

Notice of Cabinet

Date: Wednesday, 18 June 2025 at 10.15 am

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



Membership:

Chairman:

Cllr M Earl

Vice Chairman:

Cllr M Cox

Cllr D Brown
Cllr R Burton
Cllr A Hadley

Cllr J Hanna
Cllr R Herrett
Cllr A Martin

Cllr S Moore
Cllr K Wilson

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

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

<https://democracy.bcpCouncil.gov.uk/ieListDocuments.aspx?MIId=6063>

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

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

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

GRAHAM FARRANT
CHIEF EXECUTIVE

10 June 2025

**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. Declarations of Interests

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

Declarations received will be reported at the meeting.

3. Confirmation of Minutes

To confirm and sign as a correct record the minutes of the Meeting held on 13 May 2025.

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4. Public Issues

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

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

The deadline for the submission of public questions is mid-day on Thursday 12 June 2025 [mid-day 3 clear working days before the meeting].

The deadline for the submission of a statement is mid-day on Tuesday 17 June 2025 [mid-day the working day before the meeting].

The deadline for the submission of a petition is Wednesday 4 June 2025 [10 working days before the meeting].

5. Recommendations from the Overview and Scrutiny Committees

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

ITEMS OF BUSINESS

6. Bournemouth Air Festival

15 - 22

This report provides an update on the feasibility of providing an agreement with a potential operator for 2026 onwards in relation to the Bournemouth Air Festival along with an update on the position of potential for sponsorship for 2026 onwards.

Following the work undertaken and discussions that have taken place, this paper recommends to stop any further work on delivery of an Air Festival whilst recognising the process in place for new events to come forward in the future.

7.	Corporate Performance Report - / End of Year	23 - 42
	<p>BCP Council adopted 'A shared vision for Bournemouth, Christchurch and Poole 2024-28' in May 2024.</p> <p>The shared vision is the corporate strategy which sets out the council's vision, priorities and ambitions as well as the principles which underpin the way the council works as it develops and delivers its services.</p> <p>Incorporated in the vision is a set of measures of progress for achieving the vision, priorities and ambitions.</p> <p>This is the fourth quarterly performance monitoring report, presenting an update on the progress measures.</p> <p>The council's delivery against its priorities and ambitions can also be monitored through a performance dashboard which is available on the council's website providing up-to-date real time information on the progress measures.</p>	
8.	Bournemouth Development Company - Winter Gardens project	43 - 108
	<p>Bournemouth Development Company (BDC) is a joint venture between Muse and BCP Council, established to unlock housing supply and attract private sector investment into the conurbation. Regeneration of Bournemouth Town Centre is a key priority to revitalise the retail and housing offer for residents and reimagine underutilised sites. The Winter Gardens site has been identified, for many years, as a priority regeneration project to deliver corporate strategic objectives.</p> <p>This report seeks approval for the new BDC Partnership Business Plan which is required to set out the agreed priorities and confirm how sites will be taken forward through the Bournemouth Development Company. This will confirm the extension to the Site Option Execution Date for Winter Gardens to September 2028, which was approved in principle by Cabinet in March, subject to the production of a new Partnership Business Plan.</p> <p>The paper sets out the next steps for the Winter Gardens project to deliver circa 500 homes through the redevelopment of the existing surface car park and acquired land.</p>	
9.	Our Place and Environment: Bus Service Improvement Plan (BSIP) – Pokesdown and Southbourne	109 - 190
	<p>This report considers the outcome of public consultation on proposed alterations to parking and restrictions along Seabourne Road (and adjoining streets), Southbourne Grove and Southbourne Road aimed at improving journey times and reliability for buses and general traffic whilst balancing the needs of residents and businesses.</p> <p>The report recommends full consideration of the consultation outputs and implementation of the measures proposed.</p>	
10.	Our Place and Environment: Safer Roads Fund – 20mph Boscombe and Pokesdown (\$107)	191 - 256
	<p>As part of a national programme, the Council was allocated £1.89m of Safer Roads Fund (SRF) grant by the Department for Transport (DfT) for</p>	

road safety improvements along the A35 between Iford roundabout and St Pauls roundabout in Bournemouth.

The recommendation is aligned with the emerging new Corporate Strategy and the Council Climate Action Strategy 2023 to 2028

This report considers the outcome of the public consultation on the 20mph proposals in Boscombe and Pokesdown.

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

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

12. Cabinet Forward Plan

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

257 - 274

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.

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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
CABINET

Minutes of the Meeting held on 13 May 2025 at 10.15 am

Present:-

Cllr M Earl – Chairman

Cllr M Cox – Vice-Chairman

Present: Cllr D Brown, Cllr R Burton, Cllr A Hadley, Cllr J Hanna, Cllr A Martin,
Cllr S Moore and Cllr K Wilson

Also in attendance: Cllr P Canavan (Chair of the Health and Adults Social Care Overview
& Scrutiny Committee)

Also in attendance virtually: Cllr K Salmon (Chair of the Overview and Scrutiny Board)

Apologies: Cllr R Herrett

1. Declarations of Interests

There were no declarations of interest made on this occasion.

2. Confirmation of Minutes

The Minutes of the meeting held on 2 April 2025 were confirmed and signed as a correct record subject to the inclusion of apologies being recorded from Councillor Mike Cox and Councillor Jeff Hanna.

3. Public Issues

Cabinet was advised that there had been no petitions, questions or statements submitted by members of the public on this occasion.

4. Recommendations from the Overview and Scrutiny Committees

In opening the item the Leader of the Council expressed thanks to Councillor Stephen Bartlett who had recently stepped down as Chair of the Board, for all his hard work and thorough scrutiny.

Further to this the Leader welcomed Councillor Kate Salmon as the newly appointed Chair of the Board.

Councillor Kate Salmon addressed the Cabinet also firstly expressing thanks to Councillor Stephen Bartlett for his Chairmanship of the Board for the previous 5 years, and then to advise that the following recommendations had been agreed by the Board at the previous evenings meeting for submission to Cabinet for consideration: -

Overview and Scrutiny Board Agenda Item 11 ‘Arts and Culture Funding’

The Overview and Scrutiny Board agreed the following recommendations to Cabinet on this item:

- 1. O&S Board recognise the value of the National Portfolio Organisations (NPOs), funded by BCP Council, to health and well-being, youth and the local economy; and urge Cabinet to protect the funding BCP currently provides.*
- 2. O&S Board recommend that Cabinet endorse the work that's been done with schools by the NPOs and take action to encourage all schools to take part.*
- 3. O&S Board recommend that Cabinet explore whether it would be of benefit for a councillor to be appointed as a member on the boards of any or all of the NPO organisations.*

(Unanimous Decisions)

- 4. O&S Board recommend that Cabinet ensure that the Arts by the Sea Festival goes ahead next year.*

(Majority Decision)

The Leader thanked the Board for their recommendations and called on the Portfolio Holder for Customer, Communications and Culture to respond.

Portfolio Holder for Customer, Communications and Culture thanked the Board for their comprehensive discussion and for the recommendations.

The Chair of the Overview and Scrutiny Board requested that the Board receive a clear response on the recommendations presented today and for future recommendations and in relation to this the Leader advised that the portfolio holders could provide feedback to the Board.

5. Medium Term Financial Plan (MTFP) Update

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

Cabinet was advised that the report:

- Presented an update on Local Government Funding Reforms and the government Spring Statement.
- Aimed to ensure the council presents a legally balanced 2026/27 budget.
- Proposed a budget planning process and timeline for key financial reports; and
- Proposed a financial strategy to support the delivery of a robust and financially sustainable budget for 2026/27.

The Chair of the Overview and Scrutiny Board, Councillor Salmon addressed the Cabinet advising that at the meeting the previous evening the Board following a wide-ranging debate around the item, particularly in

respect of the dedicated schools grant (DSG) had supported the recommendations within the report.

The Chair of the Health and Adults Overview & Scrutiny Committee, Councillor Canavan addressed the Cabinet in relation to the scrutiny work which had taken place on the budget. In relation to this Councillor Canavan advised that whilst it had been useful there had been a discussion recently with the Scrutiny Chairs on ways in which budget scrutiny could be carried out differently and the way in which work is prioritised in the future.

A number of Cabinet members spoke on the report highlighting the importance of having the right support from national government particularly with regards to the Dedicated Schools Grant.

RESOLVED that Cabinet: -

- (a) approved the budget timetable and process as set out in Appendix B;**
- (b) endorsed the scenario planning exercise that guides the potential level of activity that may now be needed to present a legally balance budget for 2026/27; and**
- (c) approved the financial strategy designed to support the ongoing delivery of a balanced 2026/27 Budget and MTFP as set out in Appendix C.**

Voting: Unanimous

Portfolio Holder: Finance

Reason

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

To comply with the Councils Constitution and the requirement to have as a minimum a 3-year Medium Term Financial Plan

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

To present a proposed financial strategy to support the ongoing delivery of a balanced budget for 2026/27

6. BCP Local Plan next steps, updated Local Development Scheme (LDS) and Statement of Community Involvement (SCI)

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

Cabinet was advised that following Stage 1 examination hearings on the draft BCP Local Plan in January 2025, the Inspectors provided a post hearing letter in early March 2025.

In relation to this Cabinet was informed that the letter stated that the Council had failed to adequately discharge the Duty to Cooperate, and that this was not something that can be rectified during the examination.

Cabinet was therefore recommended to withdraw the draft BCP Local Plan from examination.

Cabinet was informed that the associated Community Infrastructure Levy (CIL) Charging Schedule that was submitted for its own examination at the same time is also recommended to be withdrawn due its strong ties with the draft Local Plan.

Cabinet was advised that if Cabinet and Council agree the withdrawal of the Local Plan and CIL Charging Schedule, a new Local Plan will need to be prepared, and that a timetable (Local Development Scheme - LDS) for this new Plan is recommended in Appendix 1.

Cabinet was further advised that to facilitate community involvement and good plan making and development management processes, an updated Statement of Community Involvement (SCI) is also recommended for Cabinet to agree at Appendix 2.

In presenting the report the Leader emphasised the need to demonstrate a 5 year housing supply and of the mandatory housing numbers.

Councillor Patrick Canavan addressed the Cabinet highlighting that the report is due to be scrutinised by the Environment and Place Overview & Scrutiny Committee meeting at their meeting the next day and questioned whether this was the appropriate Scrutiny Committee. In addition Councillor Canavan stressed the importance of meeting the mandatory housing targets in order to retain control.

The Chair of the Overview and Scrutiny Board, Councillor Kate Salmon advised that whilst the item wasn't on the agenda for the previous evenings meeting of the Board that the item had been raised at the end of the meeting and the question raised as to whether the Environment and Place Overview & Scrutiny Committee (E&P O&S Committee) was the appropriate Committee. In relation to this the Chair of the Board advised that whilst it falls under the remit of the E&P O&S Committee that the Chairs of the Overview and Scrutiny Committees would be meeting to discuss how all the Overview and Scrutiny Committees could be involved in the scrutiny of this going forwards.

Cabinet members spoke raising concern with regards to the challenging mandatory housing targets and of the importance of ensuring the appropriate infrastructure is in place and that the housing which is built is that which is required.

RECOMMENDED that Cabinet: -

- (a) recommends to Council that the draft BCP Local Plan be withdrawn from examination;**
- (b) recommends to Council that the draft BCP CIL Charging Schedule be withdrawn from examination;**
- (c) agrees to the publication of a new Local Development Scheme at Appendix 1 and submission to Government, subject to Council agreement to withdraw the draft BCP Local Plan under recommendation a.**

(d) agrees the updated Statement of Community Involvement at Appendix 2.

Voting: Unanimous

Portfolio Holder: Leader of the Council

Reason

The draft BCP Local Plan has not been supported by the Inspectors' at examination Stage 1.

Local Authorities are required to produce, and keep up to date, a Local Development Scheme (LDS) which sets out the future planning documents the Council will be producing within a three-year period and the timescales and key milestones for their preparation. A new LDS is needed if the Council chooses to withdraw the draft BCP Local Plan and start work on a new BCP Local Plan.

To update the SCI for the purpose of good planning.

7. Our Place and Environment: Consolidated Active Travel Fund 2025/26

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 'C' to these Minutes in the Minute Book.

Cabinet was advised that the Council has been allocated and accepted £1.459m Consolidated Active Travel Fund (CATF) grant from Active Travel England (ATE) for walking, wheeling and cycling improvements to deliver schemes aligned with the Local Cycling and Walking Infrastructure Plan (LCWIP) approved by Council in May 2022.

In relation to this Cabinet was advised that the award comprises £1.128m of capital and £331k of revenue funding.

Cabinet was informed that the report recommended how the grant award should be invested and sought delegation to facilitate delivery.

RECOMMENDED that Cabinet: -

(a) recommends to Council delegation of the investment of the £1.459m of Consolidated Active Travel Fund 2025/26 to the Service Director for Planning & Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy

Voting: Unanimous

Portfolio Holder: Climate Response, Environment and Energy

Reason

To set out recommended investment of the CATF 2025/26 award and seek Council approval to deliver in line with the constitution and financial regulations delegations.

The investment of the ATF funding is aligned with the LCWIP; Council's Corporate Strategy; and the Climate and Ecological Emergency Action Plan.

8. Russell-Cotes Art Gallery and Museum Arts Council England (ACE) Museum Estate and Development (MEND) Grant

The Portfolio Holder for Customer, Communications and Culture presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'D' to these Minutes in the Minute Book. Cabinet was advised that in August 2024 the Russell-Cotes Art Gallery and Museum applied for a grant from Arts Council England (ACE)'s Museum Estate and Development Fund Round 4, to fund urgent repair work on the fabric of the building.

In relation to this Cabinet was informed that in February 2025, ACE wrote to confirm success and an allocation of £1,500,817, match funded by £250,000 from CIL and £109,317 from legacies to the Museum charity, making a total project grant of £1,860,134.

Cabinet was advised that this paper informed Cabinet of this success and sought delegation to formally accept the grant and invest awarded money and match funds in line with the application to ACE.

RECOMMENDED that Cabinet: -

- (a) recommends Council to accept the £1,500,817 from Arts Council England MEND Round 4 and delegates authority to the Director of Customer & Property to complete the formal acceptance process on behalf of the Council**
- (b) notes the match funding of £250,000 from CIL and £109,317 from restricted legacies; and**
- (c) approves their investment in the project outcomes of urgent repairs and renewals outlined in the application to ACE**

Voting: Unanimous

Portfolio Holder: Customer, Communications and Culture

Reason

Financial Regulations require the acceptance of external funding and approval of any project over £1million by full Council.

ACE require Cabinet approval before payment can be made.

The grant will be spent on urgent remedial maintenance of the Russell-Cotes Art Gallery and Museum (of which BCP Council is sole trustee) to ensure it can remain open and survive.

9. BCP Complaints Policy

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

Cabinet was advised that an effective complaints process demonstrates commitment to accountability, fosters trust amongst customers and stakeholders, and provides a structured way to address concerns appropriately and promptly.

Cabinet was informed that recent revisions to the Local Government Ombudsman Complaint Handling Code had introduced changes designed to enhance the efficiency, transparency and responsiveness of local authorities in handling complaints, and that these modifications affect the operations and policies of all UK local authorities.

Cabinet was advised that the BCP Council Complaints Policy had been updated and additionally, a separate new policy had also been prepared regarding Unreasonable Actions, as also recommended by the Local Government Ombudsman.

The Chair of the Overview and Scrutiny Board, Councillor Kate Salmon addressed the Cabinet advising that the Board had thoroughly debated the report at the previous evenings meeting, and that whilst no formal recommendations had been submitted by the Board that the Board had welcomed the report and expressed a need for there to be a joined up approach across the Council.

Cabinet members expressed thanks to officers for their work on this report with the Portfolio Holder advising that he would work with officers as this process goes forwards.

RESOLVED that Cabinet: -

- (a) approves the updated BCP Complaints policy; and**
- (b) approves the Unreasonable Actions Policy**

Voting: Unanimous

Portfolio Holder: Customer, Communications and Culture

Reason

These policies now reflect the changes at a national level that are being introduced by the Local Government Ombudsman.

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

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

11. Cabinet Forward Plan

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

The meeting ended at 11.55 am

CHAIRMAN

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CABINET



Report subject	Bournemouth Air Festival
Meeting date	18 June 2025
Status	Public Report
Executive summary	<p>This report provides an update on the feasibility of providing an agreement with a potential operator for 2026 onwards in relation to the Bournemouth Air Festival along with an update on the position of potential for sponsorship for 2026 onwards.</p> <p>Following the work undertaken and discussions that have taken place, this paper recommends to stop any further work on delivery of an Air Festival whilst recognising the process in place for new events to come forward in the future.</p>
Recommendations	<p>It is RECOMMENDED that Cabinet:</p> <p>a. Agrees to Option 4, which acknowledges the ongoing process for new events to come forward and stops any further work on an Air Festival for 2026 onwards.</p>
Reason for recommendations	<p>To enable staff resources to be refocused on working with external commercial and community events to support achieving the corporate strategy of working closely with partners, removing barriers and empowering others, having explored all options and acknowledging the council's current and future financial position.</p>

Portfolio Holder(s):	Councillor Richard Herrett – Portfolio Holder for Destination, Leisure & Commercial Operations
Corporate Director	Glynn Barton – Chief Operations Officer
Report Authors	Amanda Barrie – Director of Commercial Operations Helen Wildman – Head of Leisure & Events
Wards	Council-wide
Classification	For Decision

Background

1. The Air Festival concept was developed in 2008 as a free event that would attract people to Bournemouth and build on the vision at the time for Bournemouth to become an 'event full' destination. Since 2008 the Bournemouth Air Festival has made a significant contribution to the local tourist economy, attracting several million visitors and residents and raising the profile of Bournemouth and the surrounding area.
2. An escalation in uncontrollable costs in delivery of the Air Festival since 2019 resulted in an increase in the net budget for the four-day festival from £300,000 in 2019 to £400,000 in 2022. Contributory factors to this increase are primarily the costs of insurance, security, infrastructure and counter terrorism measures which continue to increase.
3. Cabinet in November 2023 approved a 3-day event for 2024 with a reduced Council contribution for one year of £200,000. Cabinet also approved that an external provider be sought to provide an Air Festival going forward, which has been taken forward by officers in consultation with the Portfolio Holder and Leader.
4. The final Council-funded Air Festival took place from 29 - 31 August 2024 with the revised budget as detailed above in point 3. The festival benefited from three good days of weather and attracted in the region of 500,000 visitors to the event across both day and night activities.
5. The final subsidy position from the Air Festival for 2024 was a subsidy cost of £248,000 to the council, utilising £48,000 of the Council contingency set aside.
6. An update was provided to Cabinet in October 2024, on the work to explore options for an external operator to take forward a future Air Festival.
7. Cabinet approved the recommendation to take forward further exploration work on the feasibility of providing a 10-year agreement with a potential operator for 2026, alongside continuing discussions with any potential sponsorship leads to support the delivery of an Air Festival from 2026 onwards.

Feasibility work with potential operator

8. A specification for the underwriting and organisation of the Air Festival for the future was published in February 2024 with an invitation for interested organisations to submit an expression of interest.
9. Two expressions of interest were submitted after initial talks with five organisations. One operator was discounted after detailed discussions as their proposal required direct financial support from the Council.
10. The remaining potential operator attended the 2024 Air Festival.
11. Work has been ongoing with the potential operator to explore feasibility of a 10-year agreement following cabinet approval in October 2024. The proposal requests the rights to produce an air show for a period of 10 years beginning in 2026.
12. The financial model relies heavily on the commercialisation of the event including the area between Bournemouth and Boscombe piers where the proposal includes the provision of a variety of hospitality offers ranging in price.
13. Following their visit to the Air Festival in August, the council has met with the potential operator and has received a detailed list of negotiation points from them in order to progress. Many of these points have a financial implication to the council, which are outside the scope of the original specification.
14. Some of the negotiation points would fundamentally change the specification which went out further to market, and this is explored in the options appraisal below.

