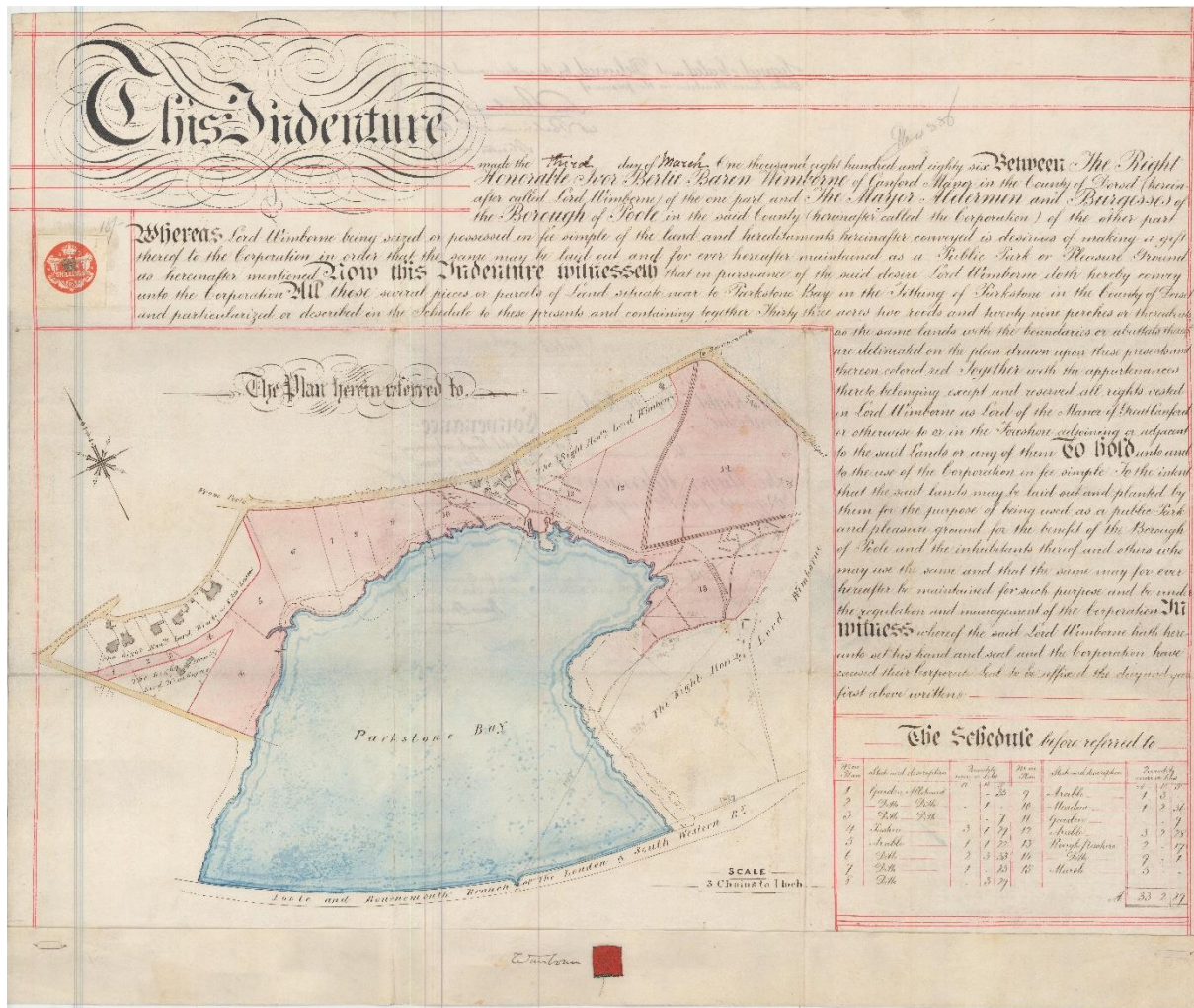
Survey Findings:

"People were keen that the improvements and the activities in the park did not stop now the project had come to an end. Their aspirations were varied but key themes emerged as follows.

- The most common response to this question was to 'maintain well what we have got'. There was a sentiment in the responses that past improvements had not always been well maintained and therefore this was an area for future improvement.
- **Car/ roads/ access and parking was perhaps the biggest area of comment in this section. As has already been mentioned there is a range of opinions on the topic but there seem to be a consensus around the idea that this issue was not yet satisfactorily addressed and work in this area is needed to continue. There is a strong feeling that this is unfinished business.**
- Miniature Steam Train. There used to be a narrow-gauge railway operating in the park. This was closed in 2018 and is a much-missed attraction.
- Ongoing support for volunteers and a continued programme of events was also seen as important as these had been popular activities during the life of the project and were seen as providing a key link with the local community.

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Appendix 9 Conveyance from Lord Wimborne to the Council dated 3rd March 1886

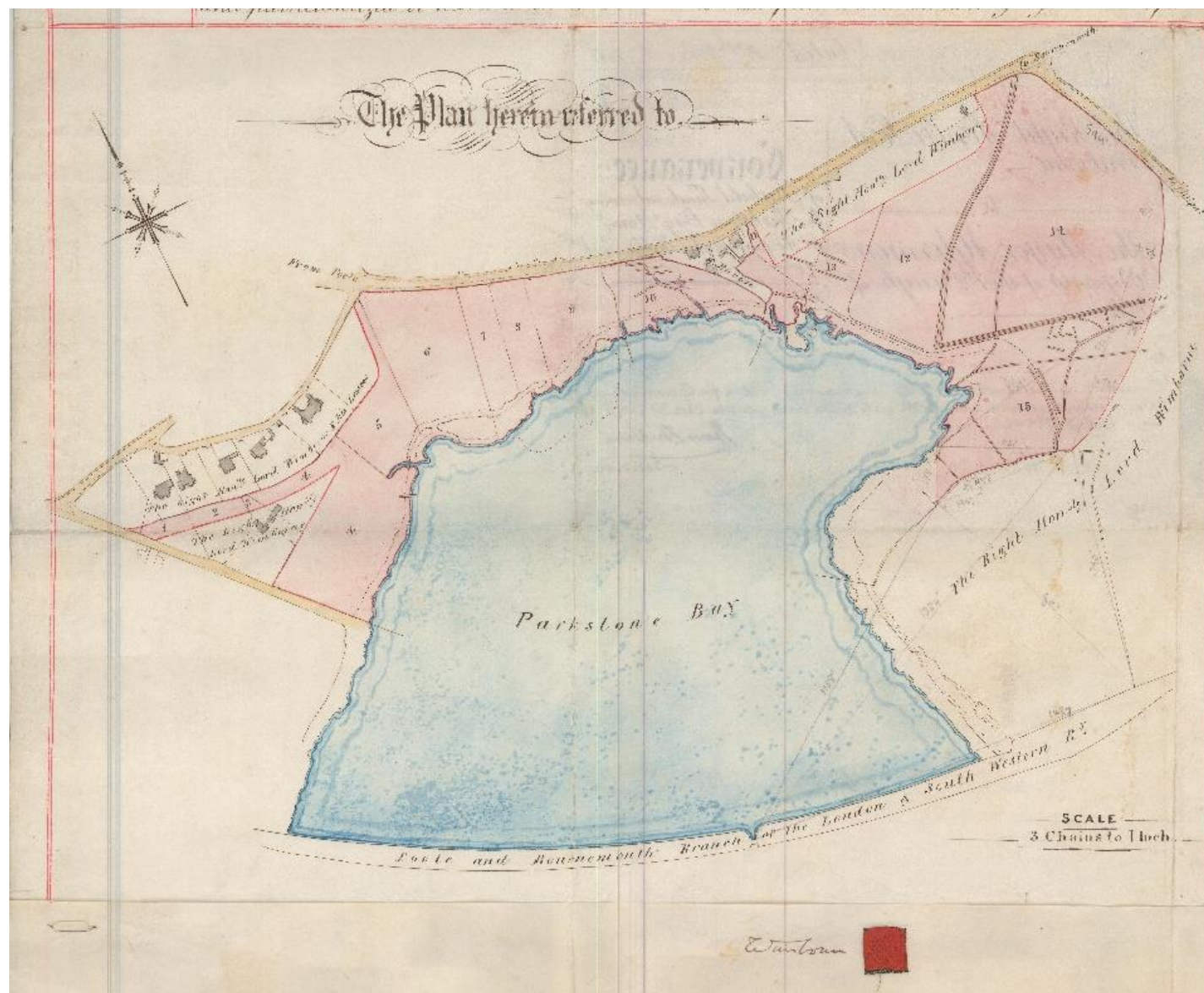


Enlarged extracts:

This Indenture
made the *third* day of *March* One thousand eight hundred and eighty six Between *The Right Honorable Sir Berkeley Bagen Nimborne* of *Sanford Manor* in the County of *Dorset* (hereinafter called *Lord Wimborne*) of the one part and *The Mayor Aldermen and Burgesses of the Borough of Poole* in the said County (hereinafter called *the Corporation*) of the other part

Whereas *Lord Wimborne* being seized or possessed in fee simple of the land and hereditaments hereinafter conveyed is desirous of making a gift thereof to the Corporation in order that the same may be laid out and for ever hereafter maintained as a Public Park or Pleasure Ground as hereinafter mentioned Now this Indenture witnesseth that in pursuance of the said desire *Lord Wimborne* doth hereby convey unto the Corporation All those several pieces or parcels of Land situate near to *Purkstone Bay* in the Tithing of *Purkstone* in the County of *Dorset* and particularized or described in the Schedule to these presents and containing together *Thirty three acres two roods and twenty nine perches or thereabouts* as the same lands with the boundaries or abutments thereof

it acres two roods and twenty nine perches or thereabouts
as the same lands with the boundaries or abatements thereof
are delineated on the plan drawn upon these presents and
thereon colored red. Together with the appurtenances
thereto belonging except and reserved all rights vested
in Lord Wimborne as Lord of the Manor of Great Canford
or otherwise to or in the Foreshore adjoining or adjacent
to the said lands or any of them. **To hold** unto and
to the use of the Corporation in fee simple. To the intent
that the said lands may be laid out and planted by
them for the purpose of being used as a public Park
and pleasure ground for the benefit of the Borough
of Poole and the inhabitants thereof and others who
may use the same and that the same may for ever
hereafter be maintained for such purpose and be under
the regulation and management of the Corporation. **In**
witness whereof the said Lord Wimborne hath here-
unto set his hand and seal and the Corporation have
caused their corporate seal to be affixed the day and year
first above written.





Copy of text from conveyance of land, Poole Park from Lord Wimborne, 1886

This Indenture made the third day of March 1886 between the Right Honorable Ivor Bertie Baron Wimborne of Canford Manor in the County of Dorset (herein after called Lord Wimborne) of the one part and The Mayor Aldermen and Burgesses of the Borough of Poole in the said County (hereinafter called the Corporation) of the other part.

Whereas Lord Wimborne being seized or possessed in fee simple of the land and hereditaments hereinafter conveyed is desirous of making a gift thereof to the corporation in order that the same may be laid out and for ever hereafter maintained as a Public Park or pleasure ground as hereinafter mentioned ____

This indenture witnessed that in pursuance of the said desire Lord Wimborne doth hereby convey unto the corporation ____ These several pieces or parcels of land situate near to Parkstone Bay in the County of Dorset and particularized or described in the schedule to these presents and containing together Thirty three acres five roods and seventy nine perches or thereabouts as the same lands with the boundaries or abutments thereof are delineated on the plan drawn upon these presents and thereon colored red together with the appurtenances thereto belonging except and reserved all rights vested in Lord Wimborne as Lord of the Manor of Great Canford or otherwise to or in the Foreshore adjoining or adjacent to the said lands or any of them. To hold unto and to the use of the Corporation in fee simple. To the intent that the said lands may be laid out and planted by them for the purpose of being used as a public park and pleasure ground for the benefit of the Borough of Poole and the inhabitants thereof and others who may use the same and that the same may for ever hereafter be maintained for such purpose and be under the regulation and management of the corporation. ____ Witness whereof the said Lord Wimborne hath hereunto set his and seal and the corporation have caused their Corporate seal to be affixed the day and year first above written.

Conveyance of Freehold lands adjoining Parkstone bay Dorset for the purpose of a public park

3rd March 1886.

Report Summary

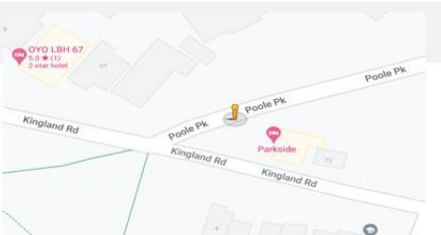
The following comparative figures compare pre-scheme data on Wednesday 9th September 2023 with data collected during the gate closure on Wednesday the 7th of February 2024

Manual Cumulative Count data summary table

Scheme comparison

BOURNEMOUTH_MANUAL - BMTCS0000036 - Video manually classified link count. Sept 2023 and February 2024.

Comparison Summary				
Poole Park Road into Poole Park (Eastbound)				
		difference	% difference	Note
Total		-911	-57.88%	911 or 58% fewer vehicles eastbound during trial
Poole Park Road out of Poole Park (Westbound)				
Total		-445	-31.65%	445 or 32% fewer vehicles westbound during trial
Total 2-way				
Total		-1356	-45.50%	1356 or 46% fewer total vehicles during the trial
PM traditional peak times (excl Peds). Two-way.	16:00 - 18:00	-383	-49.23%	



Parkstone Road Data	Daily traffic flow scheme increase along Parkstone Road		Percentage change	
	Workday	7 Day	Workday	7 Day
07:00-19:00	107	332	0.57%	1.90%
06:00-22:00	239	469	1.12%	2.37%
06:00-24:00	197	437	0.90%	2.15%
00:00-24:00	195	432	0.87%	2.07%

Results Descriptive Summary

The trial closure reduced total vehicle numbers in Poole Park by 46%, 1356 fewer vehicles used the park.

In general, traffic heading eastbound along Poole Park from the junction with Kingland Road has shown the greatest reduction in traffic passing through the park since the closure amounting to 911 or ~58% fewer vehicles using Poole Park Road on the Wednesday the survey (7 Feb 2024) was carried out when compared to the Wednesday of the 9th of September back in 2023.

Westbound traffic along Poole Park Road has reduced to a lesser extent showing 445 or ~32% fewer vehicles passing through the park in this direction

The traditional evening peak traffic using Poole Park between 4 and 6pm in September, saw 778 total vehicle movements. During the trial in February there were 383 fewer vehicles, a 49% reduction to 395 vehicles. Some of these vehicle movements would be reduced further if the closure was fully adopted and behaviours changed with the knowledge of the through route being removed, many vehicles ignored the signage and tried to exist the park as normal.