Feasibility work on sponsorship

15. Leads for potential sponsors have been followed up at a senior level to gauge any potential funding interest for 2026 onwards.
16. This has included a review of contacts held, with conversations between officers and relevant companies to explore any sponsorship opportunities in the first instance.
17. There have been no formal offers of sponsorship to date.

Options appraisal

Option 1 – Continue taking forward feasibility work of providing a 10-year agreement with the potential operator.

18. The council has met with the operator for discussions on their requirements against what we as a council can provide.
19. The current approach has been through expressions of interest based on a set specification. The original request from the operator noted above in point 13 veer considerably from the original specification. Therefore, in order to ensure openness and fairness with the market we would need to tender the opportunity if their requests are considered appropriate.
20. Should this be the case, the timeline to deliver this would make it unviable to undertake this and deliver an Air Festival in 2026.

21. Within the ongoing work with the operator in depth discussions have been undertaken on the commercial model the operator would run and the requirements for ensuring this is workable within the constraints on the open space.
22. To enable the model, a full closure of the open space would be required and non-negotiable to include the foreshore and promenade without access. This would contravene The Open Spaces Act 1906.
23. Whilst conversations have continued, it is recognised that a minimum of 12 months planning time will be required for an event in 2026 which would mean agreement on a Heads of Terms would be required by the end of June 2025
24. This option has been discounted due to the additional timescales required and the financial and legal constraints on the proposals.

Option 2 – Retest the market

25. The option to retest the market with an updated proposal remains, inviting further bids from operators.
26. An alternative option would be to write a new specification for a destination event which does not specify an air festival or the outline of what has been previously delivered to allow for new innovative proposals for a future sustainable event.
27. Compiling a new specification and going forward with a new event would need a significant lead in time allowing for a successful operator to have a full 12 months before delivery once a contract has been awarded. This would mean the delivery of a destination event would be 2027 onwards.
28. This option has been discounted as the market testing is likely to result in a similar response and has demonstrated the need for council financing to make it sustainable.

Option 3 – Seek sponsorship to fund an in house organised Air Festival at no cost to the Council

29. Across all of the departments within the Council it is estimated that a minimum of 5,000 officer hours were used on the Air Festival in 2024.
30. For an in house model to be sustainable, significant commercialisation would be required to include the chargeable admissions, enhanced premium parking and maximisation of catering, alcohol and hospitality.
31. Whilst expenditure costs stabilised in 2024, the implementation of Martyn's Law may further increase security costings for the event in the future.
32. The required sponsorship value would be £400,000 to enable this option to be taken forward.
33. Whilst it is recognised that there has been some interest in sponsorship of the event, there has not been a firm offer which would meet the required amount to move forward with an event therefore, this option has been discounted.

Option 4 – Acknowledging the ongoing process for new events to come forward stop any further work on an Air Festival for 2026

34. This option is based on no guaranteed position of confirming sponsorship or an external operator taking it forward and no funding from the council for the event as agreed at Cabinet in November 2023.
35. This option would cease all further work connected to finding a way forward to deliver an Air Festival and focus the events team resource on supporting external event organisers going forward along with the continuing film office and market management.
36. Proposals for new events of various scales come through to the events team on a regular basis. This open application process continues to be in place should any new proposals come forward for the organisation of a destination event in the future.
37. This option is recommended by officers

Summary of financial implications

38. Option 1 has the potential for direct income loss but some of this may be mitigated by additional visitor numbers. There will be staffing costs related to arranging any contract agreement.
39. Details on the requirements for staff resource from the Council is provided in the human resources implications and should be noted for the financial implications as they would be required for the 10 year period.
40. The detailed list of requirements provided by the operator will have financial implications for the council as there is currently no budget identified within the MTFP to be able to subsidise the operations requested.
41. Should a proposal progress to the point of a heads of terms agreement, a full financial check would need to be undertaken on the operator.
42. To take forward option 2, further procurement resource would be needed with a high risk that bidders would require a subsidy from the council.
43. The Council subsidy for the 2024 Air Festival was £248,000.
44. The apportioned central support overheads for the festival £187,000. This was offset by additional net secondary income generation which totalled £171,000. The direct cost of delivering the 2024 Air Festival to the Council was £264,000.
45. To take forward option 3, there would need to be the prospect of a significant increase in sponsorship or commercial income for the event to be run internally at no cost to the Council.
46. The recommended option 4 has no direct financial implications for the Council as no budget has been provided for an Air Festival in the current MTFP for any future year.

Summary of legal implications

47. Section 145 of the Local Government Act 1972 allows the Council to do anything or arrange for anything to be done (or contribute towards the expenses of doing of anything) necessary or expedient for the provision of an entertainment of any nature.
48. However, this will always be subject to any other requirements or consents which are required.

49. This area is leased to the Council and if option 1 is pursued, landlord's consent would be required under the provisions of the lease – the exact extent of which will depend on the details of the proposal. This consent should be obtained before any contractual arrangements are entered into with any third party.
50. A check should be made for any rights which have been granted or acquired by third parties over this area which may have to be accommodated within any proposals.
51. The beach area between Bournemouth and Boscombe pier currently hosts temporary event days including 8 days allocated for the Air Festival. If the 8-day period (including set up and breakdown) is exceeded, the use of this area for events could exceed the 28-day permitted period for temporary use with planning permission required.
52. It will be necessary to comply with the requirements of all relevant legislation, including but not limited to highway, road traffic, planning and procurement statutory requirements.
53. Option 4 has no direct legal implications for the Council as no work will be undertaken.

Summary of human resources implications

54. Option 1 will take significant contract management and support from the events team, anticipated to be particularly focused for the first 24 months. The staff resource is estimated to be equivalent to 1 x FTE Event Officer with significant management support.
55. Additional officer resource will be required for central Council departments for Option 1 to enable delivery from a third party to include legal, finance, planning, licencing, seafront and health & safety. Whilst the event would not be directly run by the Council, it has a duty of care to ensure the plans in place are suitable and sufficient from a safety perspective and also to cover statutory requirements.
56. On option 2, it is noted that approximately 5,000 officer hours are attributed to the Air Festival each year.
57. For option 4, event proposals sit within the existing resource for the events team for any future interest. The staff within the events team are now managing markets across BCP along with the newly formed film office which will redirect the resources previously used from this team for the Air Festival.

Summary of sustainability impact

58. Ceasing the Air Festival will reduce the environmental impact in terms of emissions and event fuel consumption.
59. The main challenge for sustainability for the event was the mode of transport to the event and any future events considered will need to consider this alongside other ways to minimise any environmental impact.

Summary of public health implications

60. An air show has the ability to provide a positive living experience to residents and visitors which supports active living and is positive to wellbeing. Take forward option 4 takes away this positive experience. Work with external events to ensure a varied events programme across BCP will assist with mitigating this.

Summary of equality implications

61. An initial EIA screening document focused on option 1 was completed and taken to an EIA panel on 4 September 2024 and it was agreed a more detailed assessment would be required should an option that sees the Air Festival be delivered in 2026 be agreed upon and full plans have been communicated.

Summary of risk assessment

62. A table summarising the risks can be found below.

Risks	Level	Mitigations
Financial – Loss of income to commercial services without a destination event such as parking	High	Continued work with stakeholders on the Town Centre regeneration Promotion of the film office and events to encourage external companies
Reputational – Loss of experience events staff and inability to recruit replacements staff with the level of experience required to deliver a destination event in the future	Medium	Staff engagement and other opportunities within BCP for retention
Reputational – Loss of a destination event for Bournemouth bringing tourism and business to the area	High	Continued work with stakeholders on the Town Centre regeneration Promotion of the film office and events to encourage external companies

Background papers

Cabinet 2 October 2024 - [democracy.bcpccouncil.gov.uk/documents/g5903/Public reports pack 02nd-Oct-2024 10.15 Cabinet.pdf?T=10](https://democracy.bcpccouncil.gov.uk/documents/g5903/Public%20reports%20pack%2002nd-Oct-2024%2010.15%20Cabinet.pdf?T=10)

Cabinet 22 November 2023 – [\(Public Pack\)Agenda Document for Cabinet, 22/11/2023 10:15](#)

Appendices

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CABINET



Report subject	Corporate Performance Report - / End of Year
Meeting date	18 June 2025
Status	Public Report
Executive summary	<p>BCP Council adopted 'A shared vision for Bournemouth, Christchurch and Poole 2024-28' in May 2024.</p> <p>The shared vision is the corporate strategy which sets out the council's vision, priorities and ambitions as well as the principles which underpin the way the council works as it develops and delivers its services.</p> <p>Incorporated in the vision is a set of measures of progress for achieving the vision, priorities and ambitions.</p> <p>This is the fourth quarterly performance monitoring report, presenting an update on the progress measures.</p> <p>The council's delivery against its priorities and ambitions can also be monitored through a performance dashboard which is available on the council's website providing up-to-date real time information on the progress measures.</p>
Recommendations	<p>It is RECOMMENDED that Cabinet:</p> <p>(a) Consider the quarter four/end of year performance</p> <p>(b) Note that work continues to expand the data available on the interactive performance dashboard</p>
Reason for recommendations	<p>Our shared vision for Bournemouth, Christchurch and Poole sets out the priorities and ambitions against which the council's performance will be judged, and as such is a vital component of the council's performance management framework.</p> <p>An understanding of performance against targets, goals and objectives helps the council to assess and manage service delivery and identify emerging business risks.</p>

Portfolio Holder(s):	Councillor Millie Earl, Leader of the Council
Corporate Director	Graham Farrant, Chief Executive
Service Director	Isla Reynolds, Director of Marketing, Communications and Policy
Report Authors	Chris Shephard, Head of Strategy, Policy and Partnerships Sophie Bradfield, Principal Policy & Strategy Officer
Report Contributors	Performance leads across the council
Wards	Council-wide
Classification	For Information

Background

1. BCP Council adopted 'A shared vision for Bournemouth, Christchurch and Poole 2024-28' in May 2024 which was developed following a process of stakeholder engagement from June to October 2023.
2. The vision includes a comprehensive set of progress measures that track performance against the ambitions and focus areas of activity.
3. Since the vision was adopted, work has been carried out to establish baseline data, targets and intervention levels for the progress measures.
4. A [performance dashboard](#) has been created which we have been using successfully to support the monitoring of our progress towards the council's vision, using technology to enhance transparency and support data-driven decisions. This dashboard is updated by performance officers across the council, providing real-time information as it's available and is accessible on the council's website. The dashboard continues to be updated and evolved.
5. A Corporate Strategy Delivery Board allows officers to meet monthly to monitor delivery of the council's vision at a strategic level. This also allows the board to conduct delivery deep dives and risk reviews, this allows for areas of concern to be addressed in a timely manner and best practice can be celebrated and shared. Finally, the board also allows the Council to prioritise key areas of activity.

An interactive performance dashboard to monitor performance

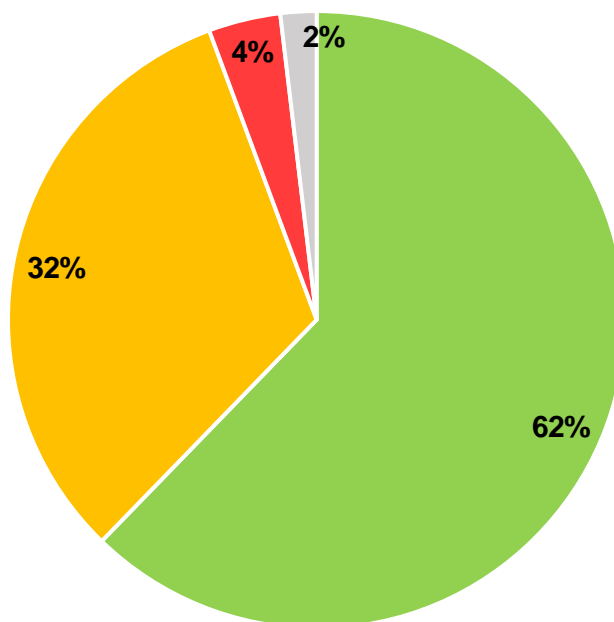
6. A live and interactive performance dashboard is available alongside quarterly reports, providing a real-time tracking tool that effectively addresses Cabinet's previous concerns regarding the timeliness of the reports. This is because quarterly performance reports are static snapshots of performance, often two to three months out of date by the time they reach Cabinet.
7. The performance dashboard supports the council's approach towards data-driven decision-making and continuous improvement in organisational performance.
8. Furthermore, transparency and accountability is enhanced through the public-facing live performance dashboard, accessible at all times by residents, councillors and officers.
9. The dashboard's purpose is to maintain a strategic perspective of overall council performance and it is reviewed regularly with directors to ensure the best data is

provided. Cabinet also has the flexibility to introduce additional measures if necessary for more detailed performance monitoring.

10. The dashboard is developing in phases, with further plans to enhance data availability, links to other dashboards and data sources and provide various lenses to view the data eventually replacing the need for a paginated performance report.
11. The dashboard has recently been reviewed for accessibility and usability and changes to the design and content are being made as a result, to be implemented by December 2025.
12. Links have been made to a [sustainability dashboard](#) demonstrating further information on the council's advancements towards achieving our net zero targets.
13. Subsequent phases will include:
 - a. Progress on strategic programmes of work,
 - b. Analysis of the latest data regarding the health of the people and places within the BCP area,
 - c. Sharing an overview of corporate risks.

Summary of Quarter Four Performance

14. Since Q3 (end of December 2024) there has been a 5% increase in measures on target (green), a 19% increase in measures where performance is being monitored (amber) and an 4% increase in measures requiring action (red). Overall, performance at Q4/year end has decreased compared to Q3. However, 15 measures previously pending a RAG rating at Q3 have now been assigned a RAG as more data has become available. This accounts for some of the significant increase in amber RAG ratings.
15. Performance at Q4/year end is nuanced. There has been an increase in measures requiring action and exception reports provide further information on how this is being addressed. There has also been some excellent performance which is reflected in more detail in the appendix. The direction of travel for each measure is also provided in the appendix. This shows whether performance is improving, declining or remains the same level compared to the previous update.



The measures requiring action at Q4/year end are:

- **Increase the percentage of residents who are satisfied with their local area as a place to live** - Figures show a small decrease between 2023 and 2025, and the target was not met. The Council continues to review its use of resources and work in partnership with other organisations to invest in and improve the area, despite challenging operating and financial conditions of the last few years.
- **Increase the uptake of supported employment for those with mental health issues** – The Supported Employment Review has been agreed as one of the six priorities of the co-produced Day Opportunities Strategy. The fulfilled lives, strengths-based approach in Adult Social Care ensures that employment is explored with those people who can work. Recent efforts to update the case management system aim to eliminate unknown employment records, resulting in more efficient records and a better understanding of this support area.

16. Conversely, there has been a 19% increase in measures with a positive direction of travel. 33 measures in total at Q4 have seen an improvement in performance compared to the last update. There has also been a 13% increase where performance is declining compared to the previous update, with 17 measures in total at Q4 having declining performance. Performance will continue to be monitored by services and the Corporate Strategy Delivery Board where this is the case and mitigations put in place.
17. There are also some areas of high performance against the ambitions of the corporate strategy:
 - a) The council continues to look at ways of ensuring those who need support receive it when and where they need it. For example, the percentage of Education Health Care Plans issued within 20 weeks has continued good performance for BCP Council, exceeding both national and regional averages. This particular measure is currently rated as Amber due to ambitious stretch targets of 100%. The council wants to deliver for all children and young people in need of additional support.
 - b) The council continues to support good quality homes, accessible, sustainable and affordable for all with a significant drop in the number of people rough sleeping, the lowest levels in the last 18 months. Whilst demand from people threatened with rough sleeping remains consistently high, there are new interventions targeting more swift action for those newly experiencing homelessness. Furthermore, supported housing delivery programmes are due to start over the course of the next quarter, which is expected to further impact positively should demand not further increase. Furthermore, the council maintains positive performance in keeping families out of temporary B&B accommodation, despite strong demand.
 - c) The council is committed to supporting employment for everyone by creating 135 jobs and safeguarding a further 285 through use of the UK Shared Prosperity Fund.
 - d) Support for skill development and lifelong learning is supported through initiatives to reduce the number of children missing education and through the council's work to develop a passionate, proud, valued and diverse workforce with a significant increase in council colleagues undertaking apprenticeships to enhance qualifications and skills through ensure cost-effective training.

Continued compliance with the Best Value standards

18. The council has a statutory duty to comply with [Best Value standards](#). On 3 August 2023, the council received a non-statutory 'Best Value Notice' from the Department for Levelling Up, Housing and Communities (DLUHC) due to concerns highlighted in an external assurance review. This review was commissioned in response to the

council's July 2022 request for a capitalisation direction under the Exceptional Financial Support mechanism. Although the sale of assets meant the support was not required, DLUHC proceeded with the review, which highlighted significant concerns relating to governance, culture, and finances. An action plan addressing these concerns was approved by Cabinet on 6 September 2023. Regular updates were provided to DLUHC and then the Ministry of Housing, Communities and Local Government (MHCLG), receiving positive feedback from Civil Servants on progress and engagement. The 'Best Value Notice' expired on 2 August 2024 and the council continued to monitor the situation through its Corporate Management Board and provide MHCLG with quarterly updates through an informal engagement process. Following communication from MHCLG in April 2025, the government is assured by the council's level of progress and no longer need to engage on a quarterly basis moving forwards, returning to business as usual engagement processes.

Summary of financial implications

19. There are no financial implications as this is a performance monitoring report for the corporate strategy. The corporate strategy is an important document to identify and establish project priorities for council budget-setting and contains programmes of work aimed at improving strategic finance, under the Our Approach priority.

Summary of legal implications

20. There are four measures that require action in quarter four / year end. Any potential risks and mitigations will be assessed by the relevant service area and reviewed by the Corporate Strategy Delivery Board.

Summary of human resources implications

21. One of the key strategies linked to delivery of the corporate strategy - the people and culture strategy - aims to foster a high-performance culture. Through a performance framework, colleagues understand their roles and contribution to BCP Council's vision and ambitions. It includes regular 1:1s, SMART objectives, and annual reviews. Personal objectives are linked to corporate ambitions in the shared vision for Bournemouth, Christchurch and Poole. A dashboard is being developed with ICT to provide council leadership teams with performance insights, enhancing alignment to performance reporting. Additionally, programmes under Our Approach priority aim to positively impact human resources.

Summary of sustainability impact

22. The programmes of work underpinning the Place and Environment priority of the corporate strategy are designed to have a positive impact on sustainability outcomes.

Summary of public health implications

23. The programmes of work underpinning the People and Communities and Our Approach priorities in the corporate strategy are designed to have a positive impact on public health outcomes.

Summary of equality implications

24. The work programmes supporting the corporate strategy aim to positively impact protected groups. Equality impact assessments are conducted for these programmes, particularly under the People and Communities and Our Approach priorities.

Summary of risk assessment

25. There are four measures that require action in quarter four/ year end. Potential risks and mitigations are assessed by the relevant service area and reviewed by Corporate Strategy Delivery Board.

Background papers

- [A shared vision for Bournemouth, Christchurch and Poole](#)
- [BCP Council Corporate Performance Dashboard](#)
- [Progress update on the Best Value Notice.pdf \(bcpcouncil.gov.uk\)](#)

Appendices

Appendix 1 for Quarter 4 - Corporate Performance Report – Overview of Q4 Performance

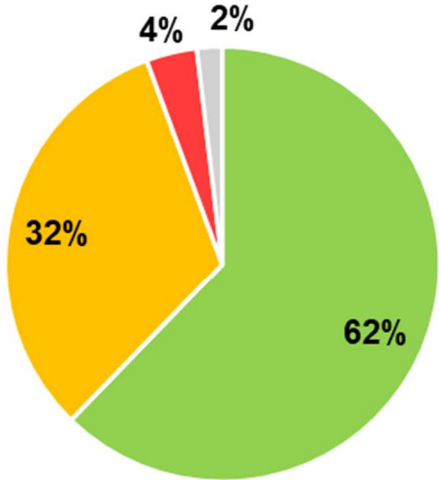
Appendix 2 - Exception report for the uptake of supported employment for those with mental health issues

Quarter 4/ End of Year 2024/25 - Overview of performance

This report provides an update as of quarter four and the end of the 2024/25 year on the progress measures in the council’s shared vision for Bournemouth, Christchurch and Poole. More detail is available in the [performance dashboard](#).