Comparing Automatic Traffic Count (ATC) data from the week of the survey in February 2024 with approximately the same week in February 2023 along Parkstone Road (site 124) there is an increase of 432 cars a day (over a 7-day period) which amounts to a minor 2.07% increase in average daily vehicular traffic along Parkstone Road.

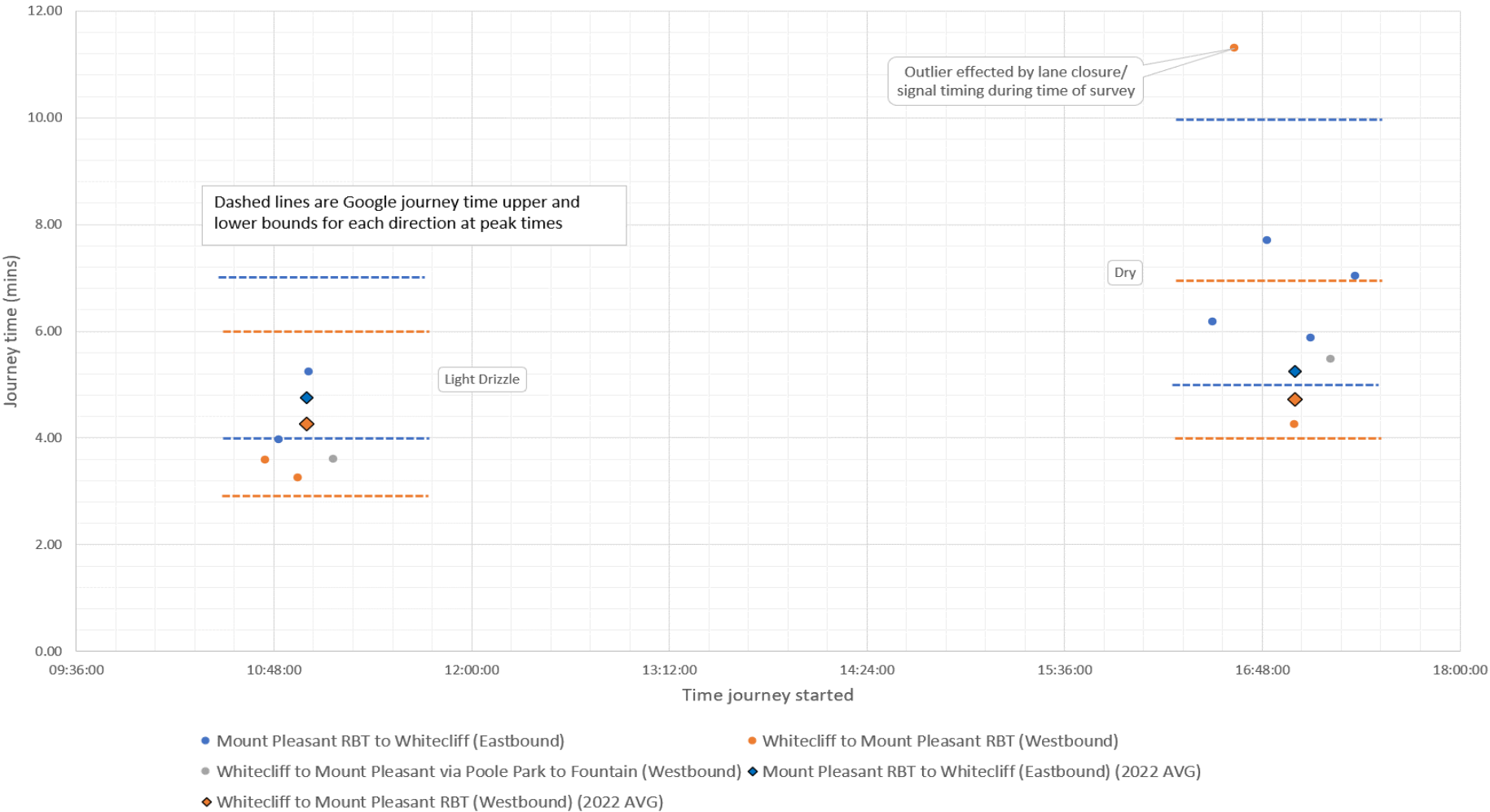
The Manual Cumulative Count (MCC) data shows that traffic has reduced by approximately half. Based on this information, a rough approximation would be to say a 50% reduction in traffic along Poole Park Road due to the Gate closure only leads to a 2% increase in traffic along Parkstone Road which is unlikely to be problematic for congestion along this route.

The Pedestrian count showed 433 fewer pedestrians manually monitored during the trial, a reduction of 25%. This is likely due to the difference in time of year of the surveys, with fewer people walking in February compared to September.

Lastly, the journey times along the route between Mount Pleasant Roundabout and Whitecliff naturally varied in either direction as each journey was affected differently by the presence of signals along the route, general fluctuations in traffic and the presence of a lane closure in the westbound direction, but on average, journey times were in the range of typical journey times reported by Google and close to average values from 2022 produced from Highways Analyst mobile phone gps data.

Journey Time Summary

Poole Park Gate Closure Journey Times Survey Results (Wed, 7 Feb 2024)



Manual classified count (MCC) traffic data for scheme comparison

Survey details and site diagram

PROJECT	23232
DATE	Wednesday, 06 September 2023
LOCATION	Poole Park Kingland Road Entrance
WEATHER	Sunny

Survey data

Pre-scheme, September 2023.

BOURNEMOUTH_MANUAL - BMTCS0000036 - Video manually classified link count.

Summary		
Poole Park Road into Poole Park (Eastbound)		
Peak time	Number	Note
Total	1574	Eastbound Vehicles per day using Poole park
Poole Park Road out of Poole Park (Westbound)		
Total	1406	Westbound Vehicles per day using Poole park
Total 2-way		
Total	2980	Total Vehicles per day using Poole park
PM traditional peak times (excl Peds)	16:00 - 18:00	778

PROJECT	23654
DATE	Wednesday, 07 February 2024
LOCATION	Poole Park / Kingland Road Entrance
WEATHER	Cloudy

During trial, February 2024

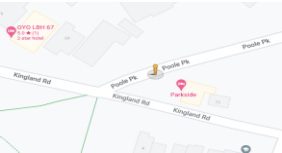
BOURNEMOUTH_MANUAL - BMTCS0000036 - Video manually classified link count.

Summary		
Poole Park Road into Poole Park (Eastbound)		
Peak time	Number	Note
Total	663	Eastbound Vehicles per day using Poole park
Poole Park Road out of Poole Park (Westbound)		
Total	961	Westbound Vehicles per day using Poole park
Total 2-way		
Total	1624	Total Vehicles per day using Poole park
PM traditional peak times (excl Peds)	16:00 - 18:00	395

Scheme comparison

BOURNEMOUTH_MANUAL - BMTCS0000036 - Video manually classified link count. Sept 2023 and February 2024.

Comparison Summary			
Poole Park Road into Poole Park (Eastbound)			
	difference	% difference	Note
Total	-911	-57.88%	911 or 58% fewer vehicles eastbound during trial
Poole Park Road out of Poole Park (Westbound)			
Total	-445	-31.65%	445 or 32% fewer vehicles westbound during trial
Total 2-way			
Total	-1356	-45.50%	1356 or 46% fewer total vehicles during the trial
PM traditional peak times (excl Peds).	16:00 - 18:00	-383	-49.23%
Two-way.			



	16:30		88	5	0	0	0	5	13	122
	16:45		90	6	0	0	1	0	11	195
	17:00		87	6	0	0	0	2	11	195
	17:15		103	12	0	0	0	0	9	197
	17:30		93	7	0	0	0	0	6	170
	17:45		69	5	0	0	1	0	3	179
	18:00		68	4	0	0	0	0	0	73
	18:15		67	0	0	0	0	1	5	73
	18:30		69	0	1	0	0	0	6	75
	18:45									
Total			2476	159	13	0	8	59	265	2980

	16:30		41	1	0	0	0	0	0	3	45
	16:45		50	2	0	0	0	0	0	8	56
	17:00		40	0	0	0	0	0	0	3	48
	17:15		46	2	0	0	0	0	0	6	54
	17:30		58	4	0	0	0	0	0	2	61
	17:45		45	1	0	0	0	0	0	1	47
	18:00		36	0	0	0	0	0	0	6	42
	18:15		38	0	0	0	0	0	0	2	40
	18:30		24	0	0	0	0	0	0	2	28
	18:45		2	0	0	0	0	0	0	1	3
Total			1382	61	12	1	0	0	7	161	1624

	16:30		-37	-4	0	0	0	0	-6	-18	-77
	16:45		-27	-6	0	0	0	-3	0	-2	-38
	17:00		-27	-6	0	0	0	0	-2	-3	-38
	17:15		-37	-6	0	0	0	0	0	-4	-47
	17:30		-36	-6	0	0	0	0	-3	-4	-49
	17:45		-33	-6	0	0	0	-3	0	-3	-45
	18:00		-33	-6	0	0	0	0	-2	-3	-44
	18:15		-28	-7	0	0	0	0	0	0	-35
	18:30		-23	-7	0	0	0	0	-3	-3	-34
	18:45		-30	-1	-1	1	-8	-52	-104	-136	
Total			-1094	-98	-1	1	-8	-52	-104	-136	

Manual classified count (MCC) pedestrian data for scheme comparison

Pre-scheme

Location LTP 11 Poole Park Kington Road entrance

Survey Type Pedestrian link count
Survey Period 0700 to 1900
Day & Date Wednesday, 06 September 2023
Weather Sunny

Scheme active

Location Poole Park / Kington Road Entrance

Survey Type Pedestrian Link Count
Survey Period 0700 to 1900
Day & Date Wednesday, 07 February 2024
Weather Cloudy

Scheme comparison

TIME	Eastbound	Westbound	Total
7:00	1	4	5
7:15	4	8	12
7:30	9	12	21
7:45	8	11	19
H/TOT	22	35	57
8:00	11	8	19
8:15	15	9	24
8:30	15	13	28
8:45	12	16	28
H/TOT	53	46	99
9:00	10	15	25
9:15	17	16	33
9:30	7	15	22
9:45	10	21	31
H/TOT	44	67	111
10:00	9	17	26
10:15	15	35	50
10:30	28	21	49
10:45	14	25	39
H/TOT	66	98	164
11:00	24	22	46
11:15	28	25	53
11:30	23	15	38
11:45	22	26	48
H/TOT	97	88	185
12:00	16	22	38
12:15	24	31	55
12:30	29	36	65
12:45	27	26	53
H/TOT	96	115	211
13:00	25	20	45
13:15	19	24	43
13:30	26	22	48
13:45	19	28	47
H/TOT	89	94	183
14:00	13	29	42
14:15	13	32	45
14:30	20	24	44
14:45	18	14	32
H/TOT	64	99	163
15:00	17	21	38
15:15	20	29	49
15:30	26	28	54
15:45	12	17	29
H/TOT	75	95	170
16:00	18	13	31
16:15	26	15	41
16:30	19	16	35
16:45	7	7	14
H/TOT	70	51	121
17:00	20	17	37
17:15	9	19	28
17:30	21	26	47
17:45	24	13	37
H/TOT	74	75	149
18:00	13	13	26
18:15	19	10	29
18:30	10	11	21
18:45	11	29	40
H/TOT	53	63	116
P/TOT	803	926	1729

TIME	Eastbound				NB Total	Westbound				SB Total	Total
	Child under 12	Child 12-18	Adult	Elderly or infirm		Child under 12	Child 12-18	Adult	Elderly or infirm		
7:00	0	0	0	0	0	0	0	2	0	2	2
7:15	0	0	2	0	2	0	0	2	0	2	4
7:30	0	0	0	0	0	0	0	1	0	1	1
7:45	0	3	3	0	6	0	3	1	0	4	10
H/TOT	0	3	5	0	8	0	3	6	0	9	17
8:00	0	2	3	0	5	0	1	2	0	3	8
8:15	0	4	1	0	5	0	1	3	0	4	9
8:30	0	4	3	0	7	1	2	3	0	6	13
8:45	0	7	3	0	10	0	3	2	0	5	15
H/TOT	0	17	10	0	27	1	7	10	0	18	45
9:00	0	0	4	0	4	0	6	4	1	11	15
9:15	0	4	3	0	7	0	2	4	2	8	15
9:30	0	2	4	0	6	0	3	6	1	10	16
9:45	0	0	6	0	6	0	7	25	4	36	42
H/TOT	0	6	17	0	23	0	18	39	8	65	88
10:00	0	4	3	0	7	0	0	9	0	9	16
10:15	0	3	7	0	10	0	6	16	1	22	32
10:30	0	5	6	1	12	0	1	8	1	10	22
10:45	0	1	8	0	9	0	7	13	0	20	29
H/TOT	0	13	24	1	38	0	14	46	2	61	99
11:00	0	3	11	0	14	0	1	17	0	18	32
11:15	0	1	9	0	10	0	1	6	0	7	17
11:30	0	1	10	0	11	0	4	14	0	18	29
11:45	0	2	11	0	13	0	6	10	0	16	29
H/TOT	0	7	41	0	48	0	12	47	0	59	107
12:00	0	10	15	0	25	0	1	9	0	14	35
12:15	0	5	19	1	25	0	3	11	0	14	39
12:30	0	3	10	0	13	0	10	15	0	25	38
12:45	0	5	10	0	15	0	5	7	0	12	27
H/TOT	0	23	54	1	78	0	19	42	0	61	139
13:00	0	1	7	0	8	0	4	9	0	13	21
13:15	0	4	9	0	13	0	9	18	2	29	42
13:30	1	4	7	1	13	0	4	12	0	16	29
13:45	0	5	9	0	14	0	7	16	1	24	38
H/TOT	1	14	32	1	48	0	24	55	3	82	130
14:00	0	2	11	0	13	0	9	10	1	20	33
14:15	0	2	6	0	8	0	11	19	1	31	39
14:30	0	3	8	1	12	0	7	11	0	18	30
14:45	0	8	11	2	21	0	10	13	2	25	46
H/TOT	0	15	36	3	54	0	37	53	4	94	148
15:00	0	3	6	2	11	0	6	12	0	18	29
15:15	0	6	14	1	21	0	16	12	0	28	49
15:30	0	1	10	1	12	0	4	13	0	17	29
15:45	0	4	10	1	15	3	5	11	0	19	34
H/TOT	0	14	40	5	59	3	31	48	0	82	141
16:00	0	0	9	1	10	0	5	5	0	10	20
16:15	0	3	15	1	19	1	5	7	0	13	32
16:30	3	3	11	1	18	2	3	7	0	12	30
16:45	0	5	10	0	15	1	0	15	0	16	31
H/TOT	3	11	45	3	62	4	13	34	0	51	113
17:00	0	1	10	0	11	2	3	13	0	18	29
17:15	1	1	23	0	25	0	2	9	0	11	36
17:30	0	0	15	0	15	1	1	14	0	16	31
17:45	1	1	17	0	19	0	5	16	0	21	40
H/TOT	2	3	65	0	70	3	11	52	0	66	136
18:00	0	0	7	0	7	0	0	10	0	10	17
18:15	0	0	8	0	8	0	0	12	0	12	20
18:30	1	1	10	0	12	0	1	29	2	32	44
18:45	0	0	13	0	13	0	0	39	0	39	52
H/TOT	1	1	38	0	40	0	1	90	2	93	133
P/TOT	7	127	407	14	555	11	190	522	19	741	1296