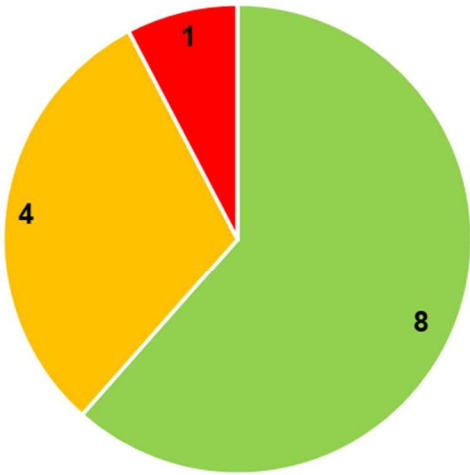
Q4/End of Year overall

- 33 Measures are on target (green)
- 17 measures require monitoring (amber)
- 2 measures require action (red)
- 1 measure is pending a RAG rating (grey)

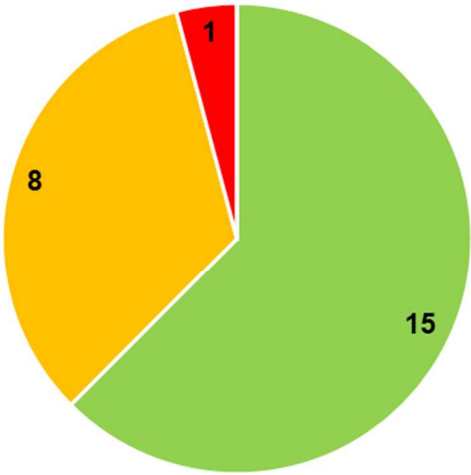


Across the three corporate priority areas, this breaks down into:

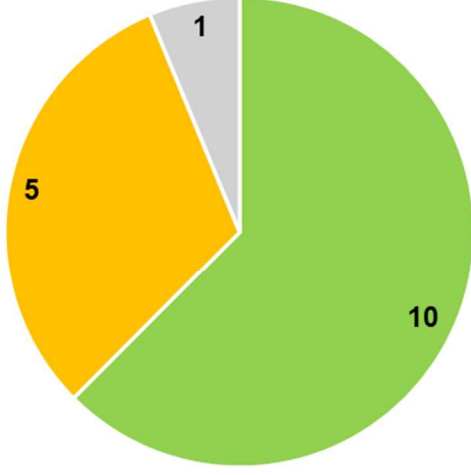
Our Place and Environment



Our People and Communities



Our Approach



More detail about each measure is set out in the following tables.

Explanation of performance tables

- **Frequency:** How often new data is available
- **High or low figure is better:** Whether good performance is a higher figure or a lower figure.
- **Baseline figure:** A reference point from which the latest progress can be monitored. The time period the baseline data relates to is noted.
- **Target:** The performance level (goal) the council is aiming to achieve. Rationale for target levels are provided in the performance dashboard.
- **Direction of travel & RAG:** This column shows whether performance is improving, declining or remaining at the same level compared to the previous update. This is indicated by a directional arrow.

Whether the Q3 data is on target is shown by the RAG rating:

- **Red:** Performance has not met its target and has reached a level of intervention at which action is required to improve performance.
- **Amber:** Performance is not on target but has not reached a level at which action is needed. This requires monitoring to ensure performance stays on track.
- **Green:** Performance has met or exceeded its target.
- **Pending:** RAG rating not set. This could be because more data is needed to set targets to know if performance is on track, or new data is not yet available.
- **Commentary:** Provides further detail on performance.

Our Place and Environment

There are currently thirteen measures that sit under the six ambitions of ‘Our Place and Environment’ priority. Three of these are measured **annually** and ten are measured **quarterly**.

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
People and places are connected by sustainable and modern infrastructure								
PE1A.1	Increase the total number of sustainable passenger trips in the BCP area per year	Quarterly	High	23.6M (March 2024)	26.14M (March 2025)	24.93M (March 2025)	⬆️	The number of people using buses in the BCP council area continues to increase, the change in the national fares cap from £2 to £3 could reduce the rate of increase in passenger numbers but many fares are below this level locally, so a significant impact is not anticipated. As the initiatives which are due to be delivered as part of our Bus Service Improvement Plan continue to be progressed it is anticipated that bus patronage will continue to rise. Economic influences can impact the extent that people use buses, and this could be relevant to the 2025/26 period based on current economic circumstances.
PE1A.2	Increase the number of publicly available Electric Vehicle (EV) charge points	Quarterly	High	212 (December 2024)	220 (March 2025)	220 (March 2025)	⬆️	We have been working through the permissions to install the hub sites, these are working through with legal and planning, so these should start rolling out very soon. The Local Electric Vehicle Infrastructure (LEVI) Fund tender is due to close next week for suppliers to install a minimum of 375 dual socket chargers to areas of Bournemouth, Christchurch and Poole without off street parking. We are also putting together a cabinet report for decision in July, for the option of rolling out a gully charging trial. We have around six people who are currently interested in this. We have almost completed our current run of Electrical Vehicle Charging Infrastructure (EVCI) with our chosen partner. We will work with them to explore the possibility of expanding on-street charging capabilities at additional shop locations and area hubs for fast and rapid chargers.
Our communities have pride in our streets, neighbourhoods and public spaces								
PE2B.1	Increase the number of Fixed Penalty Notices (FPNs) served for fly tipping and littering offences	Quarterly	High	2,652 *cumulative figure (March 2024)	2,827 *cumulative figure (March 2025)	3,214 *cumulative figure (March 2025)	⬆️	Cumulative figure for 24-25: 3,214 Fixed Penalty Notices issued. Prior year 2,570 issued. Increase of 644 (25%) over the year. Q4 512 fixed penalties issued including: <ul style="list-style-type: none">• 505 littering fines• 4 waste duty of care notices• 3 flytipping fines Flytipping enforcement was reviewed in early 2024 and a new approach adopted to include education and awareness, improved communication with residents and robust waste enforcement. This has supported an increased level of action which is positive in protecting our environment from the blight of fly tipping and littering.
PE2D.1	Reduce levels of police recorded antisocial behaviour (ASB)	Quarterly	Low	2,625 (June 2024)	2,601 (March 2025)	1,548 (March 2025)	⬆️	Whilst Police recorded ASB data is showing a continued decrease, one aspect – drugs-related ASB – is showing a rise, particularly in Bournemouth, and this is currently being looked at in more detail with a view to actioning going forwards.

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
PE2D.2	Increase enforcement outcomes relating to street-based antisocial behaviour (ASB)	Quarterly	High	3,254 *cumulative figure (March 2024)	3,410 *cumulative figure (March 2025)	7,339 *cumulative figure (March 2025)	↑	<p>Cumulative figure for 24/25: 7,339 enforcement actions undertaken. Prior year 3,254 actions undertaken, increase of 4,085 over the year. This is due to increased resource from Department of Transport (DfT) pilot of additional officers.</p> <p>Street based enforcement stats Q4 2024:</p> <ul style="list-style-type: none"> • Number of incidents attended by CSAS: 1,029 • Number of alcohol seizures: 26 (25 adult 1 minor) • Number of dispersals: 482 • Community Protection Warning – 20 • Community Protection Notice – 7 • Anti-Social Behaviour Injunction – 3 • Premises Closure Order – 1
PE2A.1	Increase the percentage of residents who are satisfied with their local area as a place to live	Annual	High	78% (December 2023)	84% (March 2025)	75% (March 2025)	↓	<p>Figures show a small decrease between 2023 and 2025, and the target was not met. The Council continues to review its use of resources and work in partnership with other organisations to invest in and improve the area, despite challenging operating and financial conditions of the last few years.</p>
PE2B.2	Increase residents' satisfaction with street cleaning	Annual	High	49% (October 2023)	54% (March 2025)	48% (March 2025)	↓	<p>Figure shows a slight decrease, and the target was not met. Next public satisfaction survey due Autumn 2026.</p> <p>Budget setting public engagement survey results Autumn 2024 show 22% of residents surveyed wanted spending increased to support clean streets.</p> <p>The Council continues to provide statutory, daily, cleansing services within its core revenue funding, following the removal of enhanced temporary funding.</p> <p>Work is underway to identify funds to support phased replacement of damaged or poorly sited public litter and dog waste bins.</p>
Our inclusive, vibrant and sustainable economy supports our communities to thrive								
PE3A.1	Increase the number of businesses in the BCP area	Quarterly	High	15,370 (September 2024)	15,400 (March 2025)	15,495 (December 2024)	↑	<p>No new data in Q4 – UK Business count has Bournemouth, Christchurch and Poole at 15,495 for 2024 up from 15,370 in 2023.</p>
Revitalised high streets and regenerated key sites create new opportunities								
PE4A.1	Increase footfall across our three Town Centres	Quarterly	High	23,346,422 (December 2024)	22,000,000 (March 2025)	18,419,124 (March 2025)	↓	<p>Figures expected for the Jan - March time period. Bournemouth, Christchurch and Poole high streets are experiencing difficult economic conditions which are reflective of the UK nationally. UK Shared Prosperity Fund extension projects are due to begin in May 2025 in the Town Centres and additional interventions such as the Bournemouth Citizens' Panel in June 2025. A fortnightly leadership meeting between the MP and senior officers is now in place to ensure a joined up approach and a Town Centre vision in development.</p>

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
PE4B.1	Increase the percentage of all major planning applications determined on time	Quarterly	High	83% (December 2024)	78% (March 2025)	85% (March 2025)	↑	We remain on target, performance remains strong despite challenges presented by integrating a new IT system and capacity constraints in Q4. The council exceeds the national benchmark of 60%.
PE4B.2	Increase the percentage of all non-major planning applications determined on time	Quarterly	High	90% (December 2024)	92% (March 2025)	84% (March 2025)	↓	<p>Performance has dipped a little in Q4 but is still on target in terms of overall percentage determined on time for the year, which needs to be within 70%.</p> <p>The dip in Q4 is associated with the need to integrate a new IT system as well as a challenging period in terms of capacity of staff resources.</p> <p>It is anticipated performance will increase in the next quarter once the new IT system has bedded in and we have new members of staff joining the team.</p>
Climate change is tackled through sustainable policies and practice								
PE5E.1	Increase the percentage of waste diverted from landfill	Quarterly	High	96% (December 2024)	90% (March 2025)	92% (March 2025)	↓	The landfill diversion rate has reduced slightly due to one of our waste disposal contractors diverting waste to a new landfill site rather than an Energy from Waste facility. We will continue to monitor as we continue to plan for a new contract which is due to start in September 2027.
PE 5A.1	Reduce the tonnes of greenhouse gas emissions from our vehicles and buildings (tCO2e).	Annual	Low	13,165 (October 2023)	Carbon Neutral by 2045	12,911 (October 2024)	↑	<p>The tCO2e emissions figure is for the 2023/24 financial year. Scope 1 & 2 emissions have reduced overall since last year, as a result of improved performance in many sectors, most notably a reduction in the use of gas.</p> <p>The next year's data is collected at the close of the financial year, analysis carried out and the figures made available during Q2 of 25/26 financial year.</p> <p>There is a lot of work to do to reach our Net Zero targets by 2030 and, while various programmes of work are on track, there are considerable global economic, political and environmental challenges.</p> <p>We will build in a 6-month review against our current annual reporting regime.</p>
Our green spaces flourish and support the wellbeing of both people and nature								
Measures under discussion with Green Space and Conservation team.								

Our People and Communities

There are twenty four measures that sit under the seven ambitions of ‘Our People and Communities’ priority. Eight are measured **annually**, fifteen are measured **quarterly** and one is collected **every two years**.

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
High quality of life for all, where people can be active, healthy and independent								
PC1A.2	Increase the percentage of people with a learning disability living independently in settled accommodation	Quarterly	High	75% (December 2024)	80% (March 2025)	79% (March 2025)	↑	<p>We have maximised opportunities to de-register residential homes. Commissioning is refocusing on developing appropriate supported accommodation to divert people away from residential care.</p> <p>Working Age Adult Framework to be tendered spring 2025 to maximise procurement opportunities for supported living.</p> <p>Ongoing work with Housing to develop to Strategic Housing Plan to inform specialist housing development.</p> <p>Work continues to address updating the records of people with an unknown accommodation status.</p> <p>On target RAG status applied as Q4 outturn is within the acceptable margin of error of the target.</p>
PC1A.3	Increase the percentage of people with a mental health disability living independently in settled accommodation	Quarterly	High	51% (December 2024)	54% (March 2025)	55% (March 2025)	↑	<p>We have maximised opportunities to de-register residential homes. Commissioning is refocusing on developing appropriate supported accommodation to divert people away from residential care.</p> <p>Strategic Review of Mental Health Care and Supported Accommodation started to design housing pathway and meet need.</p> <p>Working Age Adult Framework to be tendered spring 2025 to maximise procurement opportunities for supported Living.</p> <p>Ongoing work with Housing to develop to Strategic Housing Plan to inform specialist housing development.</p> <p>Work continues to address updating the records of people with an unknown accommodation status.</p>
PC1B.1	Increase the number of registrations from people in the most deprived areas accessing health and wellbeing support (LiveWell Dorset)	Quarterly	High	279 (December 2024)	379 (March 2025)	291 (March 2025)	↑	<p>Registration numbers are below that of the same quarter of the previous year. However, the service continues to reach clients living in our most deprived neighbourhoods 33% which is above our 25% target.</p>
PC1A.4	Increase the percentage of Adult Social Care users who are satisfied with the care and support they receive	Annual	High	62% (March 2024)	62% (March 2025)	59% (March 2025)	↓	<p>This measure looks to understand how satisfied people are with the services they receive from adult social care. It might be influenced by many different external factors, not all within the control of the council. Regardless, it's important to the council to measure service users satisfaction levels. We will be undertaking further analysis to understand the results especially through any written feedback we received. The council will work with other services where applicable to improve satisfaction levels, continuing to take a person-centred approach.</p>

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
PC1A.1	Increase the percentage of residents who have a good satisfaction with life	Annual	High	82% (December 2023)	83% (March 2025)	70% (March 2025)	↓	This was taken from the residents' survey 2024. The next survey will be undertaken in Autumn 2026. Data shows a decrease in percentage of residents who are satisfied with life since December 2023.
PC1C.1	Increase the percentage of physically active adults	Annual	High	69% (May 2024)	64% (March 2025)	70% (March 2025)	↑	<p>The March 2025 figure represents physically active adults (at least 150 minutes a week) across Bournemouth, Christchurch and Poole (BCP), for the 2023/2024 financial year. Compared to the previous year, there has been a slight increase in physically active adults. This follows an upwards trend. The BCP area figure surpasses the England national average of 63.7% by 6.5 percentage points.</p> <p>Sport England emphasises that being active not only benefits physical health but also helps manage medical conditions, reduce anxiety, improve self-esteem, and bring diverse communities together.</p> <p>The next Active Lives Adult Survey report will be published in April 2026. This will cover the period from November 2024 to November 2025.</p>
34 PC1C.2	Increase the percentage of physically active children and young people	Annual	High	51% (May 2024)	48% (March 2025)	61% (March 2025)	↑	<p>The March 2025 figure represents physically active children and young people's (an average of 60 minutes a day or more) for the 2023/2024 academic year. Compared to the previous year, there has been a (nearly) 10% increase in physically active children and young people. In addition, the figure for Bournemouth, Christchurch and Poole surpasses the England national average of 47.7% by over 13 percentage points.</p> <p>Sport England emphasises that being active not only benefits physical health but also helps manage medical conditions, reduce anxiety, improve self-esteem, and bring diverse communities together.</p> <p>The next Active Lives Children and Young People Survey report will be published in December 2025. This will cover the 2024/25 academic year.</p>
PC1A.5	Increase the percentage of carers who are satisfied with the care and support they receive	Every Two Years	High	36% (March 2024)	38% (March 2026)	Biannual - next update March 2026	↑	<p>This is a biennial indicator derived from a survey. Next due for reporting in the 2025/26 year.</p> <p>The RAG rating refers to the baseline. Overall satisfaction has increased from 34.7% in 2021/22 to 35.5% in 2023/24 however remains below target.</p> <p>The Target for this biennial indicator, which is next reported in 2025/26 is based on the SW average (37.6%) from 2023/24 and the intervention is based on the England average (36.7%) from 2023/24.</p>

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
Working together, everyone feels safe and secure								
PC2A.1	Reduce levels of police recorded serious violent crime	Quarterly	Low	1,530 *cumulative figure (March 2024)	1,452 *cumulative figure (March 2025)	1,354 *cumulative figure (March 2025)	↑	On a rolling 12 months we are seeing a decrease in serious crime across Bournemouth, Christchurch and Poole. The total police recorded serious violent crime for 2024/25 was 1,354, a reduction of 176 Serious Violent incidences compared to the figure of 1,530 for 2023/24.
PC2B.1	Increase the percentage of residents who feel safe in their local area during the day	Annual	High	89% (December 2023)	89% (March 2025)	87% (March 2025)	↓	The target is about maintaining the high levels of perception of safety in the local area during the day. The percentage has dropped slightly since 2023 and is slightly below target. On target RAG status applied as the latest data is within the acceptable margin of error of the target.
PC2B.2	Increase the percentage of residents who feel safe in their local area after dark	Annual	High	53% (December 2023)	55% (March 2025)	54% (March 2025)	↑	This measure is demonstrating work that aims to increase the perception of safety after dark in the local area. When this indicator is analysed by areas within Bournemouth, Christchurch and Poole, there are varying perceptions. The data shows a slight increase in residents' perception but is slightly lower than the target. On target RAG status applied as the latest data is within the acceptable margin of error of the target.
Those who need support receive it when and where they need it								
PC3C.1	Increase the number of individuals entering drug treatment	Quarterly	High	3,156 (December 2024)	3,044 (March 2025)	3,203 (March 2025)	↑	Data is for over 18 year-olds only who have consented for government to receive their information. Official data for Q4 will not be available and in the public domain until mid-May / early June 2025. This is due to data having to go through a data cleansing process. Local data is indicating that BCP will exceed its target for a rolling 12 months. Official data is reporting that BCP at 31 st January were 3,176 in treatment in a rolling 12 month period.
PC3A.1	Increase the percentage of Education Health Care Plans issued within 20 weeks	Quarterly	High	88% (December 2024)	100% (March 2025)	90% (March 2025)	↑	Despite the 100% target, performance remains high and is higher than national and regional averages (50.3% and 33.4% respectively).
PC3B.1	Reduce the attainment gap and improve learning outcomes for vulnerable children and young people at all key stages	Annual	Low	50.1 (September 2024)	46.1 (September 2025)	Annual – next update December 2025	↔	This is an annual figure which has been added September 2024. September 2024: Performance as shown from the now available data is above target and above SW and National rates, which have worsened.