TIME	Eastbound	Westbound	Total	Total % change
7:00	-1	-2	-3	-60.00%
7:15	-2	-6	-8	-66.67%
7:30	-9	-11	-20	-95.24%
7:45	-2	-7	-9	-47.37%
H/TOT	-14	-26	-40	-70.18%
8:00	-6	-5	-11	-57.89%
8:15	-10	-5	-15	-62.50%
8:30	-8	-7	-15	-53.57%
8:45	-2	-11	-13	-46.43%
H/TOT	-26	-28	-54	-54.55%
9:00	-6	-4	-10	-40.00%
9:15	-10	-8	-18	-54.55%
9:30	-1	-5	-6	-27.27%
9:45	-4	15	11	35.48%
H/TOT	-21	-2	-23	-20.72%
10:00	-2	-8	-10	-38.46%
10:15	-5	-13	-18	-36.00%
10:30	-16	-11	-27	-55.10%
10:45	-5	-5	-10	-25.64%
H/TOT	-28	-37	-65	-39.63%
11:00	-10	-4	-14	-30.43%
11:15	-18	-18	-36	-67.92%
11:30	-12	3	-9	-23.68%
11:45	-9	-10	-19	-39.58%
H/TOT	-49	-29	-78	-42.16%
12:00	9	-12	-3	-7.89%
12:15	1	-17	-16	-29.09%
12:30	-16	-11	-27	-41.54%
12:45	-12	-14	-26	-49.06%
H/TOT	-18	-54	-72	-34.12%
13:00	-17	-7	-24	-53.33%
13:15	-6	5	-1	-2.33%
13:30	-13	-6	-19	-39.58%
13:45	-5	-4	-9	-19.15%
H/TOT	-41	-12	-53	-28.96%
14:00	0	-9	-9	-21.43%
14:15	-5	-1	-6	-13.33%
14:30	-8	-6	-14	-31.82%
14:45	3	11	14	43.75%
H/TOT	-10	-5	-15	-9.20%
15:00	-6	-3	-9	-23.68%
15:15	1	-1	0	0.00%
15:30	-14	-11	-25	-46.30%
15:45	3	2	5	17.24%
H/TOT	-16	-13	-29	-17.06%
16:00	-8	-3	-11	-35.48%
16:15	-7	-2	-9	-21.95%
16:30	-1	-4	-5	-14.29%
16:45	8	9	17	121.43%
H/TOT	-8	0	-8	-6.61%
17:00	-9	1	-8	-21.62%
17:15	16	-8	8	28.57%
17:30	-6	-10	-16	-34.04%
17:45	-5	8	3	8.11%
H/TOT	-4	-9	-13	-8.72%
18:00	-6	-3	-9	-34.62%
18:15	-11	2	-9	-31.03%
18:30	2	21	23	109.52%
18:45	2	10	12	30.00%
H/TOT	-13	30	17	14.66%
P/TOT	-248	-185	-433	-25.04%

Parkstone Road ATC site data annual comparison



Pre-scheme

2023 Data - 2-way flows

Average Week Report POOLE_LIVE 000000000124 2023-02-06 to 2023-02-12

Site Name 124
Site ID 000000000124
Grid 402102091191
Description Parkstone Road (Outside Bowling)

Setup Setup0556 (Cls)
Lanes All Lanes
Time Period 1 hour
Exclude data: Holidays

Time	Average		Time	Average	
Time	Workday	7 Day	Time	Workday	7 Day
00:00:00	74	109	12:00:00	1459	1512
01:00:00	42	68	13:00:00	1425	1465
02:00:00	36	49	14:00:00	1527	1520
03:00:00	32	44	15:00:00	1733	1636
04:00:00	68	62	16:00:00	1823	1679
05:00:00	173	148	17:00:00	1744	1548
06:00:00	519	414	18:00:00	1328	1171
07:00:00	1508	1173	19:00:00	888	834
08:00:00	2064	1663	20:00:00	604	581
09:00:00	1419	1310	21:00:00	500	492
10:00:00	1370	1361	22:00:00	392	371
11:00:00	1390	1426	23:00:00	173	190
12, 16, 18 &			19:00	18790	17464
24 Hour Totals			22:00	21300	19785
			24:00	21865	20346
			24:00	22290	20825

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Scheme active

2024 Data - 2-way flows

Average Week Report POOLE_LIVE 000000000124 2024-02-05 to 2024-02-11

Site Name 124
Site ID 000000000124
Grid 402102091191
Description Parkstone Road (Outside Bowling)

Setup Setup0556 (Cls)
Lanes All Lanes
Time Period 1 hour
Exclude data: Holidays

Time	Average		Time	Average	
Time	Workday	7 Day	Time	Workday	7 Day
00:00:00	69	105	12:00:00	1527	1573
01:00:00	39	61	13:00:00	1504	1554
02:00:00	34	48	14:00:00	1560	1577
03:00:00	28	36	15:00:00	1694	1660
04:00:00	85	78	16:00:00	1720	1637
05:00:00	168	146	17:00:00	1692	1538
06:00:00	585	472	18:00:00	1359	1235
07:00:00	1544	1208	19:00:00	895	856
08:00:00	1901	1539	20:00:00	623	595
09:00:00	1499	1367	21:00:00	539	536
10:00:00	1417	1407	22:00:00	359	351
11:00:00	1481	1499	23:00:00	163	177
12, 16, 18 &			07:00-19:00	18897	17796
24 Hour Totals			06:00-22:00	21539	20254
			06:00-24:00	22062	20783
			00:00-24:00	22485	21257

Comparing average week in February 2023 with February 2024

Time	Average		Time	Average	
Time	Workday	7 Day	Time	Workday	7 Day
00:00:00	-5	-4	12:00:00	68	61
01:00:00	-3	-7	13:00:00	79	89
02:00:00	-2	-1	14:00:00	33	57
03:00:00	-4	-8	15:00:00	-39	24
04:00:00	17	16	16:00:00	-103	-42
05:00:00	-5	-2	17:00:00	-52	-10
06:00:00	66	58	18:00:00	31	64
07:00:00	36	35	19:00:00	7	22
08:00:00	-163	-124	20:00:00	19	14
09:00:00	80	57	21:00:00	39	44
10:00:00	47	46	22:00:00	-33	-20
11:00:00	91	73	23:00:00	-10	-13
12, 16, 18 &			07:00-19:00	107	332
24 Hour Totals			06:00-22:00	239	469
			06:00-24:00	197	437
			00:00-24:00	195	432

Percentage change

Workday	7 Day
0.57%	1.90%
1.12%	2.37%
0.90%	2.15%
0.87%	2.07%

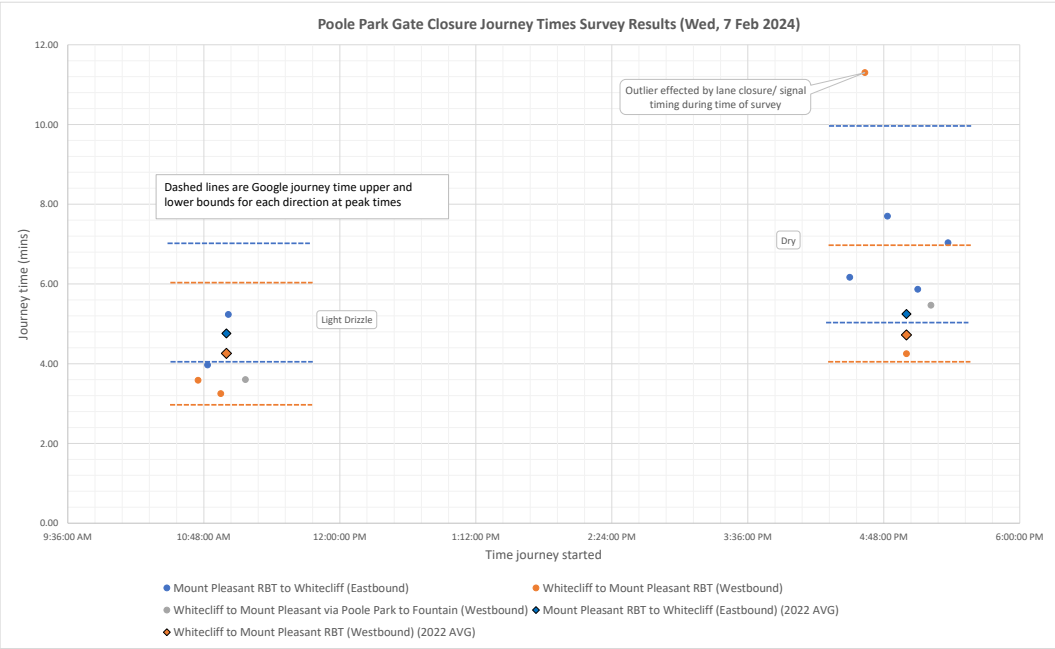
Journey Time Analysis

Manual survey and Highways Analyst speed data comparison

Manual survey results

Run	Route	Start	minutes	seconds	total journey time (mins)
1.2	Mount Pleasant RBT to Whitecliff (Eastbound)	10:50:00 AM	3	58	3.97
1.4	Mount Pleasant RBT to Whitecliff (Eastbound)	11:01:00 AM	5	14	5.23
2.1	Mount Pleasant RBT to Whitecliff (Eastbound)	4:30:00 PM	6	10	6.17
2.3	Mount Pleasant RBT to Whitecliff (Eastbound)	4:50:00 PM	7	42	7.70
2.4	Mount Pleasant RBT to Whitecliff (Eastbound)	5:06:00 PM	5	52	5.87
2.7	Mount Pleasant RBT to Whitecliff (Eastbound)	5:22:00 PM	7	2	7.03
1.1	Whitecliff to Mount Pleasant RBT (Westbound)	10:45:00 AM	3	35	3.58
1.3	Whitecliff to Mount Pleasant RBT (Westbound)	10:57:00 AM	3	15	3.25
2.2	Whitecliff to Mount Pleasant RBT (Westbound)	4:38:00 PM	11	18	11.30
2.4	Whitecliff to Mount Pleasant RBT (Westbound)	5:00:00 PM	4	15	4.25
1.4	Whitecliff to Mount Pleasant via Poole Park to Fountain (Westbound)	11:10:00 AM	3	36	3.60
2.6	Whitecliff to Mount Pleasant via Poole Park to Fountain (Westbound)	5:13:00 PM	5	28	5.47

Route	AM JT average (mins)	PM JT Average (mins)	
Mount Pleasant RBT to Whitecliff (Eastbound)	4.60	6.69	Excluding outlier
Whitecliff to Mount Pleasant RBT (Westbound)	3.42	4.25	
Whitecliff to Mount Pleasant via Poole Park to Fountain (Westbound)	3.60	5.47	



Highways Analyst Results: 2022 average

Route	Time	Journey Time (mins)
Mount Pleasant RBT to Whitecliff (Eastbound) (2022 AVG)	11:00:00 AM	4.76
Mount Pleasant RBT to Whitecliff (Eastbound) (2022 AVG)	5:00:00 PM	5.24
Whitecliff to Mount Pleasant RBT (Westbound) (2022 AVG)	5:00:00 PM	4.72
Whitecliff to Mount Pleasant RBT (Westbound) (2022 AVG)	11:00:00 AM	4.26

AM typical journey times

Mount Pleasant RBT to Whitecliff (Eastbound)

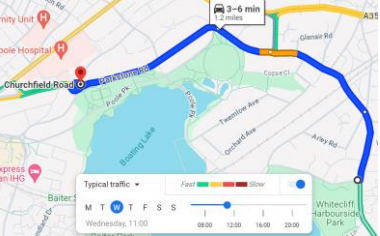


PM typical journey times

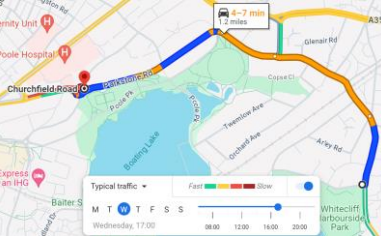
Mount Pleasant RBT to Whitecliff (Eastbound)



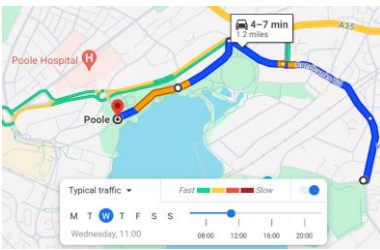
Whitecliff to Mount Pleasant RBT (Westbound)



Whitecliff to Mount Pleasant RBT (Westbound)



Whitecliff to Mount Pleasant via Poole Park to Fountain (Westbound)



Whitecliff to Mount Pleasant via Poole Park to Fountain (Westbound)



Poole Park Whitcliffe Entrance Closure to Vehicles

Journey time Survey (AM)					
Driver		MJR			
Date		7/02/2024			
Time		Duration	Route		
Run	Start		From	To	
1	10:45		3m 35s	Whiteciff Rd	Mount Pleasant RBT
2	10:50		3m 58s	Mount Pleasant RBT	Whiteciff Rd
197 3	10:57		3m 15s	Whiteciff Rd	Mount Pleasant RBT
4	11:01		5m 14s	Mount Pleasant RBT	Whiteciff Rd
5	11:10		3m 36s	Whiteciff Rd	via Poole Park to Fountain (Mount Pleasant Rbt)

light drizzle
Lane closure Civic Centre Gyratory affects wbound only
Main Road Speed limit 30mph, Poole Park traffic calmed
(20mph)

Poole Park Whitcliffe Entrance Closure to Vehicles

	Journey time Survey (PM)		Dry (Dusk) Lane closure Civic Centre Gyratory affects wbound only			
	Driver	MJR				
	Date	7/02/2024				
	Time					Duration
Run	Start			From	To	
1	16:30		6m 10s	Mount Pleasant RBT	Whitecliff Rd	
2	16:38		11m 18s	Whitecliff Rd	Mount Pleasant RBT	
198	3	16:50		7m 42s	Mount Pleasant RBT	Whitecliff Rd
	4	17:00		4m 15s	Whitecliff Rd	Mount Pleasant RBT
	5	17:06		5m 52s	Mount Pleasant RBT	Whitecliff Rd
	6	17:13		5m 28s	Whitecliff Rd	via Poole Park to Fountain (Mount Pleasant Rbt)
7	17:22		7m 02s	Mount Pleasant RBT	Whitecliff Rd	

Borough of Poole Transportation Services Manual Traffic Count Data									
Count:	LTP16_11								
Location:	Poole Park Entrance (nr Dophin Pool)							Manual Classified Link Count	
Day:	Tuesday								
Date:	17/05/2016							Weather	
Hours:	12							Dry Sunny	
Time:	07:00-19:00							Comments:	
Arm 1								Westbound 2 > 1 FROM Park	
Arm 2								Eastbound 1 > 2 TO Park	
Arm 3									

Summary of selected ranges:

12 Hr 2 Way (Vehicles Only)					
Link	Total	Veh	East Bound	Veh	West bound
1		2896		1589	
16 Hour 2 Way (Vehicles Only)					
Link	Total	Veh			
1		3244			
24 Hour 2 Way (Vehicles Only)					
Link	Total	Veh			
1		3341			
AM Peak (8-9 am) 2 Way (Vehicles Only)					
Link	Total	Veh	East Bound	Veh	West bound
1		11		8	
PM Peak (4-6 pm) 2 Way (Vehicles Only)					
Link	Total	Veh	East Bound	Veh	West bound
1		877		586	
PM Peak (5-6 pm) 2 Way (Vehicles Only)					
Link	Total	Veh	East Bound	Veh	West bound
1		511		365	

Veh
1307
Veh
3
Veh
291
Veh
146

Appendix 12 Photo sheet



Above and right: Whitecliff access point closure, signage and consultation poster.



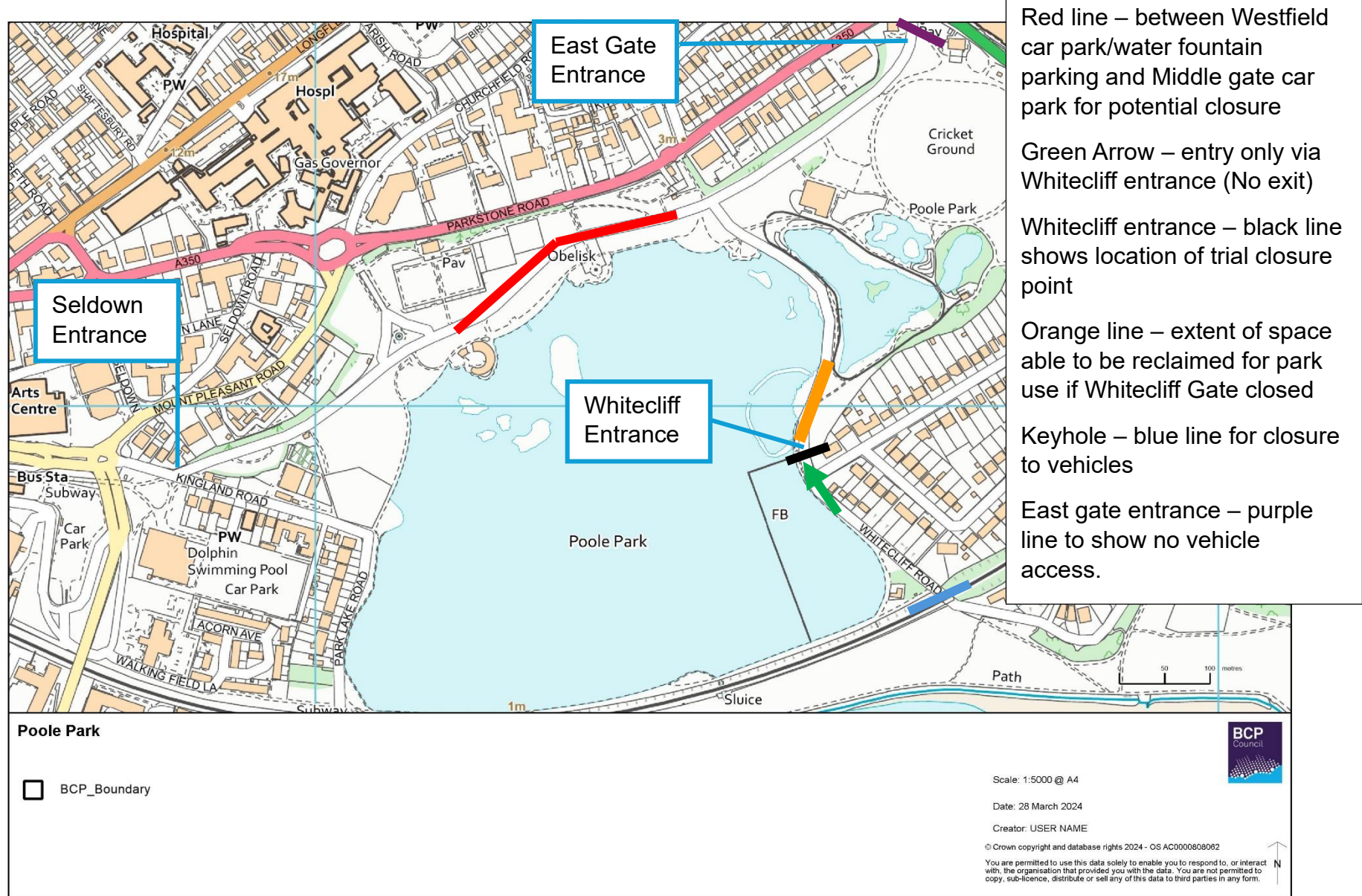
Below: Middle gate access point with signage to show no through route and disabled parking only.



Below: Signage at the Sandbanks Road/Whitecliff road junction



Appendix 13 Map of Poole Park and key locations



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ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE



Report subject	Work Plan
Meeting date	15 May 2024
Status	Public Report
Executive summary	The Environment and Place Overview and Scrutiny (O&S) Committee is asked to consider and identify work priorities for publication in a Work Plan.
Recommendations	<p>It is RECOMMENDED that:</p> <ol style="list-style-type: none"> 1. the O&S Committee consider, update and confirm its Work Plan. 2. The Committee consider the O&S item request form attached an appendix E with a view to whether this should be incorporated within its work plan.
Reason for recommendations	The Council's Constitution requires all Overview and Scrutiny Committees to set out proposed work in a Work Plan which will be published with each agenda

Portfolio Holder(s):	N/A – O&S is a non-executive function
Corporate Director	Graham Farrant, Chief Executive
Report Authors	Lindsay Marshall, Overview and Scrutiny Specialist
Wards	Council-wide
Classification	For Decision

Background

1. All Overview and Scrutiny (O&S) bodies are required by the Constitution to consider work priorities and set these out in a Work Plan. When approved, this should be published with each agenda. It is good practice for the Work Plan to be kept under regular review by the Committee, and in this report members are asked to discuss and agree work priorities for the next meeting to allow sufficient time for report preparation as appropriate. See the Work Plan attached at Appendix B to this report.
2. Three work- planning workshops were held during December 2023 - February 2024. The aim of the workshops was to develop an approach to O&S work programming at BCP that is based on good practice, addresses improvements already identified for O&S and will frame scrutiny work during 2024/25 and beyond. Councillors were supported with expert advice and guidance by officers and the Centre for Governance and Scrutiny (CfGS). Throughout the workshops councillors agreed a lens that will provide a focus for O&S work. Councillors also developed a framework that sets out how O&S will identify and carry out work along with a format for monitoring information on an ongoing basis outside of meetings.
 - For guidance, the following documents are appended to this report:
 - Appendix A -Terms of Reference for all O&S Committees
 - Appendix B - Current Environment and Place O&S Committee Work Plan
 - Appendix C – Request for consideration of an issue by Overview and Scrutiny
 - Appendix D - Current Cabinet Forward Plan
 - Appendix E – Completed request for consideration of an issue by the Environment and Place Overview and Scrutiny Committee

O&S Committees terms of reference

3. Changes to the O&S Committee structure were agreed by Council on 12 September 2023. Among other changes, the Place O&S Committee has been renamed the Environment and Place O&S Committee; the remit of the Committee has been updated. Figure 1 within Appendix A - 'Terms of Reference for all O&S Committees' outlines this update.

BCP Constitution and process for agreeing Work Plan items

4. The Constitution requires that the Work Plan of O&S Committees (including the O&S Board) shall consist of work aligned to the principles of the function. The BCP Council O&S function is based upon six principles:
 - Contributes to sound decision making in a timely way by holding decision makers to account as a 'critical friend';
 - A member led and owned function – seeks to continuously improve through self-reflection and development;
 - Enables the voice and concerns of the public to be heard and reflected in the Council's decision-making process;
 - Engages in decision making and policy development at an appropriate time to be able to have influence;
 - Contributes to and reflects the vision and priorities of the Council;
 - Agility – able to respond to changing and emerging priorities at the right time with flexible working methods.
5. An O&S Committee may take suggestions from a variety of sources to form its Work Plan. This may include suggestions from members of the public, officers of the Council, Portfolio Holders, the Cabinet and Council, members of the O&S Committee, and other Councillors who are not on the Committee.
6. The Constitution requires that all suggestions for O&S work will be accompanied by detail outlining the background to the issue suggested, the proposed method of undertaking the work and likely timescale associated, and the anticipated outcome and value to be added by the work proposed. No item of work shall join the Work Plan of the O&S Committee without an assessment of this information.
7. Any Councillor may request that an item of business be considered by an O&S Committee. Members are asked to complete a form outlining the request, which is appended to this report at Appendix C. The same process will apply to requests for scrutiny from members of the public. There is a scrutiny request from a member of the public included with this report at Appendix E.
8. A copy of the most recent Cabinet Forward Plan will be supplied to O&S Committees at each meeting for reference. The latest version was published on 5 December 2023 and is supplied as Appendix D to this report.

Resources to support O&S work

9. The Constitution requires that the O&S Committees take into account the resources available to support their proposals for O&S work. This includes consideration of Councillor availability, Officer time and financial resources. Careful and regular assessment of resources will ensure that there is appropriate resource available to support work across the whole O&S function, and that any work established can be carried out in sufficient depth and completed in a timely way to enable effective outcomes.
10. It is good practice for O&S Committees to agree a maximum of two substantive agenda items per meeting. This will provide sufficient time for Committees to take a 'deep dive' approach to scrutiny work, which is likely to provide more valuable outcomes. A large amount of agenda items can lead to a 'light touch'

approach to all items of business, and also limit the officer and Councillor resource available to plan for effective scrutiny of selected items.

11. O&S Committees are advised to carefully select their working methods to ensure that O&S resource is maximised. A variety of methods are available for O&S Committees to undertake work and are not limited to the receipt of reports at Committee meetings. These may include:
- Working Groups;
 - Sub-Committees;
 - Tak and finish groups;
 - Inquiry Days;
 - Rapporteurs (scrutiny member champions);
 - Consideration of information outside of meetings – including report circulation/ briefing workshops/ briefing notes.

Further detail on O&S working methods are set out in the Constitution and in Appendix A – Terms of Reference for O&S Committees.

12. Bodies commissioned by an O&S Committee (such as Sub-Committees or Working Groups) may have conferred upon them the power to act on behalf of the parent body in considering issues within the remit of the parent body and making recommendations directly to Portfolio Holders, Cabinet, Council or other bodies or people within the Council or externally as appropriate.

Options Appraisal

13. The Committee is asked to agree work priorities for the next meeting, taking account of the supporting documents provided. This will ensure member ownership of the Committee Work Plan by newly elected members to the Committee, and that reports can be prepared in a timely way, as appropriate.
14. Should the Committee not agree priorities for its next meeting, reports may not be able to be prepared in a timely way and best use of the meeting resource may not be made.

Summary of financial implications

15. There are no direct financial implications associated with this report. The Committee should note that when establishing a Work Plan, the Constitution requires that account be taken of the resources available to support proposals for O&S work. Advice on maximising the resource available to O&S Committees is set out in paragraphs 10 to 13 above.

Summary of legal implications

16. The Council's Constitution requires all O&S Committees to set out proposed work in a Forward Plan which will be published with each agenda. The recommendation proposed in this report will fulfil this requirement.

Summary of human resources implications

17. There are no human resources implications arising from this report.

Summary of sustainability impact

18. There are no sustainability resources implications arising from this report.

Summary of public health implications

19. There are no public health implications arising from this report.

Summary of equality implications

20. There are no equality implications arising from this report. Any member of the public may make suggestions for Overview and Scrutiny work. Further detail on this process is included within Part 4 of the Council's Constitution.

Summary of risk assessment

21. There is a risk of challenge to the Council if the Constitutional requirement to establish and publish a Forward Plan is not met.

Background papers

None

Appendices

Appendix A – Overview and Scrutiny Committees Terms of Reference

Appendix B - Current Environment and Place O&S Committee Work Plan

Appendix C – Request for consideration of an issue by Overview and Scrutiny

Appendix D – Current Cabinet Forward Plan

Appendix E – O&S item request form from a member of the public

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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

OVERVIEW AND SCRUTINY BOARD / COMMITTEES TERMS OF REFERENCE

Overview and Scrutiny (O&S) is a statutory role fulfilled by Councillors who are not members of the Cabinet in an authority operating a Leader and Cabinet model. The role of the Overview and Scrutiny Board and Committees is to help develop policy, to carry out reviews of Council and other local services, and to hold decision makers to account.

PRINCIPLES OF OVERVIEW AND SCRUTINY

The Bournemouth, Christchurch and Poole Overview and Scrutiny function is based upon six principles:

1. Contributes to sound decision making in a timely way by holding decision makers to account as a 'critical friend'.
2. A member led and owned function – seeks to continuously improve through self-reflection and development.
3. Enables the voice and concerns of the public to be heard and reflected in the Council's decision-making process.
4. Engages in decision making and policy development at an appropriate time to be able to have influence.
5. Contributes to and reflects the vision and priorities of the Council.
6. Agile – able to respond to changing and emerging priorities at the right time with flexible working methods.

MEETINGS

There are four Overview and Scrutiny bodies at BCP Council:

- Overview and Scrutiny Board
- Children's Services Overview and Scrutiny Committee
- Health and Adult Social Care Overview and Scrutiny Committee
- Environment and Place Overview and Scrutiny Committee

Each Committee meets 5 times during the municipal year, except for the Overview and Scrutiny Board which meets monthly to enable the Board to make recommendations to Cabinet. The date and time of meetings will be set by full Council and may only be changed by the Chairman of the relevant Committee in consultation with the Monitoring Officer. Members will adhere to the agreed principles of the Council's Code of Conduct.

Decisions shall be taken by consensus. Where it is not possible to reach consensus, a decision will be reached by a simple majority of those present at the meeting. Where there are equal votes the Chair of the meeting will have the casting vote.