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
Good quality homes are accessible, sustainable and affordable for all								
PC4B.1	Reduce the number of homeless households in bed and breakfast	Quarterly	Low	49 (December 2024)	40 (March 2025)	48 (March 2025)	↑	<p>Figures remained consistent with the previous quarter, illustrating positive performance in keeping families out of B&B, with a functional target of zero being maintained despite strong demand.</p> <p>Progress has been made in preventing B&B placements across all cohorts, particularly single people. An uplift in Government grant for Homelessness services in 2025/26 will enable existing services to be maintained, whilst providing an opportunity to test and trial new ways of preventing homelessness, specifically for young people and families.</p>
PC4A.1	Reduce the number of people rough sleeping	Quarterly	Low	61 (December 2024)	62 (March 2025)	44 (March 2025)	↑	<p>Reductions in rough sleeping to the lowest levels in 18 months have been reported this quarter, which is supported by fewer people reported over the course of the preceding months. Performance remains improved compared to the same period the previous year.</p> <p>Demand from people threatened with rough sleeping remains consistently high, with new interventions targeting more swift action for those new to the street.</p> <p>Supported housing delivery programmes are due to come online over the course of the next quarter, which is expected to further impact positively should demand not further increase.</p>
PC4C.1	Increase the number of both completed new affordable and social rented homes	Quarterly	High	195 (December 2024)	120 (March 2025)	186 (March 2025)	↓	186 confirmed delivery at year end (Q4). Down from last year but over target for this year.
Local communities shape the services that matter to them								
PC5A.1	Increase the percentage of residents who feel they can influence decisions affecting their local area	Annual	High	23% (December 2023)	35% (March 2025)	30% (March 2025)	↑	Figures show a positive increase, however the target was not met. Work continues to empower communities and encourage residents to engage with the democratic process to influence decisions affecting their local area.
Employment is available for everyone and helps create value in our communities								
PC6A.1	Increase the number of jobs created and/or safeguarded through Government and/or external funding	Quarterly	High	381 (December 2024)	61 (March 2025)	421 (March 2025)	↑	Final end of project reports submitted by businesses. Total jobs created and safeguarded via UKSPF funded projects in 24/25 are 421 (135.5 created and 285.5 safeguarded). This is an increase on last year and above the target.
PC6A.2	Increase the uptake of supported employment for those with learning disabilities	Quarterly	High	4.3% (December 2024)	4.5% (March 2025)	4% (March 2025)	↓	<p>The Supported Employment Review has been agreed as one of the six priorities of the co-produced Day Opportunities Strategy. Our Fulfilled Lives, strengths based approach in ASC ensures that employment is explored with those people who are able to work.</p> <p>This measure is RAG rated green as it's within 1% of the target (based on tolerance levels and margins of error).</p>

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
PC6A.3	Increase the uptake of supported employment for those with mental health issues	Quarterly	High	1.5% (December 2024)	2.6% (March 2025)	1.1% (March 2025)	↓	<p>The outturn is 1.1%, which is below Intervention Level.</p> <p>The Supported Employment Review has been agreed as one of the six priorities of the co-produced Day Opportunities Strategy. Our Fulfilled Lives, strengths-based approach in Adult Social Care ensures that employment is explored with those people who can work.</p> <p>As of 24 April 2025, there were 6 people recorded as seeking work and if successful would mean that the Intervention Level of 1.5% was at least achieved.</p> <p>Recent efforts to update the case management system aim to eliminate unknown employment records, resulting in more efficient records and a better understanding of this support area.</p>
Skills are continually developed, and people can access lifelong learning								
PC7A.1	Reduce the number of children missing education	Quarterly	Low	181 (December 2024)	285 (March 2025)	162 (March 2025)	↑	<p>This measure shows the number of children of compulsory school age who are not registered pupils at a school and are not receiving suitable education otherwise than at a school. Q4 data shows a decrease in CME rate for the second consecutive time - this is lower than National rate. This continues to positively sit below the target rate for the year. Data accuracy has been improved. School Attendance and CME Teams have been working consistently with schools to ensure grip and quick response times when children raised as CME.</p>
PC7B.1	Reduce the number of primary school aged children excluded from school	Quarterly	Low	0.03 (December 2024)	0.05 (March 2025)	0.034 (March 2025)	↓	<p>Remains below target but has increased compared to Q3. The Inclusion Service have liaised closely with school leaders to ensure supportive plans are in place for children who potentially could be excluded from a school. The Service has provided funding for support and alternative provision where appropriate.</p>
PC7B.2	Reduce the number of secondary school aged children excluded from school	Quarterly	Low	0.19 (December 2024)	0.18 (March 2025)	0.34 (March 2025)	↓	<p>Additional funding has been given to 19 schools to help prevent permanent exclusions. Additionally, when a child has been permanently excluded, we challenge schools where appropriate. Monitoring of children with more than one suspension will help improve early identification. Going forward the Children's Wellbeing and Schools Bill will hold academies to account. With the development on our Belonging strategy, we will build a system that enables young people feel a strong sense of belonging in their schools and settings so that they achieve and thrive.</p>

Our Approach

There are sixteen measures that sit under the seven principles of 'Our Approach' priority. Six are measured **annually** and ten are measured **quarterly**.

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
Working closely with partners, removing barriers and empowering others								
A1A.1	Increase the number of assets transferred to communities	Annual	High	0 (March 2024)	—	1 (March 2025)	—	Hengistbury Head Outdoor Education Centre completed in February 2025. 6/7 being worked through for 2025/26.
Providing accessible and inclusive services, showing care in our approach								
A2B.1	Increase in customer interactions via the council's digital platforms	Quarterly	High	85% (December 2024)	85% (March 2025)	80% (March 2025)	↓	Whilst Q4 saw a reduction in the percentage of interactions completed online, the overall outturn for the financial year is 87% which exceeds target.
A2A.1	Increase the proportion of people who use care services who find it easy to find information about services	Annual	High	64% (March 2024)	68% (March 2025)	68% (March 2025)	↑	This indicator outturn for 2024/25 (derived from a survey) is not yet available as still in ratification process and subject to change. Benchmarking for England and the Southwest will be made available circa October 2025 and this will determine future target setting. In addition to the target of 68% (using 2022/23 outturn) we have applied an intervention level of 67.6%, which is from the Southwest 2023/24 average.
A2A.2	Increase levels of trust in the council	Annual	High	40% (December 2023)	50% (March 2025)	48% (March 2025)	↑	Figures show a positive increase, however the target was not met. Work continues to improve levels of trust in the council. On target RAG status applied as the latest data is within the acceptable margin of error of the target.
Using data, insights and feedback to shape services and solutions								
A3B.1	Increase satisfaction with the way the council runs things	Annual	High	41% (December 2023)	56% (March 2025)	48% (March 2025)	↑	Figures show a positive increase, however the target was not met. Work continues to improve the way the council runs things, despite challenging operating conditions.
A3A.1	Reduce the number of upheld Ombudsman complaints per 100,000 of the population	Quarterly	Low	0.75% (December 2024)	1.5% (March 2025)	0.25% (March 2025)	↑	11 complaints remain open with the Ombudsman, but we anticipate remaining within target. 1 case across BCP was upheld in this period from a total of 17 concluded complaints.
Intervening as early as possible to improve outcomes								
A4A.1	Increase the percentage of children and young people who do not need to return for Early Help (targeted support) within 12 months	Quarterly	High	89% (December 2024)	85% (March 2025)	91% (March 2025)	↑	There has been much work undertaken within Children's Social Care to ensure our practice is robust, thorough and responsive to needs. This included ensuring that we have a strong Early help partnership, and that our assessment and planning is meeting the needs of our children and families. As a result of ensuring the right service at the right time, and the right support provided to meet the need, it has resulted in less children and families needing further input from our targeted support services. The improvement noted is one of the outcomes of our overall improvement work within BCP Children's Services, and our wider network.

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
Developing a passionate, proud, valued and diverse workforce								
A5B.2	Increase the percentage of equality monitoring data collected from staff	Quarterly	High	41% (December 2024)	48% (March 2025)	65% (March 2025)	↑	The communication campaign launched in August 2024 has steadily increased EDI data completion rates. A new portal to capture EDI data from employees without devices is now live. People Business Partners are working on plans with services to improve data capture, resulting in an overall 64.81% completion rate. Further actions are being reviewed to increase this rate.
A5C.1	Increase the number of successful candidates from underrepresented groups for council jobs	Quarterly	High	1.4% (September 2024)	4% (March 2025)	2% (March 2025)	↑	Out of 2,093 applicants to BCP Council this quarter, 12.24% declared a disability in their equalities monitoring questionnaire in the application form. When looking only at the 359 candidates who were successful in the recruitment process, the % of candidates declaring disability is 14.2%. The differential between overall applicants and successful candidates for this underrepresented group is not as high as the last quarter.
A5B.1	Increase levels of employee engagement	Annual	High	60% (March 2024)	62% (Autumn 2025)	Annual – next update Autumn 2025	–	This measure is pending as the baseline has not been RAG rated. The baseline data has been used to inform the next target, which is based on data from the council's next annual engagement survey scheduled for Summer 2025, with results anticipated in Autumn 2025.
Creating an environment for innovation, learning and leadership								
A6B.1	Increase the number of current council employees supported to undertake apprenticeships	Quarterly	High	97 (December 2024)	84 (March 2025)	116 (March 2025)	↑	We have had a significant increase in colleagues undertaking apprenticeships over the past 3 months and have significantly exceeded this quarter's target. We are increasingly using apprenticeships to enhance colleagues' qualifications and ensure cost-effective training. We encourage colleagues to choose apprenticeships over paid training when appropriate. We also continue developing career pathways and seek to use apprenticeships whenever possible.
A6B.2	Increase the total number of apprentices employed specifically on apprenticeship contracts by the council	Quarterly	High	36 (December 2024)	36 (March 2025)	34 (March 2025)	↓	The number of apprentices has reduced by two since the last reporting period due to the apprentices completing their programme and securing permanent employment with the council.
Using our resources sustainably to support our ambitions								
A7A.2	Increase the percentage of successful grant applications	Quarterly	High	25% (September 2024)	15% (December 2024)	67% (December 2024)	↑	Four successful bids. Two awaiting outcomes. Two bids pending.
A7A.3	Increase the percentage of business rates collected	Quarterly	High	98% (March 2024)	98% (March 2025)	96% (March 2025)	↓	Although the collection % is slightly down on the previous year the Collection team have collected £12,000,000 more than last year, despite a system conversion and a temporary structure to operate from. This is why an on target RAG rating has been applied.
A7A.4	Increase the percentage of council tax collected	Quarterly	High	96% (March 2024)	97% (March 2025)	95% (March 2025)	↓	Target was not met, but only by a small margin, mainly due to a system conversion creating a large backlog and a temporary structure to operate from. Therefore, an on target RAG rating has been applied.

Ref	Measure	Frequency	High or low figure is better	Baseline figure	Target	Q4 Data	Direction of travel & RAG	Commentary
A7A.1	Increase the percentage of residents who think the council provides value for money	Annual	High	29% (December 2023)	36% (March 2025)	33% (March 2025)	↑	<p>Figures show a positive increase, however the target was not met. Work continues to improve efficiency and value for money despite challenging operating conditions, as well as efforts to explain to residents where the Council spends its money.</p> <p>On target RAG status applied as the latest data is within the acceptable margin of error of the target.</p>

Exception Performance Report

Please use this report to explain the reasons for performance not meeting target, the risks this presents in each of the sections and the actions and intervention planned or in place to improve performance and mitigate the risks identified.

This report will make up part of the overall corporate performance report presented to Cabinet.

Indicator Description (taken from performance scorecard): number of people with a mental health disability in supported employment

2024/25 Q4 outturn: 1.1% (5/470)

Quarterly Target: 2.6%

Reason for level of performance:

- 73% (or 343) of the people requiring mental health support are reported as either
 - not in paid employment,
 - nor seeking to be.
- Approximately 12 people need to be in employment to achieve the target of 2.6%.
- Approximately 7 people need to be in employment to achieve the Intervention Level of 1.5%.

Summary of financial implications:

Summary of legal implications:

Summary of human resources implications:

Summary of sustainability impact:

Summary of public health implications:

Summary of equality implications:

Actions taken or planned to improve performance:

- The Supported Employment Review has been agreed as one of the six priorities of the co-produced Day Opportunities Strategy. Our Fulfilled Lives, strengths-based approach in ASC ensures that employment is explored with those people who can work.
- As of 24 April 2025, there were 6 people recorded as **seeking work** and if successful would mean that the Intervention Level of 1.5% was at least achieved.
- Recent efforts to update the case management system aim to eliminate unknown employment records, resulting in more efficient records and a better understanding of this support area

Completed by:

Date: Mali Gudgion, Manager, Strategic Planning

Service Unit Head approval with date: Jenni Collis-Heavens, 29 April 2025

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CABINET



Report subject	Bournemouth Development Company - Winter Gardens project
Meeting date	18 June 2025
Status	Public Report
Executive summary	<p>Bournemouth Development Company (BDC) is a joint venture between Muse and BCP Council, established to unlock housing supply and attract private sector investment into the conurbation. Regeneration of Bournemouth Town Centre is a key priority to revitalise the retail and housing offer for residents and reimagine underutilised sites. The Winter Gardens site has been identified, for many years, as a priority regeneration project to deliver corporate strategic objectives.</p> <p>This report seeks approval for the new BDC Partnership Business Plan which is required to set out the agreed priorities and confirm how sites will be taken forward through the Bournemouth Development Company. This will confirm the extension to the Site Option Execution Date for Winter Gardens to September 2028, which was approved in principle by Cabinet in March, subject to the production of a new Partnership Business Plan.</p> <p>The paper sets out the next steps for the Winter Gardens project to deliver circa 500 homes through the redevelopment of the existing surface car park and acquired land.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> (a) Cabinet approves the BDC Partnership Business Plan for 2025 – 2030. (b) Cabinet confirms the extension of the Site Option Execution Date to September 2028, allowing Muse as the Private Sector Partner in the BDC to fund the first stage of work on the new Winter Gardens scheme, resulting in a new Site Development Plan. (c) Cabinet approves proceeding on the understanding that public parking will not be included in a new scheme design.
Reason for	To contribute to the Council's Corporate Strategy, specifically helping to revitalise high streets and regenerate key sites to create

recommendations	<p>new opportunities and to provide good quality homes that are accessible, sustainable and affordable for all.</p> <p>The draft Local Plan includes an allocation of 400 new homes in the Bournemouth Arc area. This project offers the potential to make a significant contribution to exceed this target.</p> <p>The Council has reserved the right for Cabinet to approve Site Development Plans (SDP) and further approvals are necessary to vary terms.</p>
Portfolio Holder(s):	Cllr Millie Earl, Leader of the Council
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	<p>Rob Dunford, Corporate, Business Case & Commercial Manager</p> <p>Amena Matin, Director of Investment & Development</p> <p>Matt Filmer, Assistant Chief Finance Officer</p>
Wards	Bournemouth Central;
Classification	For Decision

Background

- BCP Council (in the form of Bournemouth Borough Council) and Morgan Sindall Group Developments Ltd established a joint venture, Bournemouth Development Company in 2011 for the purpose of delivering regeneration projects in Bournemouth town centre. The joint venture (JV) partnership has four key objectives:
 - to maximise regeneration,
 - design innovation and sustainable development,
 - deliver solutions which respond to the market and
 - a commercial approach to enable reinvestment.

The Council identified 17 sites for redevelopment, predominantly operational Council-owned car parks which were considered suitable for release and residential delivery by the JV partnership. Since establishment, the JV has delivered over 645 homes with the last scheme completing in 2022 at Durley Road (Westcliff Mansions) under the new BCP Council arrangement.
- Part of Morgan Sindall Group, Muse act as the Development Manager in the JV. They have the financial strength of a leading UK construction and regeneration group with an annual revenue of £4.1bn. Muse are currently working across 38 locations in the UK and have established strong partnerships with Homes England, including two joint ventures focussed on unlocking sites for much needed housing of all tenures. They currently have 2,400 homes under construction and created £1.4bn in gross

development value in the past year. They have been encouraged by the revitalisation of the Council's approach and are aligned and committed to this Administration's priorities to see more homes delivered at pace and with wider socio-economic benefits for the BCP conurbation.

3. To support the joint venture's activities, the Council requires the Bournemouth Development Company (BDC) to provide a Partnership Business Plan (PBP) which sets out the strategic direction, the extent of development which will be undertaken, site priorities, pace of development and funding. The PBP is a rolling five-year plan which is usually reviewed annually to provide an update on emerging priority opportunities and the scope of delivery considered by BDC members (Council representatives and Muse). The current business plan was last updated in 2021 and therefore this report provides a renewed PBP for approval by Cabinet to support the direction of BDC for the next 5 years.
4. In addition to a business plan, a Site Development Plan is produced by BDC for each site. This sets out the proposed scheme including a programme overview and the Option Execution Dates. The land associated with the Winter Gardens site, including the surface car park, remains a priority regeneration opportunity in Bournemouth town centre.
5. A Site Development Plan for the Winter Gardens was approved by Bournemouth Borough Council Cabinet in October 2015 to allow work to be carried out on the design and planning process which concluded in 2019.
6. Subsequently, planning permission was granted for 378 homes 552 residential and public car parking, 5,600 m² of leisure and commercial floorspace in 2019. By the time the scheme was ready to be built, the market had significantly changed due to the impact of Brexit on supply chains and the subsequent unforeseen impact of COVID 19. Although construction continued at St Stephens (Treetops) and Durley Road (Westcliff Mansions) throughout 2021-2022, the construction market and wider economy had significantly changed by then. Additionally, the scheme approved in 2015 was predicated on the Council acquiring 30% of the completed homes and the replacement public parking spaces, effectively acting as forward funder to cashflow the development. Due to the constantly evolving financial landscape, this was not able to be completed.
7. Additionally, BDC's financing strategy assumed £5m infrastructure funding from Homes England. However, this funding was not secured, partly because the development was unlikely to meet the programme dates at the time (2021) and there was no proposed affordable housing to attract grant. Therefore, the scheme viability and deliverability was impacted by external factors and market conditions worsened by Government policy at the time, resulting in the scheme stalling.
8. In March 2023, BCP Cabinet approved an extension to the Site Option Execution Date for Winter Gardens until September 2024, to enable work to be carried out by BCP FuturePlaces Ltd to explore the possibility of an alternative regeneration project. This explored the feasibility of relocating the conference and exhibition facilities from the current Bournemouth International Centre, to free up the current BIC site for redevelopment. Upon closing BCP FuturePlaces in September 2023, the Council assessed the existing BIC arrangements and that timescales would render this proposal unviable and sought to disaggregate the two sites. This allowed renewed focus on the arrangements with BDC for the Winter Gardens. As the private investor partner, Muse remain willing to bring forward the delivery of homes in the town centre across the option sites.

9. As the Winter Gardens Site Option Execution Date has elapsed and the challenges associated with the site remain as Muse have not been able to bring forward a viable scheme in the intervening period, there is a need to design a new proposal for Winter Gardens.
10. This report sets out the next steps for the Partnership and the priority activity needed to progress work on a new scheme that will result in a new Site Development Plan (SDP) for Winter Gardens.

Bournemouth Development Company Partnership Business Plan

11. The Development Management Agreement for the BDC Joint Venture requires a Business Plan and various conditions to be met to support development to come forward. The new PBP follows a Strategy Day held in December 2024 which included the BDC Council representatives, BDC Muse representatives and members of the Cabinet. This Strategy Day considered the site opportunities, the constraints and the role of Muse as development manager.
12. To encapsulate the vision for BDC and taking on board the strategic direction provided in December, a new PBP for the period 2025-2030 has been created and appended for consideration and approval. This has been considered and approved by the BDC members which includes three Councillor representatives (Cllrs J Salmon, D'Orton Gibson and Howell) and representatives of Muse. The PBP is provided in **Appendix 1**.
13. Cabinet approved (5 March 2025) in principle to the extension of the Site Option Execution Date for the Winter Gardens, with details to be agreed to be delegated to the Chief Operations Officer acting in consultation with the Leader of the Council, or until Cabinet have had the opportunity to review a revised partnership business plan including the site development plan for the revised Winter Gardens scheme. A new Site Development Plan (SDP) is required to satisfy the Conditions of the Development Management Agreement which will crystallise the Council's contributions towards the scheme. Pending Cabinet's approval of the Partnership Business Plan and the extension of the Site Option Execution date, BDC are targeting completion of the SDP by late Autumn and Cabinet and Council approval by December 2025.
14. The primary focus of the PBP is the work to develop a new scheme for the Winter Gardens site. The PBP sets out a funding requirement for the work to progress a new scheme towards a planning consent and construction.
15. The full pre-construction funding requirement is estimated to be within the range of £4m to £7m.

Funding options

16. The Prudential Code requires authorities to look at capital expenditure and investment plans, investments, and debt in the light of overall organisational strategy and resources and ensure that decisions are being made with sufficient regard to the long run financing implications and potential risks to the authority.
17. Under the Members Agreement (MA), up to 50% is payable by the Council from approval to proceed to a scheme. The current working capital requirements for the pre-construction phase (to achieve a planning consent) are circa £7m for Winter

Gardens which would mean the Council would need to make provision for £3.5m. The costs are revenue until there is a scheme to capitalise against and currently there is no provision within the Medium Term Financial Plan (MTFP). In addition, the Council would be expected to contribute up to 50% to the Total Scheme costs (i.e. construction phase to completion) which are estimated at circa £150m (potential BCP Council share, up to £75m).