MEMBERSHIP

The Overview and Scrutiny Board and Committees are appointed by full Council. Each Committee has 11 members and the Board has 13 members. No member of the Cabinet may be a member of the Overview and Scrutiny Committees or Board, or any group established by them. Lead Members of the Cabinet may not be a member of Overview and Scrutiny Committees or Board. The Chair and Vice-Chair of the Audit and Governance Committee may not be a member of any Overview and Scrutiny Committees or Board.

The quorum of the Overview and Scrutiny Committees and Board shall be one third of the total membership (excluding voting and non-voting co-optees).

No member may be involved in scrutinising a decision in which they been directly involved. If a member is unable to attend a meeting their Group may arrange for a substitute to attend in their place in accordance with the procedures as set out in the Council's Constitution.

Members of the public can be invited to attend and contribute to meetings as required, to provide insight to a matter under discussion. This may include but is not limited to subject experts with relevant specialist knowledge or expertise, representatives of stakeholder groups or service users. Members of the public will not have voting rights.

Children's Services Overview and Scrutiny Committee - The Committee must statutorily include two church and two parent governor representatives as voting members (on matters related to education) in addition to Councillor members. Parent governor membership shall extend to a maximum period of four years and no less than two years. The Committee may also co-opt one representative from the Academy Trusts within the local authority area, to attend meetings and vote on matters relating to education.

The Committee may also co-opt two representatives of The Youth Parliament and, although they will not be entitled to vote, will ensure that their significant contribution to the work of the Committee is recognised and valued.

Environment and Place Overview and Scrutiny Committee - The Committee may co-opt two independent non-voting members. The selection and recruitment process shall be determined by the Environment and Place Overview and Scrutiny Committee.

FUNCTIONS OF THE O&S COMMITTEES AND O&S BOARD

Each Overview and Scrutiny Committee (including the Overview and Scrutiny Board) has responsibility for:

- Scrutinising decisions of the Cabinet, offering advice or making recommendations
- Offering any views or advice to the Cabinet or Council in relation to any matter referred to the Committee for consideration
- General policy reviews, and making recommendations to the Council or the Cabinet to assist in the development of future policies and strategies
- Assisting the Council in the development of the Budget and Policy Framework by in-depth analysis of policy issues
- Monitoring the implementation of decisions to examine their effect and outcomes
- Referring to full Council, the Cabinet or appropriate Committee/Sub-Committee any matter which, following scrutiny a Committee determines should be brought to the attention of the Council, Cabinet or other appropriate Committee
- Preparation, review and monitoring of a work programme
- Establishing such commissioned work as appropriate after taking into account the availability of resources, the work programme and the matter under review

In addition, the Overview and Scrutiny Board has responsibility for:

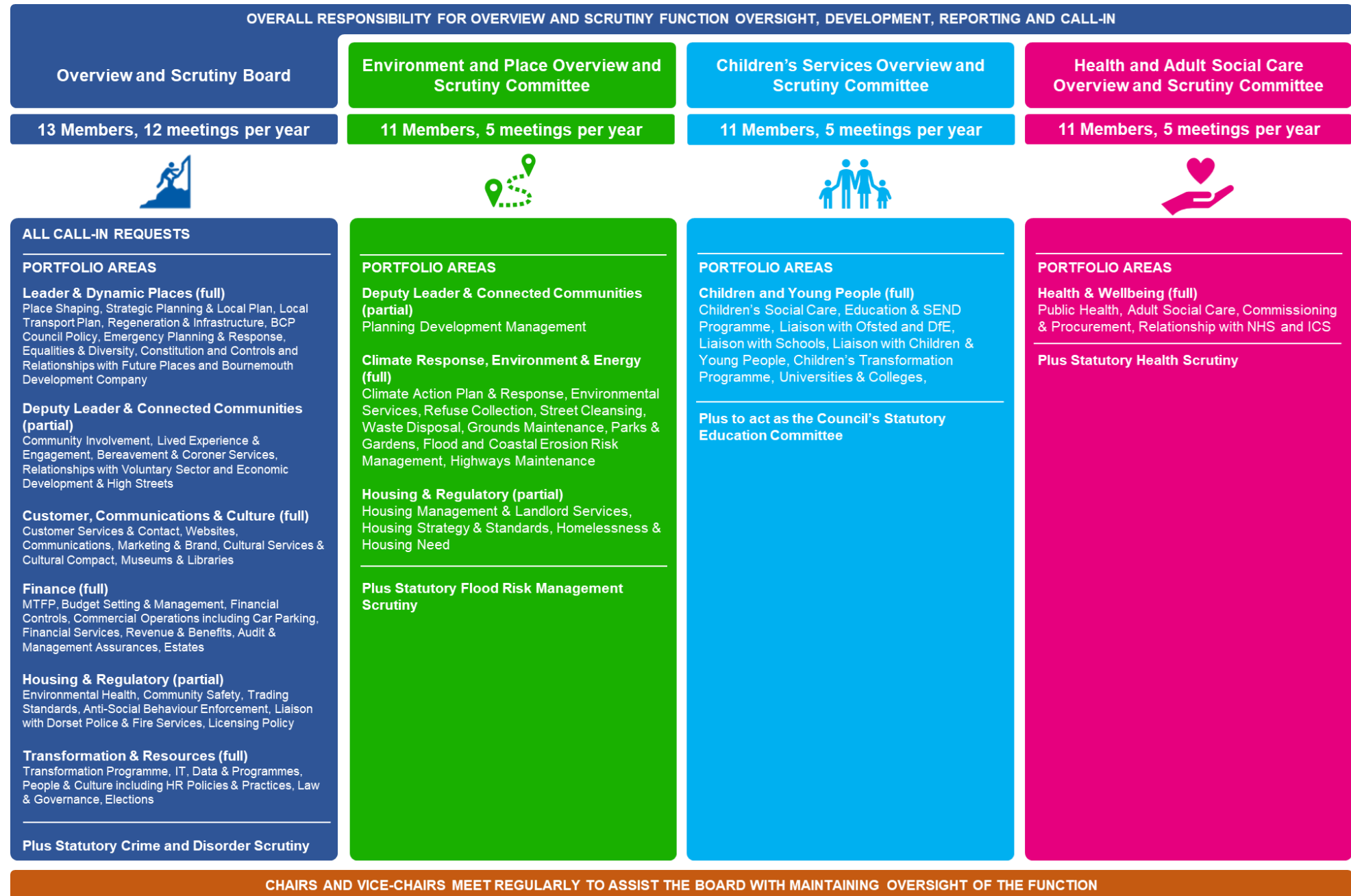
- Considering decisions that have been called-in
- Undertaking scrutiny of the Council's budget processes
- Carrying out the Council's scrutiny functions relating to crime and disorder, and discharging any other statutory duty for which the O&S function is responsible, other than those that relate to Flood Risk Management, Health, Adult Social Care, Children's Services and Education
- Overseeing the Council's overall O&S function including oversight of the work plans and use of resource across all O&S bodies
- Keeping the O&S function under review, suggesting changes as appropriate to ensure that it remains fit for purpose
- Reporting annually to Full Council on the output of the O&S function
- Maintaining oversight of the training needs of the whole O&S function.

Figure 1 below provides an outline of the responsibilities of each Committee.

The remit of the Overview and Scrutiny Board and Committees is based on the division of Portfolio Holder responsibilities. Portfolio Holders may report to more than one Overview and Scrutiny body.

Portfolio Holder responsibilities are changeable and from time to time it may be necessary to modify the designation of functions across the four Overview and Scrutiny bodies.

Figure One –Overview and Scrutiny Structure



COMMISSIONED WORK

In addition to Committee meetings, the Overview and Scrutiny Board and Committees may commission work to be undertaken as they consider necessary after taking into account the availability of resources, the work programme and the matter under review.

Each O&S body is limited to one commission at a time to ensure availability of resources.

a) Working Groups – a small group of Councillors and Officers gathered to consider a specific issue and report back to the full Board/ Committee, or make recommendations to Cabinet or Council within a limited timescale. Working Groups usually meet once or twice, and are often non-public;

b) Sub-Committees – a group of Councillors delegated a specific aspect of the main Board/ Committee's work for ongoing, in-depth monitoring. May be time limited or be required as a long-standing Committee. Sub-Committees are often well suited to considering performance-based matters that require scrutiny oversight. Sub-Committees usually meet in public;

c) Task and finish groups – a small group of Councillors tasked with investigating a particular issue and making recommendations on this issue, with the aim of influencing wider Council policy. The area of investigation will be carefully scoped and will culminate in a final report, usually with recommendations to Cabinet or Council. Task and finish groups may work over the course of a number of months and take account of a wide variety of evidence, which can be resource intensive. For this reason, the number of these groups must be carefully prioritised by scrutiny members to ensure the work can progress at an appropriate pace for the final outcome to have influence;

d) Inquiry Days – with a similar purpose to task and finish groups, inquiry days seek to understand and make recommendations on an issue by talking to a wide range of stakeholders and considering evidence relating to that issue, within one or two days. Inquiry days have similarities to the work of Government Select Committees. Inquiry days are highly resource intensive but can lead to swift, meaningful outcomes and recommendations that can make a difference to Council policy; and

e) Rapporteurs or scrutiny member champions - individual Councillors or pairs of Councillors tasked with investigating or maintaining oversight of a particular issue and reporting back to the main Board/ Committee on its findings. A main Committee can use these reports to facilitate its work prioritisation. Rapporteurs will undertake informal work to understand an issue – such as discussions with Officers and Portfolio Holders, research and data analysis. Rapporteur work enables scrutiny members to collectively stay informed of a wide range of Council activity. This approach to the provision of information to scrutiny members also avoids valuable

Committee time being taken up with briefings in favour of more outcome-based scrutiny taking place at Committee.

These terms of reference should be read in conjunction with the Overview and Scrutiny Procedure Rules outlined in Part 4C of the Council's Constitution.

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Environment & Place Overview and Scrutiny Committee

2024/25 Work Plan Drafting

Meeting Date	Item 1 (1 hour)	Item 2 (1 hour)	Item 3 (1 hour)	Information only items (issues raised by exception only)	Working Group (1 at a time)
April informal briefing/ committee work planning	Food Waste Strategy (requested by officers)	Work planning – agreeing pre-circulated populated work plan	Scope climate related scrutiny topics for July committee meeting–using : <ul style="list-style-type: none"> - the climate action plan - corporate delivery plans (available when published to April Cabinet) 		To be selected from proactive topic list.
15 May 2024	Poole Park Road Closure	Request from Member of the public – verbal update	Co-Opted Members Update from Chair		
June informal briefing	Briefing request to support further Housing related committee work:	TBC	TBC		

	<p>What do we mean by the housing crisis?</p> <p>Scope:</p> <ul style="list-style-type: none"> - What do we understand the pressures on local people to be in respect of housing, and the pressures on the wider housing market? - explore the waiting lists for social housing and council owned homes. - what is the demographic for private renting etc. -what is the housing demand, eg. smaller homes/ 4/5 bed homes? 				
<p>10 July 2024</p> <p>Climate/ sustainability focussed meeting</p>	<p>Pre-decision scrutiny:</p> <p>Urban forest strategy (due for Cabinet consideration in May)</p>	<p>Proactive topic <u>Private rented sector standards</u></p>	<p>To be selected from proactive topic list</p>		

August informal briefing Climate/ sustainability focussed meeting	Planning Service Improvement Update 6 monthly updates to scrutiny requested by officers to strengthen the improvement process.	TBC	TBC		
11 September 2024	Reserved for pre-decision or reactive scrutiny– consult Cabinet Forward Plan	Proactive topics: Aim to focus on climate / sustainability work. Pick up strands from climate action plan/ corporate delivery plans re climate. To be scoped at informal briefing in April to allow time for report production.		O&S Annual Report.	
October informal briefing	TBC	TBC	TBC		
20 November 2024 Housing focussed meeting	Reserved for pre-decision or reactive scrutiny– consult Cabinet Forward Plan	Proactive topic: Heathland mitigation projects	Proactive topic: Phosphate mitigation policy		

			and links to house building		
January informal briefing	TBC	TBC	TBC		
26 February 2025 Climate/ sustainability focussed meeting	Climate Action Plan (annual report)		Planning Service Improvement - scrutiny To monitor improvements to the planning service, 1 year on from previous scrutiny. Requested by officers.		

Request for consideration of an issue by Overview and Scrutiny

Guidance on the use of this form:

This form is for use by councillors and members of the public who want to request that an item joins an Overview and Scrutiny agenda. Any issue may be suggested, provided it affects the BCP area or the inhabitants of the area in some way. Scrutiny of the issue can only be requested once in a 12 month period.

The form may also be used for the reporting of a referral item to Overview and Scrutiny by another body of the council, such as Cabinet or Council.

The Overview and Scrutiny Committee receiving the request will make an assessment of the issue using the detail provided in this form and determine whether to add it to its forward plan of work.

They may take a variety of steps to progress the issue, including requesting more information on it from officers of the council, asking for a member of the overview and scrutiny committee to 'champion' the issue and report back, or establishing a small working group of councillors to look at the issue in more detail.

If the Committee does not agree to progress the issue it will set out reasons for this and they will be provided to the person submitting this form.

More information can be found at Part 4.C of the BCP Council Constitution
<https://democracy.bpcouncil.gov.uk/ieListMeetings.aspx?CommitteeID=151&Info=1&bcr=1>

Please complete all sections as fully as possible

1. Issue requested for scrutiny

2. Desired outcome resulting from Overview and Scrutiny engagement, including the value to be added to the Council, the BCP area or its inhabitants.

3. Background to the issue

4. Proposed method of scrutiny - (for example, a committee report or a working group investigation)

5. Key dates and anticipated timescale for the scrutiny work

6. Notes/ additional guidance

Document last reviewed – January 2022

Contact – democratic.services@bcpcouncil.gov.uk

CABINET FORWARD PLAN – 1 MAY 2024 TO 31 AUGUST 2024

(PUBLICATION DATE – 23 April 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)?
Corporate Strategy Delivery Plans	Setting out the core actions to achieve the aspirations set out in the high level summary.	Yes	Cabinet 22 May 2024 Council 4 Jun 2024	All Wards	Consultation was undertaken as part of the Corporate Strategy high level summary being developed	n/a	Sophie Bradfield, Isla Reynolds	Open

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)?
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; Muford, Stanpit & West Highcliffe; Muscliff & Strouden Park; Newtown & Heatherlands; Oakdale; Parkstone; Penn Hill; Poole Town; Queen's Park; Redhill & Northbourne; Talbot & Branksome Woods; Wallisdown & 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

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)?
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
CNHAS Update 2024-2028 including scheme approvals	CNHAS update requesting PRS funding reallocated to temp accom, reviewing Temp accom budget for 2024/25 to increase capacity, budget approval for LAHF (refugee homes), scheme approval for Darracott, Surrey Rd and Crescent Rd (all three schemes in Temp accom/SHAP/LAHF programmes).	No	Cabinet 22 May 2024	Boscombe East & Pokesdown; Bournemouth Central; Talbot & Branksome Woods			Nigel Bower, Jonathan Thornton	Open

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)?
Improvement of the environment in Poole Park through a trial closure of a park entrance to motor traffic	To consider a report on the improvement of the environment in Poole Park through a trial closure of a park entrance to motor traffic	No	Cabinet 22 May 2024				Martin Whitchurch	Open
Tricuro Local Authority Trading Company Business Plan	Tricuro is the council's adult social care trading company and is required to produce a business plan for approval by the shareholder. This report sets out the strategic business plan for the company, aligned to adult social care priorities.	Yes	Cabinet 22 May 2024	All Wards			Phil Hornsby	Open
Simpler Recycling Waste Reforms	To progress necessary waste collection reforms for BCP, including food waste collections in Poole, in line with the Government's Simpler Recycling agenda and Environment Act 2021	Yes	Cabinet 22 May 2024 Council 4 Jun 2024	All Wards			Georgina Fry	Open

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)?
Procurement & Contract Management Development	To update members on the history of Strategic Procurement - Current position & future approach	No	Cabinet 22 May 2024	All Wards			Jeremy Richardson	Open
SEND Progress Update re SEND Improvement Plan and Safety Valve	To share an overview of the action and progression of the DSG Management Plan.	No	Cabinet 22 May 2024 Children's Services Overview and Scrutiny Committee 11 Jun 2024	All Wards			Sharon Muldoon	Open

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)?
Financial Outturn 2023/24	To provide the financial outturn for 2023/24	No	Cabinet 19 Jun 2024 Council 23 Jul 2024	All Wards	n/a	n/a	Adam Richens	Open
Medium Term Financial Plan (MTFP) Update	Present the latest medium-term financial plan (MTFP) of the council	No	Cabinet 19 Jun 2024	All Wards			Adam Richens	Open
Smart Place Programme Update	Due to changes in the economic climate, options are being provided to stop or proceed with this project.	Yes	Cabinet 19 Jun 2024	All Wards			Ruth Spencer	Open

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)?
Poole Museum Capital Programme	To increase the Poole Museum's Capital Programme to accommodate new third party funding which has been awarded by The National Lottery Heritage Fund, Arts Council England, and grant funding from other local and national trusts and foundations.	Yes	Cabinet 19 Jun 2023 Council 23 Jul 2024	Poole Town			Alison Smith	Open
Pay and Reward: Update on progress in introducing new terms and conditions of employment		No	Cabinet 19 Jun 2024				Sarah Deane	

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)?
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 19 Jun 2024				Amanda Barrie, Andrew Emery	Open
Match Funding for Towns Fund Programme	To inform Cabinet of a £2.5m match funding opportunity for the Department of Levelling Up, Housing and Community's Towns Fund Programme. To reach a decision on entering into a legal agreement with a private sector investor.	Yes	Cabinet 19 Jun 2024	Boscombe East & Pokesdown; Boscombe West			Ruth Spencer	Open

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)?
Youth Justice Plan 2024/2025	To present the Youth Justice Plan 2024/25 for approval. There is a statutory requirement to publish an annual Youth Justice Plan which must provide specified information about the local provision of youth justice services. This report summarises the Youth Justice Plan for 2024/25, with a copy of the Plan appended.	No	Cabinet 19 Jun 2024 Council 23 Jul 2024	All Wards			David Webb	Open

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)?
Christchurch Bay and Harbour FCERM Strategy	Bournemouth, Christchurch and Poole Council (BCP) and New Forest District Council (NFDC) are working together with the Environment Agency to produce a new strategy to protect coastal communities from tidal flooding and erosion risk. It will guide how the frontage from Hengistbury Head to Hurst Spit, encompassing Christchurch Harbour, will be sustainably managed for the next 100 years.	No	Cabinet 17 Jul 2024 Council 23 Jul 2024	Christchurch Town; East Southbourn e & Tuckton; Highcliffe & Walkford; Mudeford, Stanpit & West Highcliffe	Landowners, BCP residents, businesses, organisations, BCP services	Several levels of public enegagement and consultation throughout the development of the Strategy between 2021 and 2023.	Catherine Corbin, Alan Frampton, Matt Hosey	Open
Housing Strategy - Annual Summary Review		No	Cabinet 17 Jul 2024				Kerry-Marie Ruff	

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)?
Medium Term Financial Plan (MTFP) Update	To provide progress on delivering a legally balanced budget for 2025/26	No	Cabinet 30 Oct 2024	All Wards			Adam Richens	Open
Medium Term Financial Plan (MTFP) Update	Present progress in delivering a legally balance budget for 2025/26	No	Cabinet 18 Dec 2024	All Wards			Adam Richens	Open
Budget 2025/26 and Medium Term Financial Plan	To set out for Cabinet's consideration and recommendation to Council the proposed 2025/26 budget and council tax.	No	Cabinet 5 Feb 2025	All Wards			Adam Richens	Open

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)?
BCP Urban Forest Strategy	To present to cabinet, for adoption, the BCP Urban Forest Strategy	No	Cabinet Date to be confirmed	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
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

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)?
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

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)?
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

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)?
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

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)?
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

Request for consideration of an issue by Overview and Scrutiny

Guidance on the use of this form:

This form is for use by councillors and members of the public who want to request that an item joins an Overview and Scrutiny agenda. Any issue may be suggested, provided it affects the BCP area or the inhabitants of the area in some way. Scrutiny of the issue can only be requested once in a 12 month period.

The form may also be used for the reporting of a referral item to Overview and Scrutiny by another body of the council, such as Cabinet or Council.

The Overview and Scrutiny Committee receiving the request will make an assessment of the issue using the detail provided in this form and determine whether to add it to its forward plan of work.

They may take a variety of steps to progress the issue, including requesting more information on it from officers of the council, asking for a member of the overview and scrutiny committee to 'champion' the issue and report back, or establishing a small working group of councillors to look at the issue in more detail.

If the Committee does not agree to progress the issue it will set out reasons for this and they will be provided to the person submitting this form.

More information can be found at Part 4.C of the BCP Council Constitution
<https://democracy.bcpCouncil.gov.uk/ieListMeetings.aspx?CommitteeID=151&Info=1&bcr=1>

Please complete all sections as fully as possible

1. Issue requested for scrutiny

1. What were the quantities of chemicals used by BCP 2023?
2. Why is the BCP council not restricting the use of these chemicals in the listed sensitive public areas in accordance with the Directive 2009/128/EC?
3. How is the BCP council informing the public of the risks to these chemicals in accordance with the Directive 2009/128/EC?

2. Desired outcome resulting from Overview and Scrutiny engagement, including the value to be added to the Council, the BCP area or its inhabitants.

The answers to the above questions.

I would like to see the BCP Council prohibit the use of glyphosate within BCP and for it to follow the example of the 42 other boroughs and townships in the UK and the other EU countries which have gone further than the EU restrictions and conditions, as outlined in my report.

If the Council continues to use these chemicals, that the public will be informed about the use of chemicals in their environment.

Order that the public can make an informed choice about whether they wish to put themselves at risk in the areas where glyphosate or other chemicals have been applied.

3. Background to the issue

I'm writing to you in my capacity as the Environmental Representative for UCU at Bournemouth University.

Last July Andy Hadley supplied me with the list of Chemicals used at BCP. I am deeply concerned about the chemicals used. Particularly Glyphosate and Asulox.

In the new plan for **BCP Draft Local Plan**, there are 62 times in the document where the importance of Biodiversity is mentioned, quoting **the Councils** responsibilities and legal duties. It is difficult to understand how the Council can achieve **its sustainability** goals while using chemicals that are harmful to the environment, ecology, and human health.

I attach a detailed report, (**BCP Chemicals used 2023 UCU Report**) which details the toxicity of these chemicals and the harm already caused. I have also documented the regulations and the best practices followed by other councils and countries. This report has also been endorsed by East Dorset Friends of the Earth.

I feel the Council needs to answer the following questions:

1.What were the quantities of chemicals used by BCP 2023?

2.Why is the BCP council not restricting the use of these chemicals in the listed sensitive public areas in accordance with Directive 2009/128/EC?

3.How is the BCP council informing the public of the risks to these chemicals?

4. Proposed method of scrutiny - (for example, a committee report or a working group investigation)

A Public report from the committee to the council for regulations to the full council.

The impact of these chemicals is public health-related; the Health and Wellbeing Board may need to be informed.

As I've been advised, the Environment and Place Overview and Scrutiny Committee would be a place to hear my concerns.

5. Key dates and anticipated timescale for the scrutiny work

Before the season of spraying starts, or these chemicals are used in public spaces, such as public parks and gardens, sports and recreation grounds, school grounds and children's playgrounds and in the close vicinity of healthcare facilities.

6. Notes/ additional guidance

Please see the attached report " BCP Council Chemicals used 2023 UCU Report"

Details of this and all the research and information is available on the following google shared drive.

<https://drive.google.com/drive/folders/1Q0zGdPfFPahPKWncX99CLsAFCElsjE3I?usp=sharing>

Document last reviewed – January 2022

Contact – democratic.services@bcpcouncil.gov.uk

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BCP CHEMICALS USED 2023

The Need for a Review of Hazardous Chemical Use by BCP Council

A Report by Stephen Harper, Environmental Representative for UCU at Bournemouth University.

In July 2023, Cllr. Andy Hadley (Portfolio Holder for Climate Response, Environment and Energy) supplied a list of potentially hazardous chemicals used at BCP Council. This particularly highlighted a concerning level of usage of Glyphosate and Asulox.

The [BCP Draft Local Plan](#) mentions “biodiversity” 62 times in the document¹. The Council has many environmental responsibilities and legal duties which require it to avoid or manage the use of hazardous chemicals. It is difficult to understand how the Council will be able to achieve the objectives and policies contained in the Plan while using chemicals that are harmful to the environment, ecology, and human health.

This document details the toxicity of these chemicals and the harm already caused to the environment and to human health. It also considers the regulations which currently apply to their use and the best practices followed by other councils and countries. This report has also been endorsed by East Dorset Friends of the Earth.

There are three important questions that need to be answered by the BCP Council:

- 1.What were the quantities of chemicals used by BCP Council in 2023?**
- 2.Why is the BCP council not restricting the use of these chemicals in the listed [public sensitive areas](#)?**
- 3.How is the BCP council informing the public of the risks to these chemicals?**

Note 1

From Bournemouth, Christchurch and Poole (BCP) Council draft Local Plan

<https://democracy.bcpccouncil.gov.uk/documents/s46023/Appendix%201%20for%20Consultation%20on%20the%20Draft%20of%20the%20Bournemouth%20Christchurch%20and%20Poole%20Local%20Plan%20and%20D.pdf>

“Successful places must adapt to a changing world, and a focus on sustainable growth provides an opportunity to become more resilient and environmentally focused. As a responsible place, the BCP area must limit its impact on the environment, biodiversity and climate change while adapting to the consequences of the environmental change.”

“We will: ensure a net gain in biodiversity”

“The UK is one of the most nature depleted countries in the world and we have a legal duty to have regard to conserving biodiversity as part of our policy and decision making. The policies in this chapter set out how we will preserve and enhance the natural environment”.

“BCP Council declared a Climate and Ecological Emergency in 2019, and sustainability forms a golden thread throughout this plan. New development must be responsible, mitigate its environmental impact and consider green infrastructure.....I am passionate about the role BCP Council must play in helping our area improve biodiversity”

“As a responsible place, the BCP area must limit its impact on the environment, biodiversity”

“Strategic Policy S1:

c. provide urban greening and biodiversity net gain”;

“Strategic Policy NE1: Natural Environment

The UK is one of the most nature depleted countries in the world and we have a legal duty to have regard to conserving biodiversity as part of our policy and decision making.

f. ensuring all development achieves a measurable biodiversity net gain.”

“The council has adopted a Green Infrastructure Strategy which sets out the council’s ambitions for investing in green infrastructure across the conurbation, to reverse biodiversity loss”

Table 1. List of Chemicals used in BCP 2023

	Product	Type	where used?	Active ingredients	En	Ec	Hh
1	Gallup (4 types of this product on the market : Gallup Biograde Weedkiller RTU 17750, Gallup Hi-Aktiv Amenity 17681, Gallup Home & Garden 17672, Gallup XL 17663)	Herbicide	O/S	Glyphosate https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/373.htm			
2	Nomix G	herbicide	O/S	Glyphosate			
3	Nomix Dual	herbicide	O/S	Glyphosate			
4	(N) Nine-(P) five-(K) five	fertiliser	Sports Pitches	No data found			
5	Icade https://www.rigbytaylor.com/product/chemicals/herbicide-chemicals/tough-weed-herbicide-herbicide-chemicals/icade-herbicide-1/	Herbicide	O/S	12 g/l aminopyralid https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/29.htm 120 g/l triclopyr https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/659.htm			

6	(N) six (P) five (K) eighteen	fertiliser	QP Golf	No data found			
7	(N) four (P) three (K) four	fertiliser	QP Golf	No data found			
8	(N) five (P) two (K) ten	fertiliser	QP Golf	No data found			
9	Medallion T	Fungicide	QP Golf	1,2-benzisothiazol-3-one https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/1361.htm https://www.echa.europa.eu/documents/10162/2842450/clh_bd_1%2C2-benzisothiazolin-3-one_21453_en.pdf/9352be87-865a-75aa-cba4-51618042fdab https://ec.europa.eu/health/scientific_committees/consumer_safety/docs/sccs_o_099.pdf https://www.syngentaturf.co.uk/sites/g/files/kgtnvy1086/files/media/document/2021/07/05/sds_uk_medallion_tl_v8.0.pdf			
10	Fusion https://www.rigbytaylor.com/product/fungicide/fungicide-for-anthrachnose/fusion-systemic-turf-fungicide-1l/	Fungicide	QP Golf	trifloxystrobin https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/664.htm tebuconazole https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/610.htm			
11	Barrier H https://www.green-tech.co.uk/weed-killer-and-pesticides/weed-killer-and-herbicides/barrier-h	Herbicide	SSSI O/S	Dazomet https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/203.htm https://ipm-coalition.org/taxonomy/term/6263 22.9% Citronella Oil https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/1463.htm			

12	Katoun Gold https://www.rigbytaylor.com/product/chemicals/herbicide-chemicals/total-herbicide-herbicide-chemicals/katoun-gold-total-herbicide-5l/	Herbicide	SSSI O/S	500 g/L fatty acids: pelargonic acid https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/1327.htm			
13	Roundup Pro	herbicide	SSSI O/S	Glyphosate			
14	Asulox https://www.brackencontrol.co.uk/asulam	Herbicide	SSSI O/S	It is currently marketed, by United Phosphorus Ltd - UPL, as "Asulox" which contains 400 g/L of asulam sodium salt. Asulox will not be permitted for use in 2024. https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/1551.htm https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:275:0023:0024:EN:PDF			
15	Holster XL https://agrobasesapp.com/ireland/pesticide/holster-xl	Herbicide	Sports pitches	Fluroxypyr 105g/l https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/347.htm 2,4-Dichlorophenoxyacetic acid 285g/l https://ipm-coalition.org/taxonomy/term/6474 https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/4.htm Dicamba 52.5g/l https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/213.htm			
16	Dicophar	Herbicide	Sports Pitches	70g/L 2,4-D (Dichlorophenoxyacetic acid) https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/4.htm			