18. The PBP sets out the current expectation for the estimated financial contribution to be made by both partners in the BDC during the pre-construction phase. The company is currently looking at alternative mechanisms for funding the scheme including the apportionment of contributions, within the scope of the Members Agreement. The available options will be presented alongside the Site Development Plan in due course.

19. The MA sets out the Capital and Finance arrangements for the LLP which are:
 - a) Any Advanced Sums to be expended to pursue Stage 1 Project Appraisal Sign Off in relation to Sites to be brought forward in accordance with the PBP and Development Programme, subject always to the aggregate of any Council and Private Sector Partner (PSP) funding by way of Advanced Sums in relation to such activity being no greater than the Advanced Sum Cap;
 - b) any Advanced Sums to be expended in relation to Non Site-Specific Costs; and
 - c) any Advanced Sums set out in the Site Development Plan(s) from time to time

20. Both partners in the BDC joint venture have previously committed funds towards the delivery of the project. This included Advanced Sum Loan Notes from the private sector partner (Morgan Sindall) for the pre-construction work and ASLN's from both Morgan Sindall and Bournemouth Borough Council, for the acquisition of land at Exeter Road to complete the land assembly for the development site.

21. These ASLN's for land acquisition will need to be factored into the financial implications for any future consideration of additional Council investment in the Winter Gardens project.

22. Given the investment which both parties have made to Winter Gardens, including the Council loan funding related to the acquisition of land at Exeter Road, BDC have explored mechanisms to enable the project to continue and minimise the impact on the Council's current MTFP position. The potential options available to the Council are:
 - a. The Council approves an upfront revenue or capital contribution under the existing arrangements in the MA. Council and Muse share all funding and profit equally. This would be additional borrowing which will need to be assessed to ensure the affordability of borrowing for this project
 - b. Muse finance the scheme and take funding risk and provides indemnity to the Council against losses on specific schemes and the profit share is adjusted accordingly.
 - c. Muse provide a small amount of initial funding to cover the costs required to complete RIBA Stage 0 and 1 works, to inform the production of a new Site Development Plan. The Site Development Plan will determine the full

financial implications of the scheme for both parties, for approval in December 2025. **This is the recommended option (recommendation b) of this paper.**

23. BCP Council would still retain control on planning, design etc under the agreement with the principal change being to the funding strategy. Further to legal advice, it is open to the Council to consider varying its financial contribution subject to agreement with the private sector partner and maintain pace of development.
24. The new Site Development Plan will provide the full and accurate financial information for both parties in the JV, allowing for a decision to be made on its approval that clearly sets out the required funding strategy for the subsequent stages towards a planning submission.

Winter Gardens proposal

25. To enable progress towards a new Site Development Plan, it is recommended that Cabinet approve the Partnership Business Plan, confirming the extension to the Site Option Execution Date and allow BDC to progress the scheme through the RIBA¹ Stages 0 (Strategic Definition) and 1 (Preparation and Brief). This will provide a clear direction to Muse to seek approval from their Board for funding to carry out the work necessary to begin to derisk the project as a new SDP is prepared.
26. Subject to Cabinet approval to continue, the high-level programme is illustrated below.

		Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
		Cabinet Approval			Cabinet approval	Project start	RIBA Stage 0/1 and new Site Development Plan				Cabinet approval (SDP)
Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Design and planning period							Planning determination				
Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
Stage 4 design, gateway 2 and funding											Start on site

27. To enable the project to progress the following activity will be undertaken:

¹ [RIBA Plan of Work](#)

Item	Description	Mitigation/Solution
Extension to the Site Option Execution Date	Required to amend Site Development Plan and produce new scheme design to seek planning consent	Cabinet has approved in principle to extend the SOED to September 2028, subject to the production of a new BDC Partnership Business Plan – presented with this paper.
Site Development Plan finalised - Scheme design progressed without public car parking to optimise viability through increased density and height, including forward funding strategy	<p>The principle of removal of public parking from the site is supported by the BCP Council Off-Street Public Parking Study (October 2024) to improve the viability of the development and deliver against the revised housing targets.</p> <p>The removal of public parking revenue implications has been considered and will be set out in the financial implications for the SDP.</p>	<p>BDC would enter into a Planning Performance Agreement with BCP at an early stage. This will allow core principles of the new scheme to be discussed and established throughout the design and planning period and aim to ensure best chances of a successful application.</p> <p>Cabinet is asked to approve proceeding on the understanding that public parking will not be included in scheme design.</p> <p>The proposal will quantify the economic and social value benefits for BCP residents.</p>
Funding strategy including evidence of Homes England funding	The approach for funding the pre-construction costs requires agreement between BCP Council and BDC. The parties will utilise the available flexibilities within the Member Agreement to mutual agreement.	A new SDP will allow BDC to engage in meaningful discussions with Homes England on funding options.
Project management	A range of measures are in place for managing the project progress and governance:	a) Internal BCP Project group (monthly, minuted, with representation from Finance, Planning, Legal and

		Commercial Operations) b) BDC Operational Group (monthly, minuted, with representation from Muse and BCP) c) Regular Briefing for BCP representatives on BDC Partnership Board (monthly) d) BDC Partnership Board (quarterly)
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28. In order to be able to manage the risks and financial implications of proceeding with the scheme, it is proposed that key decision milestones are incorporated into the programme. This will enable BCP Council and BDC to review progress at each milestone and decide whether to proceed and therefore continue with project expenditure.

29. The proposed milestones are;

Date	Project status	Approval by
December 2025	Approval of new Site Development Plan	Cabinet, BDC Board
July 2026	Planning application approved for submission	Cabinet, BDC Board
December 2026	Planning determination	BCP Local Planning Authority

30. Each milestone will offer the opportunity to assess progress and review actual expenditure and developments with scheme viability including projected build costs, projected sales values and progress with funding negotiations.

31. The project will be monitored on a monthly basis by BDC and BCP Council officers, reporting quarterly to the BDC Board and providing regular updates to BCP Council Cabinet.

32. To support wider placemaking within Bournemouth town centre, BCP Council will be exploring the development of a Town Centre Vision. This will be helpful to BDC in progressing its work on Winter Gardens, as well as informing future work on the other Option Sites, as the new BCP Local Plan takes shape.

Options Appraisal

33. The following table summarises the available options for Cabinet to consider.

Option	Description	Financial implications	Legal implications
Do nothing	The Winter Gardens remains as a car park	The Council will continue to generate income from the site (c£690k in 24/25). The Council will continue to need to fund the operating costs of the car park (c£100k in 24/25)	Discontinuing the project may result in needing to withdraw the site from the BDC Option Agreement and will require consideration of how repayments for loans incurred to date will be managed.
Develop the site through Bournemouth Development Company	Site Option Execution Date is extended; BDC begin work on new scheme design and planning process; new SDP to be produced for consideration by Cabinet in December 2025	Estimated cost of preparing Site Development Plan up to £500k	Without a revised SDP (and a reset date) the site could not be developed as neither party can issue an option notice – the only choice available would be to serve notice to take the site out of the option agreement which neither party favours.
Withdraw the site from BDC Option Agreement and seek alternative development solution	Site Option Execution Date is not extended. Site withdrawn from Option Agreement	The Exeter Road land is jointly owned by BCP Council and BDC. There are c£10m of outstanding loans from Muse and BCP	A new procurement or sales process would be required to seek developer interest in the site. Due to the value, this would likely take a minimum of 12 months

		Council from the original acquisition.	
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Summary of financial implications

34. In the event that Cabinet approves the continuation of the project to the next stage, there are no financial implications to BCP Council at this time.
35. The output of the next stage of work will be a new Site Development Plan. This will set out the full financial implications for BCP Council for any decision to approve the SDP and therefore proceed to more detailed design work in preparation for a planning submission.
36. The SDP will set out options for the funding of the continued work, which may include the option to vary the funding provided by each partner within the BDC by mutual agreement, in order to allow the project to continue.

Summary of legal implications

37. The legal obligations of the Council as a member of BDC LLP, are set out in the Members Agreement and the Options Agreement, which were entered into following an EU Procurement Process undertaken in 2009/10.
38. Site Development Plans are approved by Cabinet in respect of each potential site as work commences. Any variations to a SDP (including the extension of the term) must return to Cabinet for consideration and approval.
39. The proposed extension to the "Option Execution Date" for the Winter Gardens site is in accordance with the terms set out in the Option Agreement dated 2011 between the Council and BDC LLP, subject to approvals.

Summary of human resources implications

40. BDC has six Board representatives, three from the Council and three from MUSE. The Council representatives are Cllr Mark Howell, Cllr Joe Salmon and Cllr David d'Orton-Gibson. The Board representatives are responsible for delivering the PBP and deferring to the Council on more strategic matters.
41. Partnership Board meetings are determined to be quorate with at least two Representatives from each Member present. Representatives from each Member vote collectively with a single vote.
42. BDC has appointed Muse as the Development Manager. The Development Manager is tasked with implementing BDC Board decisions and reporting on progress.

Summary of sustainability impact

43. The Council has declared a climate emergency. The Council's role is to consider the future planning policy and transport solutions which will also promote sustainable modes of transport, including greater use of public transport, cycling and walking.

44. BDC's role is to ensure that its contractors and consultants take into account best practice on sustainability issues when designing and constructing new buildings and respond to the Council's Corporate Strategy

Summary of public health implications

45. To be fully assessed with Site Development Plan, once specific details of scheme design are known.
46. The addition of affordable housing and new public realm are considered likely to bring positive public health benefits. Similarly, a reduction in car journeys to the site may result in improved air quality.

Summary of equality implications

47. An EIA screening process is underway, setting out the initial assessment of the potential impacts of a new scheme. These are currently viewed as being;
- a. The potential for detrimental impact to users of the Winter Gardens car park associated with the loss of public car parking
 - b. The potential positive impact of providing new housing, particularly the affordable housing element, to BCP residents
 - c. The potential positive impact of the new scheme in creating new public green space
48. The EIA process will continue to be reviewed and updated as the details of the scheme are sufficiently developed, to provide clarity on the nature of the proposed final scheme and what its impacts could be.

Summary of risk assessment

49. When individual projects come forward for consideration from the overall BDC development programme the key risks that will be considered as part of the individual site development plans that are prepared include the following:
- a. Investment Risk including the risk that the development is non-profit making
 - b. Pre-Construction Risk including planning, design and funding risks
 - c. Construction Risk including inflation, supply chain disruption, late completion and cost overruns.
 - d. Market risk of not achieving forecast values
 - e. Programme risk of extended pre-construction, construction and post construction activity
 - f. Communications/Reputational Risk
50. There are additional risks at this current time, in relation to
- a. the progress of the new BCP Local Plan and how any changes in planning policy, particularly in relation to public parking and building heights, could impact on the ability of BDC to bring forward viable schemes on the Option Sites.

- b. The impact on Council revenue from any decision to develop the Winter Gardens car park without re-providing public parking. This would be compliant with planning policy.

Background papers

Bournemouth Development Company LLP Business Plan

[\(Public Pack\)Agenda Document for Cabinet, 05/03/2025 10:15](#)

BDC LLP Extension of Option Execution Dates – Cabinet report dated 8 March 2023

<https://democracy.bcpccouncil.gov.uk/ieListDocuments.aspx?CId=285&MId=5357&Ver=4>

BDC LLP Winter Gardens Scheme – Project Update – Place Overview and Scrutiny report dated 16 June 2022

<https://democracy.bcpccouncil.gov.uk/ieListDocuments.aspx?CId=588&MId=5341&Ver=4>

BDC LLP Business Plan - Cabinet report dated 23 June 2021

<https://democracy.bcpccouncil.gov.uk/documents/g4684/Public%20reports%20pack%2023rd-Jun-2021%2010.00%20Cabinet.pdf?T=10>

Appendices

APPENDIX 1 – Partnership Business Plan – attached separately



BournemouthDevelopmentCompany

The Bournemouth Development Company LLP

Partnership Business Plan 2025 - 2030

Report Prepared by: BDC (Muse & the Council)
Report Date: 25th April 2025

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Appendix A – Indicative development programme

Appendix B – Key communication messaging

Glossary of terms

BDC	The Bournemouth Development Company LLP, the joint venture between The Council and Muse.
The Council	Bournemouth, Christchurch and Poole Council
Muse	Muse Developments Ltd., part of the Morgan Sindall Group.
PSP	The private sector partner, being Muse Developments Ltd.
CSR	Community Solutions for Regeneration (Bournemouth) Ltd.
The Vision	The Bournemouth Town Centre Vision as set out in the Town Centre Area Action Plan (adopted March 2013).
BCP	Bournemouth, Christchurch and Poole.
DMA	The Development Management Agreement, between the Development Manager and BDC, relating to services to be provided to BDC and its development subsidiaries.
DM	The development manager, being Muse.
MA	The Members Agreement between The Council, CSR (Bournemouth) Ltd and BDC.
Option Agreement	The option agreement relating to a portfolio of properties situated in Bournemouth.
LGR	Local Government Reorganisation which resulted in the merger of the areas that were previously administered by the unitary authorities of Bournemouth and Poole, and the non-metropolitan district of Christchurch. It was created on 1 April 2019.
LLP	Limited Liability Partnership.
AAP	The Bournemouth Area Action Plan (adopted March 2013)
SDP	Site Development Plan

Executive Summary

We are pleased to present a new partnership business plan for the period April 2025 to March 2030, covering the next five financial years.

This is the first new plan since 2021 and follows a period of uncertainty since the completion of the most recent scheme at Durley Road, in parts due to the impact of the COVID 19 pandemic on the wider economy, staffing and structural changes within the Council and a change of political administration in May 2023.

By mutual agreement, work had been paused on the preparation of a new Partnership Business Plan, subject to a Strategy Day taking place with the new political leadership at the Council.

Summary of activity since 2021

Having commenced construction at Durley Road in January 2021, the development was completed in September 2022 and we exchanged contracts for sale on all 44 apartments at prices well above our business plan budget. The scheme was delivered by Poole-based contractor, Parsons & Joyce, who despite continuing challenges in managing the supply of labour and materials, maintained quality and delivered an excellent scheme.

At Eden Glen we produced outline proposals for a residential-led scheme to comprise circa 50-60 homes, with interest from the Council in retaining ownership of the completed scheme through their Seascope Homes platform and offering the apartments for open market rental. This followed on from the success of the Treetops scheme which BDC delivered in February 2021. The work did not progress due to viability issues associated with planning policy, specifically related to building heights, build costs and reprovision of public parking on the site. There was a workshop on 28 April 2022 to discuss routes forward, but this coincided with the financial challenges being faced by the Council and was subsequently put on hold.

We also held a workshop on 29 April 2022 to look at how to progress the Central option site. Options were reviewed which included variations of two and three block developments that could deliver up to 250 new homes with heights up to 13 storeys. The scheme had viability challenges and in order to close the gap the removal of the 315 on site public car parking spaces would be required. The emerging BCP Local Plan proposals did not support redevelopment of scale on this site with proposed heights limited to 7 storeys. The Public off-street car parking study in the Local Plan evidence base did however provide for two (of three) scenarios which supported development of the site without any reprovision of public parking.

At Cotlands we made significant progress in developing a strategy to bring forward this critical and strategic employment site. Over the previous 10 years within the conurbation approximately 1 million sq. ft of office accommodation has received planning permission for a change of use. Some of this stock has already been redeveloped, and some is at risk of redevelopment to another use in the future.

Working with the Council, BDC were looking to make a significant investment in the delivery of new, Grade A office accommodation to meet the needs of our corporate partners in the conurbation. The scheme stalled due to issues arising from the COVID pandemic and changes to the way businesses are prioritising office space versus hybrid working. The proposed pre-let anchor tenant for the first phase cited this uncertainty as reason for not progressing their interest.

There have also been issues with unlocking the development through consolidating car parking in a new multistorey car park (MSCP) at York Road. The Council was unable to continue with a commitment to provide £10.6m to fund the MSCP. There was an agreement in place with the Council to use Public Works Loan Board borrowing to assist with funding the project, but this was subject to securing the anchor tenant (pre-let). The impact of the September 2023 government Budget on interest rates also proved to be a significant issue, with PWLB borrowing rates rapidly increasing and rendering the business case for borrowing undeliverable.

The Council has undergone some significant change since 2022, including establishing and then deciding to close the urban regeneration company, BCP FuturePlaces Ltd. This had some implications for work on the Winter Gardens scheme, which had become unviable due to sharp increases in construction costs since the pandemic, as well as shifts in demand and values for commercial and leisure space in the town centre. The opening of the BH2 leisure complex immediately opposite the site has absorbed the latent demand and there is little evidence to support the creation of over 5,000m² of new leisure, retail and food and beverage space. Furthermore, the Council found itself in a position of no longer being able to support the funding of the replacement public parking or forward acquisition of over 100 apartments for private sector rent.

We fed into work with the Council and FuturePlaces to consider an alternative masterplan proposal for the wider Bournemouth ARC, the land holdings comprising the Winter Gardens site, Winterborne Hotel and Bournemouth International Centre (BIC). Recognising that the BIC no longer meets the needs of the conferencing market, emerging proposals included a new state of the art conference facility to meet the needs of the market today, alongside a new conferencing hotel, that could potentially have been built on the Winter Gardens site.

Since the decision to close BCP FuturePlaces Ltd, the new administration leading the Council has resolved to “decouple” the Winter Gardens from any aspirations to redevelop the BIC, giving rise to the opportunity to return to exploring a new solution for the site, responding to new strategic objectives and current market conditions. This was confirmed to BDC in Q1 2024.

Following the closure of BCP FuturePlaces Ltd and the creation of the new Investment & Development directorate within the Council, the Leader asked BDC in early 2024 to focus on the delivery of Winter Gardens as a key regeneration objective for the Council, alongside the in-house focus on Holes Bay and Dolphin Leisure Centre.

At our December 2024 Strategy Day, we reviewed aspirations for bringing forward a new Winter Gardens scheme. There is a desire for a new housing-led scheme at Winter Gardens, with the potential to drive regeneration in Bournemouth town centre and make a significant contribution to the delivery of the Council's new Corporate Strategy. Bringing forward a new scheme for Winter Gardens will form the core focus of this new PBP, which will need to identify plans for approaching the planning and funding strategies.

Across the other BDC optioned sites, BDC will continue to work with the Council to agree a strategy in relation to development options that will enable it to accelerate the pace and scale of delivery.

On all of our sites, we will strive for excellence in sustainable design and delivery of the Council's strategic corporate objectives, in particular;

- Good quality homes are accessible, sustainable and affordable for all
- Revitalised high streets and regenerated key sites create new opportunities
- Our communities have pride in our streets, neighbourhoods and public spaces

Market Conditions

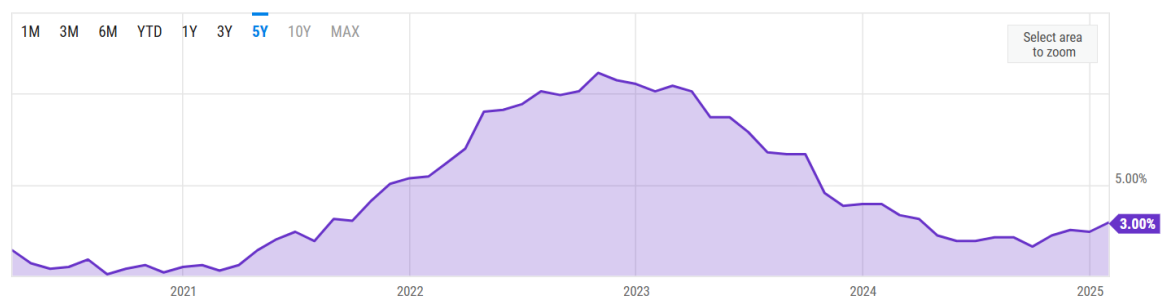
Since 2011, the Members have worked well together combining the resource and strengths of both organisations to deliver a number of successful projects. In total, 5 schemes have been delivered, delivering 645 much needed new homes, 555 public parking spaces and returning profits of just under £12million.

The last scheme to be completed by BDC was West Cliff Mansions, which completed in 2021, with all 44 apartments having been sold and fully occupied by July 2022.

The Covid-19 pandemic, war in Ukraine and, Brexit (global headwinds) had a significant impact on the construction industry. The market has faced considerable cost inflation and supply chain disruption alongside residential value compression which has caused significant viability challenges nationally for regeneration projects.

Through the period from early 2020 to 2023 the many longer-term impacts of the Covid-19 pandemic on the way that society works and its impact on the construction and development sector have become better understood. Whilst some aspects could have a positive impact upon BDC activity (for instance the growing appeal of coastal living), others will continue to disrupt (for instance, the slower than expected return to the office as a working environment). The latter proved a critical element for the prospects of the Cotlands Road project, as the anchor tenant for the flagship grade-A office development withdrew their commitment, due to the shift from office working to hybrid arrangements.

There has also been a sharp increase in the cost of living, with a period of very high inflation contributing to both material cost and wage inflation that has directly impacted the delivery of construction projects. Inflation peaked at over 11% during 2022/3 and has gradually fallen to its current rate of 3%, which remains above the Bank of England target of 2%.



Viability has therefore become a major challenge for the development industry, with regeneration schemes becoming increasingly reliant on significant public sector funding to become deliverable. Analysis has shown that in today's market, the Durley Road scheme would not have been viable. Completed in 2022 and having delivered a £2.5m profit, it would have a negative viability today, reflecting the position that sales values have not kept pace with build cost increases.

The Bank of England base interest rate has climbed sharply since the Winter Gardens scheme first achieved planning consent in 2019, having been at 0.25% in March 2020 and rising to 5.25% at its peak in August 2023. The rate has since gradually dropped to its current 4.5%. This has had a significant impact on borrowing costs to fund construction. The impact on public sector borrowing from the Public Works Loan Board has been challenging, with the current rate for borrowing over a 30-year period being 5.8%, having previously been around 3.5%. Furthermore, interest rates have also risen sharply, impacting on the ability to secure borrowing to fund major schemes.

These are not BCP specific issue and viability is preventing new development coming forward across the UK at this time.

These challenges have meant that bringing forward new BDC schemes has been difficult, which resulted in the decision to scale back the operating costs of the company.

During the last few years, the BCP Local Plan has been in production. This is a critical element in providing the planning policy for shaping new schemes. It presented some challenges for scheme viability in relation to the policy on heights in the Bournemouth Arc and wider town centre. In March 2025, the Local Plan was not accepted by HM Planning Inspector which will now lead to a new approach. It is anticipated that the increase in housing targets set by central Government will necessitate a review of heights in sustainable, accessible urban locations, which would be very helpful to BDC.

Due to the combination of these factors, this is the first new Partnership Business Plan for BDC since 2022. It builds upon a successful Strategy Day in December 2024, which gave members of the Cabinet for the new administration the opportunity to set out their aspirations for a reset BDC in delivering on the objectives in the new Corporate Strategy: A Shared Vision for Bournemouth, Christchurch and Poole 2024-2028.

1.0 Introduction

1.1 2025 Partnership Business Plan

This is the Partnership Business Plan ('the Plan') for the operating year commencing January 2025, providing a rolling 5-year projection agreed by the LLP members, covering the strategic, operational business and governance framework of The Bournemouth Development Company Limited Liability Partnership ('the LLP') and follows the agreed form business plan criteria (Schedule 2 of the Members Agreement).

The LLP is a joint venture between Bournemouth, Christchurch and Poole Council ('the Council') and Muse Developments ('Muse'), through a wholly owned subsidiary of Muse, Community Solutions for Regeneration (Bournemouth) Ltd.

The LLP is an active development partner and regeneration catalyst with the original purpose of leading the delivery of the Bournemouth Town Centre Vision (2013).

The Plan forms an overarching strategic framework, informing and integrating the individual Site Development Plans. As such, it serves as a management tool for the Council and the Private Sector Partner (PSP), Muse Developments Ltd. ("the Members") and Representatives and provides strategic guidance in delivering Partnership Objectives (see section 1.2.1 below).

The Plan is updated annually by the Development Manager and presented to the LLP Board and Members for approval. It is also amended to reflect changes to existing, and adoption of new, Site Development Plans as agreed by the Members from time to time.

1.2 The strategic management objectives of BDC

The Plan is based on the premise that Members are committed to working in partnership to achieve the Partnership Objectives, informed by the aspirations and drivers underpinning the original Bournemouth Town Centre Vision and the Council's regeneration objectives as they evolve over time.

The Council's regeneration objectives, encompassed in its Corporate Strategy (as below), have evolved recently and there are current reviews of the Local Plan and Local Transport Plan. It follows that a review of the Town Centre Vision and Partnership Objectives is needed to ensure that BDC and the Council remain aligned in their ambitions and delivery strategy.

1.2.1 The Council Corporate Strategy

We continue to align BDC activity to the Council's Corporate Strategy, "A Shared Vision for Bournemouth, Christchurch and Poole 2024-28". This includes addressing each priority within the Corporate Strategy in relation to our developments.

Our Place and Environment includes adopting a Fabric First design approach, with appropriate air permeability to optimise energy consumption. Also, working with our partners, providing employment for local labour and businesses during the pre-development, development and operation of the buildings long term. Across our sites and recognising their historic role in the development of the conurbation, we will continue to replace decaying trees with healthy specimens for the benefit of future generations. In creating a safe and happy environment, with easy access to the town centre, lower gardens and seafront for age friendly community development residents to live independent lives, while promoting active healthy lifestyles with the development of leisure space, cycle storage and public realm areas for public enjoyment.

Our People and Communities includes delivering vibrant town centre homes for a blend of residents while investing in homes for rent for local residents who are not ready to buy, as well as other uses to meet demand for new and complement existing provision. We will invest in active street frontages such as Turtle Bay on the Citrus Building, and sustainable and accessible infrastructure.

Through the provision within our schemes of shared facilities, gardens, cycle storage and open space. we will deliver a blend of generational housing with rented homes, homes for sale and age friendly homes within a safe community of well-maintained walkways and communal areas.



1.2.2 The Town Centre Vision

The Vision is set out in the Bournemouth Town Centre Area Action Plan (adopted March 2013). The AAP remains the extant planning policy for Bournemouth town centre following the recent recommendation from the Planning Inspector for the Council to withdraw its Local Plan from the examination process. Until such time as a new Local Plan is put in place, the BDC shall continue to refer to the AAP.

By 2026 Bournemouth Town Centre will be rejuvenated so it will be even better, more competitive and renowned as a place of high quality for residents, visitors, businesses and students. All changes in the Town Centre will be driven by the need to raise its image and profile as a high-quality coastal garden town. Doing this will ensure the Town Centre is:

- *A better place to live;*
- *A better place to visit;*
- *A better place to work;*
- *A better place to invest;*
- *A better place to learn; and*
- *A better place to socialise.*

BDC acknowledges the Vision objectives as follows:

1. *Celebrate the town's heritage by protecting and enhancing the historic gardens, quality buildings and general appearance.*
2. *Ensure new development is sustainable, well designed, and responds to the positive characteristics of the Town Centre.*
3. *Provide a high quality, safe and attractive network of streets and public spaces that incorporates public art, green infrastructure and opportunities for play and events.*
4. *Ensure the Town Centre is a welcoming place where everyone can easily find their way around.*
5. *Ensure the Town Centre is a sustainable and accessible place that provides a more positive experience for pedestrians, disabled people, cyclists and public transport users.*
6. *Maintain access for private vehicles, providing public car parking to support the vitality and viability of the Town Centre.*
7. *Provide an overall mix of uses in order to encourage people to come to the Town Centre more often and stay longer.*
8. *Increase and improve the quality and relationship between retail, leisure, cultural and entertainment uses so that the Town Centre has activities for everyone to enjoy both during the daytime and evening.*
9. *Strengthen the role of the Town Centre as a key focal point for employment and tertiary education, and encourage stronger links between enterprise and local colleges, universities and schools.*
10. *Ensure that tourism and conferences remain a key part of the Town Centre economy.*
11. *Ensure the Town Centre becomes a more attractive place to live for a wider range of people, by offering a mix of quality new homes and community facilities that support an increased population.*

The Town Centre Vision is now over 10 years old. Whilst many of the objectives remain current, there are some where the approach may now need to be updated to reflect changes in the last decade. For example, COVID has had a lasting impact on the high street, with many retailers including Marks & Spencer, Debenhams and House of Fraser having left Bournemouth town centre. The way people use town centres is changing and there is an ongoing housing affordability crisis in BCP, with median house prices 10.2 times the median wage, significantly higher than the national average of 8.9.

The Council declared a climate emergency in 2019, with sustainable travel forming a core part of the strategy to reduce emissions. Transport planning policy is therefore moving towards reducing the number of vehicles travelling into town centres, which supports a move towards developing surface car parks for alternative uses without replacing the public parking. This is supported by scenarios presented in the “Public off-street parking study” for the Local Plan evidence base.

1.2.3 Partnership objectives

The LLP itself has a number of Partnership Objectives in relation to the development of Bournemouth Town Centre. The Partnership Objectives are an integral part of the strategic management and operational business activity of the LLP and are set out in the Members’ Agreement as summarised below:

The Objectives of the LLP in relation to the Area (as defined at 3.2 below), any site and / or any Additional Site are: -

Regeneration Objectives

- Maximise the full economic potential and kick start wider regeneration
- Improve Bournemouth’s competitiveness as a place to live, work, and shop
- Drive the demand for new homes and jobs in the town centre
- Create a vibrant, 24/7 residential and visitor community
- Create and improve access, signage, landscaping, road and public transport

Design and Standards Objectives

- Deliver development that is innovative in design and quality, and exemplar in terms of all aspects of sustainability, integrating social, economic and environmental goals
- Deliver inclusive, diverse, high quality, safe public spaces and landscapes
- Develop parts of the town centre with designated areas of distinct identity and with high quality public realm areas, providing a sense of arrival and place
- Conserve and enhance the architectural style of the town as a historic public realm
- Improve the public realm to make the town more pleasant to experience on foot

Delivery Objectives

- Bring forward development of the Sites and any further land identified in phases within a timescale which responds positively and quickly to market demand for commercial, residential and other development
- Work in partnership with and in dialogue, consultation and engagement with the local communities, residents, stakeholders and the Council

Commercial

- Deliver an appropriate level of financial return to the Members
- Capture profit through direct development rather than pure land transfer.

1.2.4 Economic benefits

The overriding aim of the LLP is to act as the delivery mechanism of the Town Centre Vision, which will bring forward a broad spectrum of benefits to the Town.

Development of sites will generate capital receipts and revenue to BDC and the Council:

	BDC	Council
Land capital receipt		✓
Profit	✓	✓
Long term revenue / credit enhancement		✓
Enhanced asset base		✓
S106 and CIL contributions		✓
Domestic and non-domestic rates		✓
Public realm improvements		✓
Quality of design		✓
Provision of Infrastructure		✓

Profit generated by BDC schemes is distributed between the Members in accordance with para 26 of the Members Agreement.

Through BDC, the Council has secured the following investments;

- A3 restaurant unit at the Citrus Building operated by Turtle Bay;
- 46 new open market rent homes at “Treetops” at St Stephens;
- through a “lease wrap” structure the reversionary interest in the 378-bed student accommodation scheme at Madeira Road; and
- new replacement MSCP public car parks at Madeira Road (400 spaces) and Berry Court (155 spaces).
- 44 new open market sale homes at West Cliff Mansions

BDC will, through development and investment activity, aim to act as a catalyst for additional investment in the Town centre from other investors.

1.2.1 Social Value

BDC aim to build communities founded on social value, health and wellbeing, and sustainability. To create exemplar, sustainable, places that maximise social benefits and enhance the environment now and for future generations.

We provide our teams, contractors, and wider supply chain with clear guidelines, key performance indicators and targets to deliver the highest levels of environmental performance and positive social impact, enabling transparency and accountability.

1.3 Operational Management

1.3.1 Delivery - human resourcing of the LLP

The principle human resource is the Development Management team, provided by Muse as set out in the Development Management Agreement.

1.3.2 Delivery – working capital

In accordance with the Members’ Agreement and agreed Site Development Plans, the PSP provides working capital to the LLP to fund the operation of the business.

1.3.3 Commercial

The LLP leverages the skills, capacity and delivery capability of its Members and the Development Manager to generate appropriate returns to its Members by active development and management of Council land. Where appropriate, strategies for risk transfer to third parties are considered.

1.3.4 Best value

The LLP is committed to the delivery and creation of best value across all areas of its activity, including:

- Land transfer
- Development and supply chain services
- Provision of services by the LLP or its subsidiaries

This is in accordance with the Procurement Policy, set out in the Members' Agreement and the Market Valuation mechanism for sites transferred from the Council as set out in the Option Agreement.

1.3.5 KPIs and Performance specification

In accordance with the Development Management Agreement, the LLP employs Muse as Development Manager (DM) for the delivery of Development Management Services.

Throughout the business and development activity of the LLP, and that of the DM and supply chain partners, an ethos of collaborative working is encouraged and promoted, to enable:

- Development of close working relationships between parties, underpinning efficiencies in delivery and enhanced decision making
- Compliance with best practice principles and relevant Council Policies
- Delivery of efficient operational performance
- Identification of partnering challenges and remedial strategies
- Development of effective communication, transparency and sharing of best practice methodologies and solutions

Key performance indicators (KPI's) are set out at Schedule 4 of the DMA.

1.3.6 Risk management

Effective risk identification and management is an essential and dynamic business process. The Partnership Board is responsible for identification, assessment and management of the key business risks facing the LLP.

A project Risk Register is produced for each active site. This provides an overarching risk management tool, consolidating risk management best practice that potentially arises at both LLP and at development subsidiary level. Further site-specific risk analysis is undertaken as part of the Site Development Plan approval process.

1.3.7 Corporate governance

The Partnership Board is responsible for the strategic management and direction of the LLP and is accountable to the Members in accordance with the Members' Agreement. The Partnership Board has and will continue to adopt and implement best practise in the form of corporate governance and risk management.

The Partnership Board meets quarterly and is chaired by the Development Manager. The company secretary function is performed by Muse.

2.0 Partnership structure

2.1 Principles

The LLP is structured on the principles of equal sharing of risk and reward by the Members, with parity between. At all times the Members need to meet their fiduciary duties to the LLP, and the Council needs to meet its statutory including fiduciary obligations to the electorate.

2.2 Framework

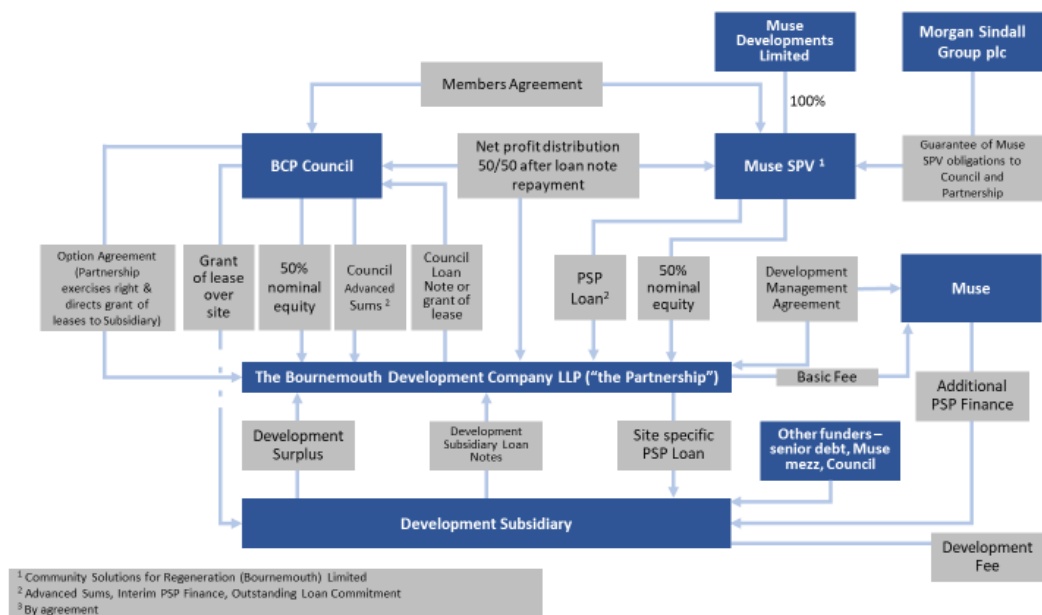
The LLP conducts its business activity in accordance with the following contract documents,

- Members Agreement (MA)
- Option Agreement; (OA) and
- Development Management Agreement (DMA).

2.3 LLP structure

The diagram below sets out the structure or indicative structure for the LLP, including subsidiaries, and provides details of key relationships, contract structure, loan note structure and key fund flows.

On 4 January 2021 the shares in Community Solutions for Regeneration (Bournemouth) Limited, which were previously held by Morgan Sindall Investments Limited, transferred within the Morgan Sindall Group to Muse Developments Limited.



2.4 Subsidiary LLP structure

Once option conditions have been satisfied, development will be taken forward by an LLP subsidiary, which will be formed in accordance with the Members' Agreement. The benefits of this structure are to:

- ring fence the development of specific sites
- enable the individual entities to raise development specific finance; and
- provide the flexibility to enter into joint venture arrangements

Joint ventures will be considered with third parties such as other landowners, investors and developers who can enhance the performance of the LLP by

- providing a project specific delivery capability
- introducing project finance, either as debt, equity or possibly a forward funding commitment
- helping with site assembly that helps to deliver Partnership and wider Council Regeneration Objectives
- sharing in the risk (and reward) of a project

Any proposed joint venture arrangements will be discussed with the Council teams, with a preferred option (if any) being presented to the Partnership Board and Members for approval.

2.5 Strategic management

The strategic direction and management of the LLP is the responsibility of the Partnership Board. Certain decisions are reserved back to the Members for approval in accordance with the Delegation Policy annexed to the Members' Agreement.

The Board currently comprises three nominated representatives from The Council and three from Muse. Partnership Board meetings are determined to be quorate with at least two Representatives from each Member present. Representatives from each Member vote collectively with a single vote.

Council representatives are:

- Cllr David d'Orton-Gibson
- Cllr Mark Howell
- Cllr Joe Salmon

Muse representatives are:

- James Stockdale
- Joe Everett
- Andy Howell

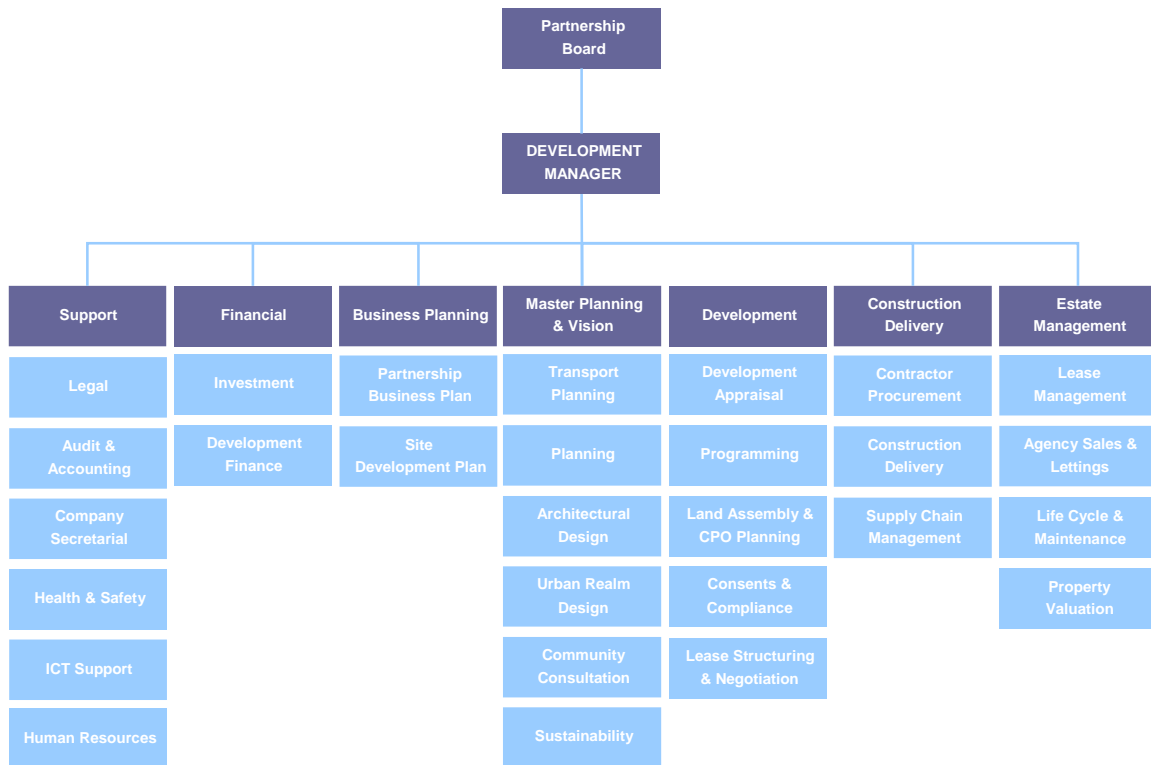
2.6 Operational management

The LLP has appointed Muse as Development Manager (DM). The scope of DM services, terms and conditions and remuneration are set out in the Development Management Agreement.