				70g/L MCPA, (2-methyl-4-chlorophenoxyacetic acid) https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/427.htm			
				42g/L MCPP-P,(Mecoprop-P) https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/427.htm			
				20g/L Dicamba https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/213.htm			
17	Rose Clear (NB there are 3 products on the market with the Rose clear name: RoseClear 3 In 1 Action 19657 , Roseclear Ultra14854 and Roseclear Ultra GUN!14801) https://www.sys-uk.com/wp-content/uploads/2016/01/MSDS-RoseClear-FullCure-MED655-English.pdf	Pesticide/Fungicide	Poole Park	exo-1,7,7-trimethylbicyclo[2.2.1]hept-2-yl acrylate urethane acrylate oligomer Photoinitiator acetamiprid https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/11.htm triticonazole https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/673.htm			
18	Vitax 1:0:1 https://www.bhgsltd.co.uk/ProductGrp/brands/vitax/vitax-vitafeed-1-0-1_1 Multipurpose Soluble Feed Vitafeed 111.pdf (gardenworld.co.uk)	Plant nutrition	Poole High street	Potassium nitrate Disodium octaborate Disodium octaborate tetrahydrate (herts.ac.uk)			

19	Terralift Rocastem https://www.aitkens.co.uk/products/soil-amendments-biostimulants/terralift-rocastem.aspx	Liquid aerator/Root Stimulant	Sports/ Poole Park	No data found https://www.aitkens.co.uk/media/169317/rocastem_ab_sds_2019.pdf			
20	SB plant invigorator https://sbproducts.co.uk/safety-data/concentrate-safety-data/	Insecticide	Poole Park	Sodium Lauryl Ether Sulphate https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/2671.htm			
21	SluXX-HP https://www.agrigem.co.uk/media/catalog/product/s/l/sluxe-hp_msds-2019.pdf	Slug pellets	General	iron-orthophosphate https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/1478.htm https://www3.epa.gov/pesticides/chem_search/reg_actions/registration/related_PC-034903_1-Oct-98.pdf https://www.echa.europa.eu/web/guest/substance-information/-/substanceinfo/100.030.123			
22	Eco-plugs https://www.progreen.co.uk/ecoplug-max-100-plugs-prevent-tree-stump-regrowth/	Herbicide for tree stumps	Arb ops	Glyphosate 680 g/kg			
23	Signum	Fungicide	Poole Park	267 g/kg boscalid https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/86.htm 67 g/kg pyraclostrobin https://sitem.herts.ac.uk/aeru/ppdb/en/Reports/564.htm			

The right-hand corner of the above chart refers to the impacts of these chemicals upon En, (Environmental Fate), EC (Ecotoxicity) and Hh (Human Health) . Which is referenced from the in terms of the alert rating they use.

Example colour-coded alerts from PPDB: Pesticide Properties Database.(University of Hertfordshire)

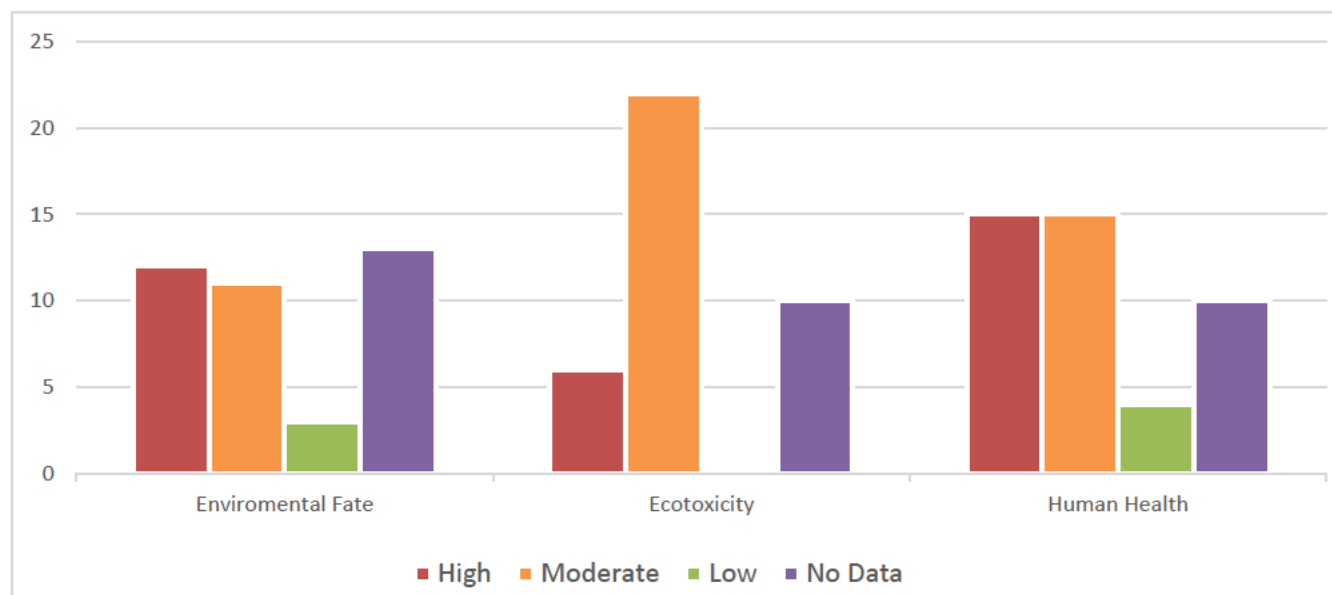
I have put links in comments to each active ingredient of the products used in the chart that I could find .

Table 2. Example alerts taken from the University of Hertfordshire's Pesticides Properties Database

Environmental fate Low alert: Non-persistent	Ecotoxicity Low alert	Human Health Low alert
Environmental fate Moderate alert: Drainflow: Moderately mobile	Ecotoxicity Moderate alert: Birds acute ecotoxicity: Moderate; Birds chronic ecotoxicity: Moderate; Fish chronic ecotoxicity: Moderate; Earthworms acute ecotoxicity: Moderate	Human health Moderate alert: Mammals acute toxicity: Moderate; Mammals chronic toxicity: Moderate; Possible Reproduction/development effect
Environmental fate High alert: GUS: High leachability; Drainflow: Mobile	Ecotoxicity High alert: Earthworms acute ecotoxicity: High	Human health High alert: Reproduction/development effects

<https://sitem.herts.ac.uk/aeru/ppdb/en/search.htm>

Chart 1 DATA ALERTS



Notes: The above graph shows that the 43 Active ingredients in the chemicals used at BCP, and which ones have Chemical Alerts associated with them. Glyphosate has been counted seven times, as it is in seven different products which BCP Council uses. The moderate risk to ecotoxicity being the greatest. All being used in Public areas.

Analysis

It is a concern to me that there are a number of unknowns, as the chemicals need to have a CLP regulation label. And also a deep alarm to me of the effects of other chemicals that BCP uses has on the health of our biological, chemical and physical stressors affect on BCP's ecosystems. This is particularly true of number 14, **Asulox**, it has no UK approval.

Products which have Glyphosate as the active ingredient are the most commonly used by the council.

This concerns me because of the research on Glyphosate clearly shows that:

- *"Glyphosate is a widely used herbicide worldwide. Although its target organisms are plants and microorganisms, it exerts a series of lethal or sublethal effects on beneficial honeybees."* **Effects of glyphosate exposure on honeybees. (DOI: 10.1016/j.etap.2021.103792)**
- *"The present study supports the hypothesis that the exposure of bees to GLY and glyphosate-based formulations, in ecologically relevant doses or in recommended concentrations used in agricultural settings, might cause lethal effects (mortality) in these insects."* **Is glyphosate toxic to bees? A meta-analytical review** <https://doi.org/10.1016/j.scitotenv.2021.145397>

Also various articles cite the harmful effects of glyphosate to bees :

<https://www.theguardian.com/environment/2022/jun/02/glyphosate-weedkiller-damages-wild-bumblebee-colonies>

<https://www.soilassociation.org/news/2018/september/25/glyphosate-harmful-to-bees-new-study-finds/>

Repeated applications of glyphosate alter the microbial community of certain soils and increase soil pathogens and plant nutrient uptake. [Isolation and characterization of a glyphosate-degrading rhizosphere strain, Enterobacter cloacae K7 - ScienceDirect.](#)

It also affects the reproduction of earthworms and causes a dramatic decline in their population. [Glyphosate-based herbicides reduce the activity and reproduction of earthworms and lead to increased soil nutrient concentrations - PubMed \(nih.gov\).](#)

Glyphosate and its salts were moved to the Red list, according to Fair Trade International. The following materials are moved to Red list of prohibited materials from Orange list of restricted materials: https://files.fairtrade.net/standards/Hazardous_Materials_List_EN.pdf . **Page 19**

Fair trades data has been accumulated from the following organizations :

Table 3

<ul style="list-style-type: none"> •POP: The Stockholm Convention on Persistent Organic Pollutants https://chm.pops.int/ •PIC: The Rotterdam Convention on the Prior Information Consent Procedure for Certain Hazardous Chemicals and Pesticides in International Trade https://pic.int/ •PAN 12: Pesticide Action Network’s “dirty dozen” list (currently 18 pesticides) https://www.pan-uk.org/resources/#highly_hazardous_pesticides 	<ul style="list-style-type: none"> • WHO 1a and 1b: World Health Organization Acute toxicity classification Ia and I • EU: Banned or severely restricted in the European Union according to PAN List of Lists • US: Banned or severely restricted pesticide EPA according to PAN List of Lists
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The World Health Organisation has produced a summary: **Recommended Classification of Pesticides by Hazard, and Guidelines to Classification, 2019. This recommended glyphosate should be included in Classification of Pesticides by Hazard, Class III**

The following 42 UK boroughs and townships have issued bans or restrictions on pesticides and herbicides, including glyphosate:

Table 4

1. Balerno (Scotland)	11. Derry City (Northern Ireland)	22. Highland (Scotland)	32. Petersfield
2. Bath	12. Faversham	23. Lambeth	33. Reading
3. Brighton	13. Folkestone & Hythe	24. Lewes	34. Renfrewshire (Scotland)
4. Bristol	14. Frensham	25. London - Greater London Authority	35. Shaftesbury
5. Bury (ban in children’s play areas)	15. Frome	26. Lyme Regis	36. Shetland (Scotland)
6. Cambridge	16. Glastonbury	27. Manningtree	37. Sunderland
7. Chichester	17. Guildford	28. Midlothian (Scotland)	38. Trafford
8. Colchester	18. Hackney	29. North Lanarkshire (Scotland)	39. Wadebridge
9. Cowes (Isle of Wight)	19. Hadleigh	30. North Somerset	40. Warminster
10. Croydon	20. Hammersmith & Fulham	31. Peterlee	41. Waverley
	21. Hexham		42. Wirral

[https://www.wisnerbaum.com/toxic-tort-law/monsanto-roundup-lawsuit/where-is-glyphosate-banned-/](https://www.wisnerbaum.com/toxic-tort-law/monsanto-roundup-lawsuit/where-is-glyphosate-banned/)

City of Westminster “Consequently, the ban incorporates all products containing glyphosate on all council managed outdoor spaces and housing estates. With the council encouraging all landowners in the borough to follow suit. This follows from the previous phasing out of the use of glyphosate in parks, play areas, streets, and open spaces in 2020” <https://www.westminster.gov.uk/news/councils-push-green-spaces-after-banning-toxic-weedkiller-all-council-property>

The Royal Borough of Kensington and Chelsea “In order to further support The Royal Borough of Kensington and Chelsea’s environmental objectives, idverde has adopted the Foamstream method of weed control on the contract, following a successful trial in the London Borough of Southwark. Foamstream is an environmentally friendly method of weed control, which kills weeds using a mixture of hot water and foam, and which thereby greatly reduces the need for the use of herbicides on the contract.” <https://www.idverde.co.uk/projects/long-term-partnership-with-a-carbon-neutral-goal>

London Borough of Hammersmith and Fulham. “To be the most environmentally positive borough in the country we have to be bold and innovative in what we do. That’s why we were the first London borough to halt the standardised spraying of potentially harmful glyphosate weedkillers. We’re really excited about pioneering the use of chemical-free weed control that is better for people, pets, and the environment.” <https://www.bali.org.uk/news/idverde-adopt-chemical-free-weed-control-solution/>

On the 19th December 2022, the UK Government at the Conference of the Parties 15, agreed with other Nations to adopt Four Goals and 23 Targets for 2030, in the Landmark UN Biodiversity Agreement:

COP15: TARGET 7

Reduce pollution risks and the negative impact of pollution from all sources, by 2030, to levels that are not harmful to biodiversity and ecosystem functions and services, considering cumulative effects, including: reducing excess nutrients lost to the environment by at least half including through more efficient nutrient cycling and use; **reducing the overall risk from pesticides and highly hazardous chemicals by at least half** including through integrated pest management, based on science, taking into account food security and livelihoods; and also preventing, reducing, and working towards eliminating plastic pollution.

<https://www.cbd.int/article/cop15-cbd-press-release-final-19dec2022>.

<https://www.gov.uk/government/news/new-deal-to-protect-nature-agreed-at-cop15>

Which is why it is essential to know how much of these chemicals BCP Council is using and whether it is meeting these targets to reduce its use of these chemicals.

Status of glyphosate in the EU

Glyphosate is [currently approved](#) in the EU until 15 December 2033

The **COMMISSION IMPLEMENTING REGULATION (EU) 2023/2660 (28 November 2023)** renewed the approval of the active substance glyphosate in accordance with Regulation (EC) No 1107/2009 of the European Parliament and of the Council and amending Commission Implementing Regulation (EU) No 540/2011 https://eur-lex.europa.eu/eli/reg_impl/2023/2660/oj

However, there are these conditions and restrictions;

(27)The use of plant protection products containing glyphosate for pre-harvest uses may not always be compliant with Directive 2009/128/EC in conjunction with the provisions of Article 55 of Regulation (EC) No 1107/2009. Therefore, Member States should be required to pay particular attention to pre-harvest uses when carrying out assessments for their authorisation. Specifically, use of plant protection products containing glyphosate for desiccation to control the time point of harvest or to optimise threshing is not considered to comply with the provisions of Article 55 of Regulation (EC) No 1107/2009 and, therefore, should not be authorised.