Key services include the following:

- Management of day-to-day operations
- Management of overall development activity
- Operational reporting on a regular basis to the LLP
- Production, maintenance and review of Site Development Plans and Partnership Business Plans

In order to perform the necessary services to the LLP the following work streams have been identified as set out below:



As DM, Muse manages the above work streams, leveraging internal resource as well as that of external advisors, service providers and the Council, where appropriate.

Resource

BDC has a Development Management Agreement with Muse to provide services to the BDC and its development subsidiaries. The day-to-day management and development role is undertaken by a small team of Muse employees, working from offices in London. They are supported by an 'in-house' residential sales & marketing team, new homes / aftercare team, legal team, sustainability team, accounting and secretariat team, based in the same office.

When additional resource is required, potential employment and/or secondment of suitable staff will be considered

Accommodation and facilities

Muse has previously used offices located in the Bournemouth town centre to house the Development Management team. During the recent slowdown in activity, these offices have been closed. This will be reviewed subject to the progression of future development sites.

Corporate policies

The Policies of the LLP have been established in line with best industry practice and include, but not exclusively, health and safety, quality, human resources, discrimination, and environmental policies.

Whilst the LLP is an independent development business, its policies have regard to and accord with those of the Members as identified in the Members Agreement.

The LLP has produced and adopted its own:

- Health & Safety Policy (revised and approved April 2018)
- Equality & Diversity Policy (revised and approved April 2018)
- Sustainability Policy (revised and approved April 2018)

These policies are in the process of being reviewed and updated for approval by the BDC board.

Quality management and Quality Assurance

The LLP's approach to Quality Management and Assurance is one of continuous improvement. The LLP is covered by Muse's ISO and benefits from a fully comprehensive quality policy and manual that is updated on a regular basis.

This policy covers all areas of the Partnership's work and includes quality

- control of work and output
- assurance in what is provided and
- management.

Health & Safety management

The LLP takes Health and Safety with the utmost seriousness and a Health and Safety Policy has been adopted.

This ethos toward Health and Safety will continue to be extended to all partners, design and professional team appointments and contractors. The appointments focus around the Principal Designer and Principal Contractor.

Sustainability

The Bournemouth Development Company prides itself on working locally and within the community, represented by local members of the community through Bournemouth, Christchurch and Poole to optimise the value added both economically in terms of returns for the Council in potential revenue income and also capital receipts, as well as for the community providing employment and new homes in the town.

There is a key focus on local employment and local labour which is passed onto contractors to provide employment for local people during the construction period. This also has a positive impact on our Carbon Emissions with a reduced number of miles travelled to the site. The Council declared a climate emergency in 2019, which has added greater emphasis and urgency to the need for employing sustainable construction practice.

Long-term improvements to the community are delivered with new homes, café and restaurants, employment space and leisure facilities in the town. The developments include cleaning up and landscaping large areas of undergrowth in the town centre through construction and also through charity fundraising events.

Working with the supply chain is key to achieving a sustainable build, including 100% sustainable timber being procured, and the use of local suppliers to reduce our carbon footprint. Our sustainability policies are passed down to the Contractors along with our Local Employment Policy which has been signed up to along with the Council and the local Job Centre to also encourage a number of Apprenticeships to help create the next generation of skilled construction workers.

Keeping people safe including visitors, subcontractors, workers and reducing the number of accidents on site during the build period are a priority. Also creating a safe place to live, visit, work, invest, learn and socialise once developments are complete as set out within the Town Centre Vision.

Developing a talented team to deliver the challenging developments we have achieved within Bournemouth has been key to our success. Motivation, innovation and development is ongoing as we evolve with changes within the town and the environment.

Professional services

The LLP continues, where appropriate, to draw upon the experience of local professional firms who can demonstrate a track record of delivery and are passionate about the benefits the LLP can bring to Bournemouth, Christchurch and Poole.

Details of the core design teams are included within the individual Site Development Plans. Further appointments will be procured in accordance with the Procurement Policy.

Supply chain

BDC will procure its supply chain in accordance with the Procurement Policy at Schedule 8 of the MA.

Strategic services

The purpose of the strategic advisor role is to provide the LLP with the ability to plan its activity and resource allocation around a number of forward-looking initiatives which relate directly to its role as a delivery vehicle of the Vision. At a practical level, this will be achieved by way of day-to-day advisory as appropriate, with periodical input into the business planning and reporting activity of the LLP.

The on-going requirement for Strategic Advisors and the current status of appointments is:

Role	Advisor	Status
Communications	Liz Lean PR	On a retainer
Master Planning & Planning	To be confirmed	To be instructed as required
Transport and Car Parking	Alan Baxter Associates	To be instructed as required
Legal	Eversheds, Pinsent Mason, Womble Bond Dickinson	To be instructed as required
Tax	PKF	Retained & active

The LLP will continuously review the need and merit of procuring strategic services, with any engagement having regard to:

- The independence of the LLP in discharging its role and objectives;
- Performance of the Council in discharging its statutory obligations;
- Management of potential conflicts of interest arising from time to time;
- The ability of service providers to complement and enhance services provided by individual Members;
- Principles enshrined in the Procurement Policy; and
- Commercial protection of the LLP.

3.0 Development programme

3.1 Annual strategy review

Following the December 2024 BDC Board Strategy Day with Council Cabinet members and senior officers, the LLP has agreed to focus efforts on renewing the Winter Gardens project. The project has been identified as a key priority for the current administration for delivering its corporate strategic objectives.

There is also a desire to review the remaining Option Sites and determine the most appropriate way to achieve development. This is subject to on-going review and will change in response to how the Local Plan develops over the course of the next 12-18 months. Any changes in approach to heights and public parking may improve the prospects of establishing viable schemes on these sites for direct delivery by BDC. The review will also respond to any changes in specific demand from third party developers and new opportunities to deliver the sites during the life of the Partnership. The detailed timeline for each site will be reflected in individual SDP's.

The LLP will also monitor development activity on other sites around the Town Centre to establish pipeline and delivery of potentially competing schemes. The Partnership will aim to deliver sites when demand is improving and competing supply is constrained to maximise revenue and profit.

3.2 Operational area

BDC has a remit to operate within "The Area". The Area is defined in the Members Agreement (Schedule 1) as

"the AAP Boundary as indicated by the red line set out of the plan attached at Schedule 14 including the Sites and any additional sites as agreed between the Parties from time to time (which may for the avoidance of doubt fall outside the former Bournemouth administrative area)".



In December 2021 BDC and The Council received Counsel opinion to determine whether BDC could operate outside of “The Area”.

In summary this opinion concluded that;

“the centre of gravity needs to remain Bournemouth. In other words, individual projects outside Bournemouth may be permitted, but not to the extent that the activity can no longer be characterised as predominantly Bournemouth, rather than Bournemouth/Poole/Christchurch”.

3.3 The BCP Local Plan

The Council has been working on a new local plan to cover the BCP conurbation since the formation of the new Council in 2019. As part of setting up Bournemouth Christchurch and Poole Council the Government approved consequential orders that specifically required a new BCP wide local plan is adopted by 2024.

The BCP Local Plan 2024-2039 was submitted to the HM Planning Inspectorate in June 2024. In March 2025 the Local Plan was rejected by the HM Planning Inspectorate due to failure to meet the Duty to Cooperate with neighbouring Local Authority Areas and for falling short in the delivery target for new homes as proscribed by the standard method in the National Planning Policy Framework.

The Council is currently considering next steps to bring forward a new Local Plan. This could offer opportunities to BDC to deliver a higher volume of sustainable homes in the Bournemouth town centre area.

3.4 Planning

3.4.1 Planning Performance Agreements

BDC will consider entering into a planning performance agreement (PPA) with the Planning Authority on a site-specific basis.

3.4.2 Appropriation

The Council has the power to:

- a) acquire land by agreement for planning purposes pursuant to section 227 of the Town and Country Planning Act 1990; and
- b) to appropriate land that it already owns, and which is no longer required for the purpose for which it is held, for any other purpose for which it is authorised by statute to acquire land pursuant to section 122 of the Local Government Act 1972.

Collectively these are the Appropriation Powers. Planning purposes means an acquisition (or appropriation) which will facilitate the carrying out of development, re-development or improvement which is likely to contribute to the economic, social or environmental well-being of the area, or which is required in the interests of the proper planning of the area in which the land is situated.

The Council approved in 2016 the BDC recommendation to exercise its Appropriation Powers in respect of the following sites as part of the Cabinet approval of the previous PBP:

- Site 3, Town Hall Annex
- Site 8, Eden Glen
- Site 11, Central Car Park
- Site 12, Glen Fern
- Suite 5, Richmond Hill
- Site 6 Winter Gardens and adjoining land registered at the Land Registry under title numbers DT83730 and DT203839 [and DT451745]
- Site 9 Bath Road North
- Site 10 Bath Road South
- Site 16 Cotlands
- Additional sites at
 - York Road East car park
 - York Road West car park

3.5 Development activity

Development activity and milestones are defined in the DMA (schedule 2):

Stage 1	Draft SDP
Stage 2	Managing the design development process and submission of planning application as per the SDP
Stage 3	Managing the process to satisfaction of the Viability Condition
Stage 4	Contractor procurement and management of construction
Stage 5	Sales
Stage 6	Property Management

Since the formation of the Partnership in February 2011, BDC has successfully redeveloped 5 option sites; progress on these sites is summarised below.

3.6 Completed projects

A summary of the completed projects to date has been included in Appendix B.

3.7 Live projects – construction phase

There are no current projects in the construction phase.

At the Strategy Day held in December 2024 specific focus was on how BDC bring forward the Winter Gardens scheme which is a key priority to the Council. A number of critical items were set out that need to be resolved ahead of spending time / money on progressing the development. These issues are not specific to Winter Gardens and are also blockers to the bringing forward of a number of other Option Sites:

- Extension to the 'Site Option Execution Date' for Winter Gardens
- Confirmation on the loss of revenue from the current Winter Gardens carpark
- Car parking Study – clarity around bringing forward the Winter Gardens scheme with no public parking reprovision on site.
- Planning – as the Local Plan is likely to be withdrawn what options are there to bring forward the Winter Gardens scheme as extant policy doesn't support a residential led scheme with height.
- Funding Options – vary Members Agreement to enable flexible funding approaches
- Viability – the Council / Muse to work together in gaining support from Homes England

Muse and the Council are working closely to jointly resolve these issues to create the environment to bring forward, in the first instance, a new scheme for the Winter Gardens.

Over the following chapters we will provided an update on all the undeveloped Option Sites and have categorised them as follows:

- High Priority – a key priority for BCP Council, target SDP in 2025
- Med Priority - subject to agreement of SDP of High Priority site, target SDP within in 12 months
- Low Priortiy – smaller scale, alternative disposal strategy to be considered over next 12 months

3.8 Live projects - Stage 1 SDP adopted / pre-construction

3.8.1 Site 6: Winter Gardens

Activity	Status
<i>Development proposal</i>	A mixed-use development comprising leisure, community and residential.
<i>Status</i>	<p>High Priority - Work was carried out with the Council and BCP FuturePlaces Ltd to consider an alternative masterplan proposal for the wider Bournemouth ARC, the land holdings comprising the Winter Gardens site, Winterbourne Hotel and BIC. This work did not progress following the closure of BCP FuturePlaces Ltd in 2023. In 2024, the new Council confirmed its desire to redevelop Winter Gardens as a standalone opportunity.</p> <p>The current administration of the Council has renewed aspirations to deliver a housing-led regeneration project on the site. Work will progress on a new scheme, subject to the approval of this Partnership Business Plan and the key items set out in 3.7 above and a refreshed Site Development Plan.</p>

3.8.2 Cotlands Road / York Road

Activity	Status
<i>Development proposal</i>	A mixed-use scheme that will complement an employment-led scheme including high quality public realm, café / restaurants and public parking (420 spaces).

<i>Status</i>	<p>Med Priority - Council Cabinet adopted SDP in February 2019 and January 2020. Working with the Council, BDC set out to make a significant investment in the delivery of new, Grade A office accommodation to meet the needs of our corporate partners in the conurbation, alongside a new public parking facility.</p> <p>In the wake of the Covid-19 pandemic, working practices have shifted towards hybrid working. As a result of this, the potential pre-let anchor tenant for the offices withdrew their interest. The Council was also unable to meet its original commitment to fund the MSCP on York Road to unlock the project. The project is currently paused until Council financial support available.</p>
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3.8.3 Eden Glen

Activity	Status
<i>Development proposal</i>	A residential-led scheme with active ground floor use.
<i>Status</i>	<p>Low Priority - The Council's Cabinet adopted the SDP in October 2018. Original proposals were for a residential-led scheme to comprise circa 50-60 homes, with interest from the Council in retaining ownership of the completed scheme through their Seascope Homes platform and offering the apartments for open market rental.</p> <p>Workshop held with the Council in August 2022. The scheme was not viable due to build cost inflation and the requirement to re-provide public parking. It is a small-scale opportunity so potential to retain as public parking or alternative disposal options to be considered. A BCP car parking strategy needs to be formalised before any decision can be made due to impact on scheme delivery / viability.</p>

3.9 Live project Option longstop dates

Within the adopted Site Development Plans, target option execute dates were set out as follows:

Winter Gardens	2016
Eden Glen	Q3 2020
Cotlands	Q4 2020

The option agreement sets out that BDC need to execute options in respect of each site within 12 months of the execute option date, this is referred to as the Option Condition Longstop Date.

Each of the above projects has been subject to delays. In the case of Winter Gardens, the site was held up by an elongated planning process, tying delivery into the grant of planning for a SANG at Hicks Farm, before encountering insurmountable viability challenges resulting from the impact of Covid-19. At Cotlands, an office-led scheme, the impact of Covid-19 has been material on corporate decision to acquire office space and the Council's ability to continue with a commitment to fund a new, enabling MSCP at York Road.

BDC recommended in 2023 that the Council agree to the following revised target option execution dates:

Winter Gardens	30 th September 2024
Eden Glen	30 th September 2025
Cotlands	30 th September 2025

The Winter Gardens option execution date has since elapsed with no progress having been able to be made during 2024 to revive the consented scheme. BDC has requested via a Cabinet paper in March 2025 to further extend the option execution date to September 2028 to allow the preparation of a new, housing-led project. This was approved in principle by Cabinet, subject to the approval of this Partnership Business Plan.

3.10 Pipeline projects

In addition to the above sites, the LLP will continue to review options on the remaining Option Sites during 2025/26.

Note that the developments with the BCP Local Plan mean that it is sensible to wait to understand how any changes to the planning policy relating to Bournemouth town centre may create more favourable conditions for bringing forward development.

3.10.1 Pipeline sites

Site no	Site name	Proposed use (BCP Local Plan)
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2	<p><i>West Hill Road Car Park</i></p> <p><i>Status</i></p>	<p>Subject to Council agreement of a car parking strategy for Bournemouth Town Centre, West Hill car park would be suitable for residential development providing in the region of 20 homes. Development must: i. Preserve or enhance the character and appearance of heritage assets and their settings including the Poole Hill and West Cliff Conservation Area; ii. Be designed to respect the amenities of the adjacent residential properties; iii. Be predominantly between 3 -4 storeys (approximately 9 – 15 metres) in height; and iv. Retain a pedestrian and cycle connection through the site between West Hill Road and St Michael's Road.</p> <p>Low priority - small scale opportunity and potential to retain as public car parking or alternative disposal. A BCP car parking strategy needs to be formalised before any decision can be made due to impact on scheme delivery / viability.</p>
3	<p><i>Town Hall Annexe</i></p> <p><i>Status</i></p>	<p>Any development of the annexe must: i. Provide mixed use scheme that could incorporate high quality office or research and development space (Use Class E(g)(i-ii), education (Use Class F1(a), medical/healthcare (Use Class E(e)) alongside residential uses delivering in the region of 50 homes; ii. Preserve or enhance surrounding heritage assets and their settings, including St Stephen's Church, Town Hall and Meyrick Park and Talbot Woods Conservation Area; iii. Provide a strong and attractive frontage to Braidley Road and St Stephen's Road; and Be predominantly four storey (12-15 metres) in height when viewed from Braidley Road.</p> <p>Low priority - small scale opportunity and potential to retain as site for public car parking or alternative disposal. A BCP car parking strategy needs to be formalised before any decision can be made due to impact on scheme delivery / viability.</p>

5	<i>Richmond Hill</i>	Any development of Richmond Hill car park must: Deliver in the region of 70 homes; Be predominantly between 7 -10 storeys (24 to 33 metres) in height
	<i>Status</i>	Low priority - potential to retain as site for public car parking or alternative disposal. A BCP car parking strategy needs to be formalised before any decision can be made due to impact on scheme delivery / viability.
7	<i>Former Winterbourne Hotel and Beacon Road Car Park</i>	Sites that make up the Bournemouth Arc must be planned comprehensively as part of a masterplan to deliver a high-quality leisure and cultural offer which contributes to the role of the town centre as a major destination for tourists and local residents. Development must: xxii. Ensure the delivery of leisure and cultural uses (Use Classes F1(be), F2(c-d), theatres, venues for live music performance, concert halls and conferencing facilities); xxiii. Include hotels, residential, community and commercial, business and service uses (Use classes C1,C3, F2(b) and E) to support and enable the delivery of leisure and cultural uses; xxiv. Together sites within Bournemouth Arc will provide a minimum of 400 homes; xxv. Enhance the natural qualities of the area by retaining and providing high quality soft landscaping within sites, along with preserving or revealing public views of the sea; xxvi. Provide public car parking in accordance with a strategy agreed to by the Council; xxvii. Ensure building heights are informed by Landscape and Visual Impact Assessment and be predominantly between 4 - 7 storeys (12 - 24m) in height; xxviii. Preserve or enhance nearby heritage assets and their settings including the Registered Gardens, the Pavilion and the Royal Exeter Hotel; and Work with topography, ensuring building forms step gradually up sloping sites
	<i>Status</i>	

		Low priority – needs to be considered as part of a wider masterplan exercise of sites along the sea front. Deed with South West of England Regional Development Agency (SWEDA) to deliver 4-star hotel and hotel training school on site. Overage payable to SWEDA until 31st March 2033 if residential developed on site.
9, 10	<i>Bath Road North, Bath Road South and Waterfront</i>	Sites that make up the Bournemouth Arc must be planned comprehensively as part of a masterplan to deliver a high-quality leisure and cultural offer which contributes to the role of the town centre as a major destination for tourists and local residents. Development must: xxii. Ensure the delivery of leisure and cultural uses (Use Classes F1(be), F2(c-d), theatres, venues for live music performance, concert halls and conferencing facilities); xxiii. Include hotels, residential, community and commercial, business and service uses (Use classes C1,C3, F2(b) and E) to support and enable the delivery of leisure and cultural uses; xxiv. Together sites within Bournemouth Arc will provide a minimum of 400 homes; xxv. Enhance the natural qualities of the area by retaining and providing high quality soft landscaping within sites, along with preserving or revealing public views of the sea; xxvi. Provide public car parking in accordance with a strategy agreed to by the Council; xxvii. Ensure building heights are informed by Landscape and Visual Impact Assessment and be predominantly between 4 - 7 storeys (12 - 24m) in height; xxviii. Preserve or enhance nearby heritage assets and their settings including the Registered Gardens, the Pavilion and the Royal Exeter Hotel; and Work with topography, ensuring building forms step gradually up sloping sites
	<i>Status</i>	

	<i>Status</i>	<p>i. Provide a mixed use development with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2); ii. Provide in the region of 300 new homes; iii. Secure public car parking within the town centre in accordance with a strategy agreed to by the Council; iv. Create attractive, active frontages to Glen Fern Road and Fir Vale Road; v. Enable footway widening and public realm improvements on Glen Fern Road and Fir Vale Road; vi. Be predominantly between 4 - 9 storeys (12 - 30 metres) in height; vii. Preserve or enhance heritage assets and their settings, including the listed St Peter's Church, The Shul, Bournemouth Hebrew Congregational Synagogue, and the Old Christchurch Road Conservation Area; and A drainage strategy will be needed for the site, with SuDS and permeable surfaces must be provided along Glen Fern Road.</p> <p>Low priority - potential to retain as site for public car parking or alternative disposal. A BCP car parking strategy needs to be formalised before any decision can be made due to impact on scheme delivery / viability.</p>
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3.11 3-year programme

The core focus of this business plan is the Winter Gardens project. The indicative programme is set out below, which assumes a Council approval in June 2025 to proceed with the design and planning period for a new scheme. This would result in a planned start on site in December 2027, subject to a successful planning application process.