(28)As plant protection products containing glyphosate are also used for non-agricultural applications, Member States should, in accordance with [Directive 2009/128/EC](#), ensure that the use of plant protection products containing glyphosate is minimised or prohibited in sensitive areas such as public parks and gardens, sports and recreation grounds, school grounds and children's playgrounds and in the close vicinity of healthcare facilities.

(30)Glyphosate has been subject to two comprehensive assessments since 2012, both of which have not identified concerns indicating that the approval criteria laid down in Regulation (EC) No 1107/2009 are not fulfilled. As such it cannot be expected that in the near term enough new information would be accumulated to result in a different outcome. At the same time, it is noted that research on glyphosate has intensified in recent years and new insights on the properties of glyphosate relevant for the protection of human health and environment might arise. In order to balance those considerations, it is appropriate to provide for a renewal of the approval of

glyphosate for a period of 10 years. Furthermore, the approval of the active substance may be reviewed at any time pursuant to Article 21 of Regulation (EC) No 1107/2009.

Directive 2009/128/EC, States

- (10) Considering the possible risks from the use of pesticides, the general public should be better informed of the overall impacts of the use of pesticides through awareness-raising campaigns, information passed on through retailers and other appropriate measures.
- (16) Use of pesticides can be particularly dangerous in very sensitive areas, such as Natura 2000 sites protected in accordance with Directives 79/409/EEC and 92/43/EEC. In other places such as public parks and gardens, sports and recreation grounds, school grounds and children's playgrounds, and in the close vicinity of healthcare facilities, the risks from exposure to pesticides are high. In these areas, the use of pesticides should be minimised or prohibited. When pesticides are used, appropriate risk management measures should be established and low-risk pesticides as well as biological control measures should be considered in the first place
<https://eur-lex.europa.eu/legal-content/EN/ALL/?uri=celex:32009L0128>

It is important to note that many countries have gone further regarding the regulations and conditions of the use of glyphosate. These include Austria, Belgium, Czech Republic, Denmark, Estonia, Finland, France Germany, Italy, Luxembourg Netherlands, Slovakia, Slovenia and Sweden. The comprehensive details of these policies are available as a pdf file EU COUNTRIES OWN RESTRICTIONS ON THE USE OF GLYPHOSATE in my Google drive (link at bottom of report)

Outside of the EU, 28 US Cities that have Restricted or banned glyphosate

[https://www.wisnerbaum.com/toxic-tort-law/monsanto-roundup-lawsuit/where-is-glyphosate-banned-/](https://www.wisnerbaum.com/toxic-tort-law/monsanto-roundup-lawsuit/where-is-glyphosate-banned/)

This raises questions about:

Why is the BCP council not restricting the use of these chemicals in the listed sensitive public areas?

How is the BCP council informing the public of the risks to these chemicals?



Although Britain has left the EU , many EU laws and Regulations still apply to the UK:

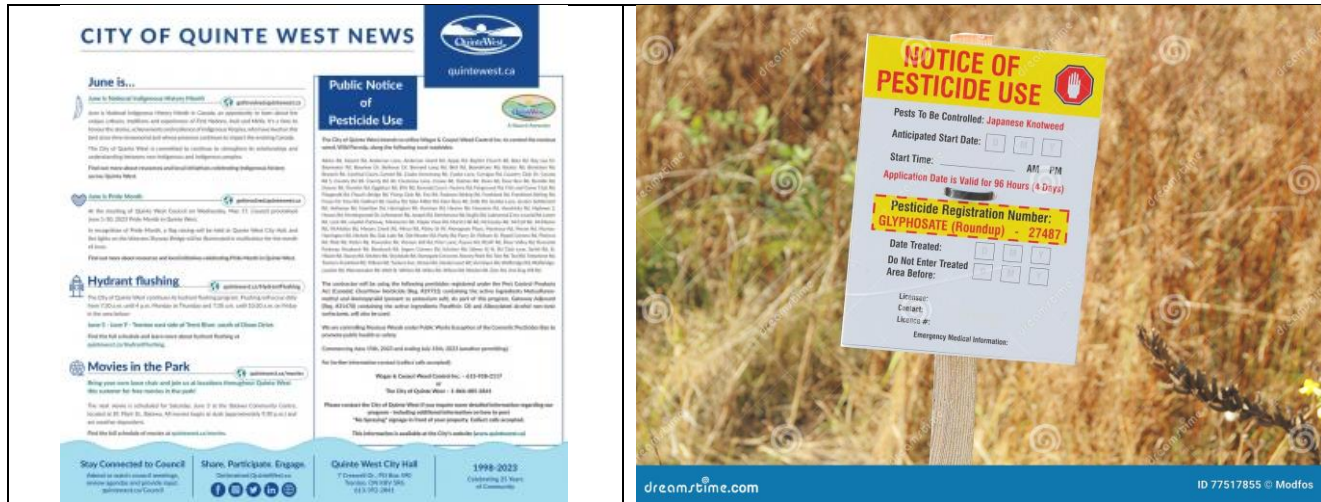
Regulating pesticides in the UK after Brexit.

“All relevant EU law in relation to the regulation of plant protection products in force on 31 December 2020 was retained in GB law”.
<https://www.hse.gov.uk/pesticides/brexit.htm>

Examples of Responses by other Authorities

Below are just some examples of how other local authorities are informing the public of the risks to these chemicals. More examples in Google Drive. https://drive.google.com/drive/folders/1rBg6FiGiTB8lsEXuD6swT6gY-y9_1vV7?usp=drive_link.

 <p>PESTICIDE APPLICATION</p> <p>PESTICIDE APPLIED ON: <u>JUNE 18TH</u></p> <p>BY: <u>SHORE SAFE</u></p> <p><u>LANDSCAPING</u></p> <p><u>609-876-5432</u></p> <p>This sign must be posted for 24 hours following pesticide application.</p> <p>SmartSign.com • S-4968</p>	 <p>Public Notice of Pesticide Use</p> <p>For the promotion of public health and safety as noted within subsection 7.1 (2) of Pesticides Act, the Township of North Dundas intends to utilize Green Stream Lawn and Vegetation Management Inc. to control noxious weeds along the rural roadsides as shown in the attached map.</p> <p>The Contractor will be using the following pesticides:</p> <p>Clearview Herbicide, active ingredients Aminopyralid, present as potassium salt, Metsulfuron-methyl, (Reg. #29752).</p> <p>Gateway Adjuvant, active ingredients Paraffinic Oil, Alkoxylated alcohol non-ionic surfactants emulsifiable concentrate, (Reg. #31470).</p> <p>Commencing on May 10, 2021 (weather permitting) and ending June 25, 2021</p> <p>For further information contact:</p> <p>Green Stream Lawn and Vegetation Management Inc. Call Collect- 1-905-510-1229 or Township of North Dundas - 613 774 2105</p> <p>Please contact the Township if you require more detailed information regarding our program</p>
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Many other countries have done similar things:

https://www.health.wa.gov.au/Articles/N_R/Pesticide-signage-when-spraying-in-a-public-place

Notice for Schools and day care centres New York State :

<https://ag.ny.gov/resources/organizations/business-guidance/pesticide-notification-requirements>

1999 US report <https://www.beyondpesticides.org/assets/media/documents/infoservices/pesticidesandyou/Winter%2098-99/The%20Building%20of%20State%20Indoor%20Pesticide%20Policies.pdf>

County of Essex May 21, 2020 <https://www.countyofessex.ca/en/news/public-notice-of-pesticide-use.aspx>

Public Notice of Pesticide Use, Middlesex County May 2, 2023

https://www.middlesex.ca/sites/default/files/2023-05/2023%20Weed%20Spraying%20Notice_0.pdf

<https://www.strathroytoday.ca/2023/05/02/notice-public-pesticide-use/>

San Francisco Nov 19 2015

<https://inhabitat.com/why-is-san-francisco-spraying-toxic-pesticides-in-public-parks-and-playgrounds/>

Environmental guidance for your business in Northern Ireland & Scotland:

Notify local people before spraying:

Before you spray pesticide, you must also notify:

- local bee-keeper groups at least 48 hours before application
- the chief environmental health officer for the area, or in Northern Ireland the district council, 24 to 48 hours before application
- occupants or owners of property within 25 metres of the area to be treated, 24 to 48 hours before application
- the person in charge of any **school, hospital** or **other institution** within 150 metres of the flight path, 24 to 48 hours before application

<https://www.netregs.org.uk/environmental-topics/materials-fuels-and-equipment/materials-and-equipment-for-agriculture-animal-care/spraying-pesticides/>

Terminology: Pesticides and Herbicides

There may be some confusion over the term pesticides, and in regulations towards herbicides. Glyphosate is classified as a herbicide.

The following is the weblink to the Code of Practice;

https://www.hse.gov.uk/pesticides/assets/docs/Code_of_Practice_for_using_Plant_Protection_Products_-_Complete20Code.pdf from Sparsholt College Hampshire, who do the training in PA1 and PA6

The spraying of herbicides needs to follow the same regulations , as it is spraying harmful chemicals

" The term 'pesticides' is defined in the Control of Pesticides Regulations 1986 (as amended by the Control of Pesticide (Amendment) Regulations 1997), regulation 3. Briefly, it means any substance, preparation or organism that is prepared for or used to control any pest. A pest is any unwanted plant, harmful creature, or organism that is harmful to plants, wood or other plant products".

These regulations also state that;

When applying pesticides:

- *in areas where the public are allowed to go, you must make sure that people are not put at risk;*
- *to crops or other areas to be treated, you must not let your pesticide drift onto areas or routes where the public have access, whether people are using them at the time or not.*

To make sure people are not put at risk you should:

- *Find out the public access provision on or near to areas you are treating.*
- *Stop for a while if there is a risk to health, for instance from the machinery you are using or from spray, if there are people using the land or right of way while you are applying pesticides.*
- *Not put anyone at risk as you apply the pesticide if a public right of way or other public access crosses or runs alongside a field or other area you are going to treat. Consider using notices to tell people that pesticides are being applied and asking them to keep themselves, children and pets to the path or access area. Remember, you must not put up a notice that might stop people going onto the right of way or into any area they have a right to use. You should contact the highway authority (usually your local authority such as county or unitary authority) and get their advice (you need their permission if you are putting a notice on the right of way). You may want to tell people what the pesticide is and what it does without using technical jargon they may not understand. You can put such notices on the grounds rather than on the public right of way, but everyone should be able to see them from where they are allowed to go.*
- *Put up suitable warning notices at the main access points to the area when you are applying pesticides in areas where people are allowed to go over a wide area, such as moorland or forests. These access points may be where the public leave the tarred road or car park and should be a considerable distance from the application site. In the notices you may want to suggest an alternative route.*
- *Take account of any remaining risks, such as to children and pets straying into freshly treated areas. Some pesticide labels tell you to keep unprotected people and livestock out of the treated area for a specific period. Do not use these pesticides if you cannot restrict access to the site until the area is safe.*

Also in this same document, the following advice is given concerning bees:

3.8.5 How can bees be protected?

The British Beekeepers' Association (BBKA) will be able to give you details of the beekeepers' spray liaison officer for areas in England (see their website at www.bbka.org.uk). For Welsh areas you should phone the Welsh Beekeepers' Association (WBA) on 01974 298336.

Products that may harm bees will be labelled as 'harmful', 'dangerous', 'extremely dangerous' or 'high risk' to bees. You should tell the beekeepers identified in your environmental risk assessment, or the local beekeepers' spray liaison officer, 48 hours before you plan to use a pesticide at the times of the year when bees are at risk or whenever you intend to use a pesticide that specifically harms bees. This will allow beekeepers to take the necessary precautions. You should also tell beekeepers if you change your plans.

I can confirm from the president of the Dorset Beekeepers Association. No one from the BCP council has contacted them about the use of pesticides or herbicides applications .

The use of any chemicals on the environment is a very serious concern for our country's future.

As reported to the **House of Commons Science Innovation and Technology Committee**: Insect Decline and UK Food Security, June 2023.

There has been a 60% decline in the insect population in less than 10 years. Mainly due to the use of pesticides and land-use.

<https://parliamentlive.tv/event/index/da53cb80-399e-4f8d-94e2-3855fa2b2b99>

<https://parliamentlive.tv/event/index/a677fe19-0e47-4b39-972f-c1fd78883886>

Full reports in google drive with video testimony. (Click bellow link)

https://drive.google.com/drive/folders/1x-Yl3c6PCWqjtqbin01DQohy5_bVLxsr?usp=sharing

In terms of precise risk mitigation, research indicates that France has been compensating farmers with Parkinson's for the last three years following numerous scientific studies linking the disease to the use of the pesticide.

<https://www.euronews.com/2023/11/17/france-to-continue-compensating-farmers-with-parkinsons-disease-linked-to-glyphosate-use>

France does not yet want to ban the pesticide, but is convinced that there is a link between Parkinson's disease and the chemical. As a consequence, farmers in France who can prove they are suffering from Parkinson's disease are entitled to compensation from the government.

Financial risk to the council.

Bayer is the company that makes glyphosate. Bayer's shares fall nearly 6% after a court order to pay \$2.25 billion in damages was issued in the Philadelphia, January 29, 2024

<https://www.reuters.com/business/healthcare-pharmaceuticals/bayer-shares-drop-45-after-jury-verdict-over-225-bln-damages-2024-01-29/>

In 2020, Bayer settled most of the Roundup cases that were pending at the time for up to \$9.6 billion but failed to get court approval for an agreement to prevent future cases. More than 50,000 claims now remain pending

A California jury hit Bayer with \$2 billion award in a Roundup cancer trial May 14, 2019

<https://www.reuters.com/article/us-bayer-glyphosate-lawsuit-idUSKCN1SJ29F>

As mentioned in a previous email to BCP councillors in July, alternatives to most of these chemicals exist . An example is the Foamstream method used by other councils.

Details of this and all the research and information is available on the following google shared drive.

<https://drive.google.com/drive/folders/1Q0zGdPfFPahPKWncX99CLsAFCElsjE3I?usp=sharing>

To reiterate, BCP Council needs to be able to answer the following three questions.

1. What were the quantities of chemicals used by BCP 2023?
2. Why is the BCP council not restricting the use of these chemicals in the listed sensitive public areas in accordance with the Directive 2009/128/EC?
3. How is the BCP council informing the public of the risks to these chemicals in accordance with the Directive 2009/128/EC?

Regards



Stephen Harper UCU Environmental Rep for Bournemouth University

Other Sources ;

<https://ipm-coalition.org/facet-database>

<https://secure.pesticides.gov.uk/garden/prodsearch.asp>

<https://secure.pesticides.gov.uk/garden/ProdList.asp>

<https://sitem.herts.ac.uk/aeru/ppdb/en/search.htm>

<https://www.echa.europa.eu/information-on-chemicals>

<https://www.ewrs.org/>

<https://stateofnature.org.uk/>

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