Workstream	Date	Approval required
Extend Winter Gardens site option execution date	May 2025	Cabinet
Agree Business plan, funding strategy and planning strategy for Winter Gardens	Jun 2025	Cabinet / Full Council
Winter Gardens project start	Jul 2025	BDC Board
Submit planning for Winter Gardens	Jul 2026	BDC Board
Planning determined	Dec 2026	LPA
End of stage 4 design, gateway 2 and funding	Nov 2027	Council, Muse and BDC Board
Winter Gardens start of construction	Dec 2027	BDC Board

It is anticipated that the full pre-construction budget will be c£7m for Winter Gardens (subject to change as scheme progresses) and approval will be sought in distinct stages.

Workstream	Expected date	Amount	Cumulative
Initial feasibility	Jul 2025	£1,000,000	£1,000,000
Design and planning	Dec 2026	£4,000,000	£5,000,000
Stage 4 design, procurement, funding and gateway 2	Dec 2027	£2,000,000	£7,000,000

		Cabinet Approval		Cabinet approval	Council approval	Project start	Design and planning period				
		Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
		Site Option Execution Date		Business Plan	Business Plan		100,000	250,000	400,000	650,000	1,000,000
				Funding Strategy	Funding Strategy						
Design and planning period							Planning determination				
Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
1,400,000	1,900,000	2,400,000	2,900,000	3,400,000	3,900,000	4,400,000	4,700,000	5,000,000	5,000,000	5,000,000	5,150,000
Stage 4 design, gateway 2 and funding											Start on site
Jan-27	Feb-27	Mar-27	Apr-27	May-27	Jun-27	Jul-27	Aug-27	Sep-27	Oct-27	Nov-27	Dec-27
5,300,000	5,450,000	5,600,000	5,750,000	5,900,000	6,050,000	6,200,000	6,350,000	6,500,000	6,650,000	6,800,000	7,000,000

4.0 Movement, parking and transport policy

4.1 Introduction

This section of the Plan was originally updated by Alan Baxter Ltd in 2019 and has been further updated to reflect updates in policy since then. It will need to be reviewed again once the Council has concluded a review of its approach to car parking, which will take the form of a new corporate parking strategy.

The recent news regarding the BCP Local Plan creates uncertainty around planning policy for the surface car parks within the BDC Option Agreement, specifically in relation to the reprovion of public parking, which in turn creates significant risk in relation to development plans.

4.2 Policy review

The Car Parking and Transport Policy is informed by and has regard to the:

- Town Centre Vision Programme Objectives (2011),
- Local Transport Plan 3 (2011),
- Core Strategy (2012), and
- Town Centre Area Action Plan (2013).
- Public off-street car parking study – Occupancy data (November 2024) – status unclear

4.2.1 Bournemouth, Poole and Dorset Local Transport Plan 3

LTP3 was adopted in April 2011. This document sets out the strategy for the delivery of a first class transport system between 2011 and 2026. The vision set out is for "A safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets".

The Council is developing LTP4 to supersede LTP3 thereby updating BCP's Local Transport Plan (LTP) Policy and resetting the transport ambitions up to 2038. This will be aligned with BCP's emerging Local Cycling and Walking Infrastructure Plan (LCWIP), the Bus Service Improvement Plan (BSIP), Priorities from the Western Gateway Sub-National Transport Body (WGSTB) and central government policies including Gear Change and De-carbonising Transport.

4.2.2 Bournemouth Local Plan: Core Strategy

The Core Strategy was adopted in October 2012. Key themes in the strategy relate to preparing for climate change, promoting a healthy society and delivering sustainable communities. The sustainable communities' theme in particular is strongly linked to transport with reference made to improving accessibility through direct, attractive and convenient pedestrian and cycle links and locating new development adjacent to high frequency public transport corridors and in strategic locations like the town centre. Within the Transport chapter it is stated that the character of South East Dorset and Bournemouth in particular means that a conventional city centre traffic restraint strategy is not appropriate.

From the Core Strategy it seems that there is no intention to deliver a Park and Ride for Bournemouth prior to 2026. However, reference is made to the longer-term potential for a network of park and ride sites across South East Dorset.

4.2.3 Bournemouth Local Plan: Town Centre Area Action Plan

The Town Centre AAP was adopted in March 2013. In terms of transport this document sets out a strategy to make it easier for pedestrians and cyclists to move around, improve conditions for public transport, create attractive streets, improve safety, and maintain traffic circulation and access to public car parking.

The Town Centre AAP also forms part of the Local Plan that was recently reviewed. It includes key policies on development sites and the strategy for maintaining levels of public parking provision across the town centre (see section 4.3 below). The conflicting policy challenges of promoting sustainable movement and accommodating demands for car parking will need to be carefully balanced in any revised car parking policy.

4.2.4 Parking Supplementary Planning Document (adopted January 2021)

The Parking SPD introduced a number of design standards with implications for development projects. The context for the SPD is set out in the Background section:

“The Parking Standards SPD will support the actions of BCP Council’s Corporate Strategy to tackle its commitment to the declared climate change and ecological emergency by helping to prioritise opportunities to walk, cycle and use public transport. The approach to parking requirements fits with the actions listed under three priority areas:

- 1. To lead communities towards a cleaner, sustainable future that preserves our outstanding environment for generations to come.*
- 2. To support an innovative, successful economy in a great place to live, learn, work and visit.*
- 3. To help people lead active, healthy, independent and fulfilled lives”.*

BDC operates primarily in Zone A which has been assessed to have *“a high-level access to facilities or within a sustainable transport corridor would be expected to adopt more rigorous parking standards than less accessible areas. As typically car ownership and usage is lower within these areas”.*

The SPD is looking to reduce the quantum of private parking associated with any new scheme in the town centre. BDC will therefore need to adapt its proposals for new schemes to achieve a balance of viable and deliverable development alongside the new SPD guidance. BDC will work closely with the Council to promote alternative, sustainable forms of transport as part of its scheme proposals.

The main points are:

- The car parking layout and design guidelines which have an impact upon the land requirement, the cost of provision and a potential impact upon land value.
- The revised guidance for cycle storage, micro-scooters, powered two-wheelers, electric vehicle charging.
- A revised approach to parking standards on new developments, noting that *“the underlying principle was that areas, which already or potentially have a high-level access to facilities or within a sustainable transport corridor would be expected to adopt more rigorous parking standards than less accessible areas”.*
- Parking in new development should aim to meet the requirements set out in the SPD. In circumstances where an applicant can demonstrate that a departure from

the standards is appropriate, this should be fully justified and supported by robust evidence.

- Looking at the most significant impact upon BDC activity, provision of parking in Zone A, which covers Bournemouth town centre, for residential apartments is zero spaces; office development and wider Class E uses is nil with workers and customers using public car parks.

These existing policies will continue to impact upon the viability and delivery of new investment in the town centre.

4.3 Car parking strategy

The Council's extant strategy for car parking (Policy T7 in the Town Centre AAP) seeks to "maintain a total off-street public car park capacity of around 6,400 spaces" in the town centre which includes Lansdowne. This quantum of spaces was informed by the Bournemouth Town Centre Parking Study (2006) which assessed demand at the time, as well as anticipated demand from future development sites.

It calculated that by 2016, based upon a planned delivery of new development in the Town centre (some of which has been delivered but by no means all), the demand for off-street car parking would begin to exceed supply. Beyond 2016, growth would be accommodated not by increasing car parking but by relying on a shift to sustainable modes to keep parking demand at manageable levels (approx. 85% of capacity). The AAP acknowledges that growth in the town centre should not be accommodated by allowing unrestrained use of the car.

The AAP also sets out the proposed future location of public car parks, their capacity and how they will be accessed. Approximately 5,100 spaces are proposed for the town centre and 1,400 for Lansdowne. In terms of pricing, the policy is to implement tariffs that will deter commuting by car.

The principles underpinning the BDC Parking and Transport Policy and impact assessment for each development site include all of the following:

- Consideration of movement and access in the context of the Local Transport Plan, the Core Strategy, the Town Centre Area Action Plan, and the physical context of the Town Centre
- Consideration of movement and access in the context of peak demand for travel
- Understanding of user demand characteristics
- Enabling travel by the most sustainable transport modes, and widening accessibility for different users
- Consideration of transport and public car parking provision in the context of carbon footprint reduction

- Consideration of the requirements of an improving public transport network
- Consideration of existing public car parking capacity over time and the relationship of this to Council policy objectives
- Understanding of function and role of public car parking in the context of pricing and length of stay restrictions
- Grouping and balance of car parks in clusters of use across the Area Action Plan area (Town Centre and Lansdowne)
- Consideration of car parking provision in the context of revenue generation
- Mitigation of the effects of any additional car trips generated by the proposed development sites on the local highway network
- The potential for contributing towards the wider traffic impact of the proposed development sites on the strategic highway network in accordance with the South East Dorset Transport Contributions policy (shortly to be replaced by CIL)
- Provision of on-site cycle and vehicle parking, and achieving servicing arrangements
- Consideration of car parking provision in the context of maintaining the viability and vitality of the town centre

The Car Parking Strategy is a key policy requirement that influences the viability and delivery of development sites in Bournemouth Town Centre.

4.3.1 Public off-street car parking study (November 2024)

This study was produced for the evidence base for the new BCP Local Plan. It proposes a different approach to the Town Centre AAP in that it provides a range of scenarios in which the reprovision of public car parking is not required on some sites within the BDC Option Agreement.

It concluded that for the Bournemouth Town Centre public car parks:

“The total number of public off street parking spaces is currently approximately 6,305 and there is a total average overall occupancy of 72%, equivalent to 4,540 spaces. There are different scenarios which could be implemented. Taking the scenarios in each area which yield the lowest number of spaces would result in a total number of spaces of 4,630 spaces or 73% of the current total”

The contents of the study have potential to be significantly helpful to development plans for the BDC sites, however there remain important questions around its status, given the withdrawal of the Local Plan for which it provides part of the evidence base. Clarity on this is essential as it currently presents scenarios, rather than recommendations approved by the Council which is required to unlock a number of the BDC Option sites.

4.4 Impact of strategy on partnership development activities

The car parking strategy within the Public off-street car parking study have potentially significant implications for the development of sites that are currently within the remit of the BDC. The main sites that are impacted are:

- West Hill - currently there are 127 spaces and it is proposed that these are retained
- Richmond Hill - currently there are 112 spaces.. Two of three scenarios propose that these can be removed, whilst the third scenario proposes retaining them.
- Central - currently there are 315 spaces. Two of three scenarios propose that these can be removed, whilst the third scenario proposes retaining them.
- Town Hall Annex - currently there are 114 spaces and it is proposed that this be maintained. As per the existing arrangement more than one level of car parking would be required.
- Eden Glen – currently there are 66 sub-standard parking bays. Three of four scenarios propose that these can be removed, whilst the fourth scenario proposes retaining them.
- Cotlands Road & York Road – currently there are 390 public car parking spaces on the AAP policy site and it is proposed that these be increased to 420 spaces. This would require more than one level of car parking.
- Pavilion Theatre, Westover Gardens, Bath Road North and Bath Road South – currently arranged as four car parks providing 516 surface spaces. Two of four scenarios propose retaining all spaces, the other two scenarios propose retaining only the 185 spaces at the Pavilion Theatre.

As part of the yearly reviews of the Business Plan the impact on future car parking will be considered. This will enable a regular update taking into account the changing factors relating to both supply and demand and will inform decision making relating to the LLP sites going forward.

5.0 Financial matters

The following provides an overview of the principles underpinning the financial strategy of the LLP.

5.1 Financial summary 2024

The forecast draft financial statements of the Bournemouth Development Company LLP and its subsidiary Winter Gardens Development LLP show a loss for the year ending 31st December 2024.

The consolidated loss for the period is £264k (2023: loss of £178k) net assets attributable to members of £2.083m (2023: £2.112m). The loss is driven by operating costs in both years, the main asset held by the partnership is the land on Exeter Road.

5.2 Funding structure

The Partnership is a limited liability partnership (LLP) established to carry on a trade of property development either directly in its own right or through one or more development subsidiary LLPs.

5.3 Annual budget

Loss for 2024 is budgeted at £489k which predominantly relates to BDC LLP running costs and interest incurred on advance sums and the Exeter Road land holding.

There is not currently a budget approved by the BDC Board or adopted by the Council Cabinet or Muse Places for any sites. Any previous Site Development Plan approval for BDC sites is not considered current and will be subject to a new SDP and approval.

5.4 Funding of future projects

The LLP has an indicative budget, referred to in the Members Agreement as the Advanced Sum Cap, with a base value of £500,000, which after indexation has increased to £850,000 for 2025 in aggregate, “which shall be expended to pursue Stage 1 Project Appraisal Sign Off”. The BDC Board use this budget to undertake initial project appraisal and viability in respect of sites to be progressed, however, it is not proposed that the BDC board undertake such work without having agreement from the Council. This agreement is being sought through the June 2025 Cabinet paper and will require mutual agreement on the financial contribution from each partner in the LLP.

- Planners: to identify planning constraints and opportunities
- Transport: to identify highway / parking constraints and opportunities;
- Property Consultant: to advise on mix of uses, quantum and values;
- Architect / Master Planner: initial density / massing studies
- Cost Consultants: budget construction costs
- Surveys: topographical, arboriculture etc.
- Legal: to identify title constraints

- Desk top surveys

Once initial viability studies have concluded, and the DM is in a position to recommend that the project proceeds, an SDP for each will be issued to the LLP for approval. This will incorporate the above costs into a full budget of surveys, design and professional fees.

Any site based spend will be subject to a specific approval by the Council and Muse or via a Site Development Plan.

5.5 Taxation assumptions

BDC will procure taxation advice from a relevant professional consultant as and when required. Due to the evolving nature of taxation, it is not appropriate to rely on advice previously received.

5.5.1 Direct tax assumptions

An LLP is a body corporate with separate legal personality from that of its members. However, unlike a limited company, LLPs are transparent for UK tax purposes meaning profits of the LLP are not taxed in the LLP but rather in the hands of its members according to their taxable status.

5.5.2 Stamp Duty Land Tax (SDLT) assumptions

Stamp Duty Land Tax (SDLT) applies to all land transactions in the UK. Project specific advice will be obtained in relation to SDLT for each development.

5.5.3 Value Added Tax (VAT) assumptions

An LLP has an obligation to VAT register if the value of its “taxable supplies” (i.e. supplies that are subject to the standard, reduced or zero rate of VAT) exceed the VAT registration threshold. Subject to HMRC’s approval it is possible to apply for a VAT registration where a compulsory liability has not crystallised, but the LLP intends to make taxable supplies at some point in the future. Subject to fulfilling the relevant conditions it is also possible for LLP’s to form or become members of a VAT group registration.

BDC has been registered for VAT purposes in a standalone capacity with effect from 17 February 2011.

5.6 LLP operating costs

LLP operating costs are identified as £102k (Indexed) per annum. This is the Basic Fee under the Development Management Agreement. These costs are based on a basic operating structure and include company secretarial and statutory accounting and auditing services. Further operating costs are budgeted through the Development Management fee.

This does not include costs arising from the provision of any strategic services as set out in section 2.1.10 above.

6.0 Exit strategy

6.1 Subsidiary development LLP's - disposal of assets

There is no current intention for the LLP to hold assets in the longer term however each project will be assessed on its own merits by BDC. At an early stage of a development project, an exit strategy together with a recommended sales and marketing budget (if relevant), will be proposed and form part of each Site Development Plan (which will be approved by the Board).

Where applicable, the DM will secure a forward commitment from end users / occupiers, typically of retail, employment, leisure and healthcare developments. The resultant lease and rental revenue will enable the DM to secure a forward-funding commitment or a purchase on practical completion, ideally at initial project viability stage but up to start of construction, from an investor. This reduces significantly the risk associated with development projects.

Alternatively, the LLP may develop speculatively, prior to securing a commitment from occupiers / investors. This exposes the LLP to "market risk", principally the demand for the end product (from occupiers and investors), the price that purchasers are prepared to pay and the period in which to negotiate and complete a sale.

The choice of exit will reflect the best commercial advice at the time, informed by and contingent upon a number of objectives and potential drivers, including:

- Town Centre Vision objectives
- Demand for proposed use, reflecting competing development pipeline
- Demand from occupiers
- Demand from investors
- General economic conditions
- Development, investment and asset management strategy
- LLP capitalisation and funding requirements
- LLP development return requirements
- Mitigated risk balanced against risk appetite

6.2 Early member exit from the LLP

6.2.1 Duration of the LLP

The LLP will continue its activities until:

- The 20th anniversary of the Members' Agreement; or
- Members decide otherwise e.g. such time when objectives and targets have been completed.
- The LLP will continue to remain active beyond the 20 year anniversary, in the event that there are any live projects that need to be completed and will cease to be active upon their conclusion

6.2.2 Transfer of member interests

The Members Agreement provides, subject to pre-emption and other conditions, the opportunity for a Member to transfer all (but not part) of its Member Interest to a third party. On 4 January 2021 the shares in Community Solutions for Regeneration (Bournemouth) Limited, which were previously held by Morgan Sindall Investments Limited, transferred to Muse Developments Limited. In the case of the PSP, there are provisions for Muse to transfer all (but not part) of its interest to another MS Group Company without being subject to pre-emption rights.

6.2.3 Termination, default

The Members Agreement sets out a number of events, termed Termination Events, which would trigger the winding up of the LLP.

6.2.4 Distribution of assets

In the unlikely event of early termination, dissolution and sale of assets will be governed by the terms of the Members' Agreement.

Appendices

Appendix A

Targets for 2025

	Target 1	Target 2	Target 3
Winter Gardens	High Priority - Secure Council agreement to extend Site Option Execution Date, confirmation on removal of public parking and progress work on closing viability gap.	Develop funding strategy and present to Council for approval	Agree revised Site Development Plan and begin preparing work on new planning application
Cotlands	Med Priority – scheme to be a BCP priority, council funding to be made available and BCP public carparking strategy being formalised.	BDC to explore delivery opportunities	
Central	Med Priority - BCP public carparking strategy being formalised.	BDC to explore delivery opportunities	
Eden Glen	Low Priority - BCP public carparking strategy being formalised.	BDC to explore delivery opportunities	
Town Hall Annex	Low Priority - BCP public carparking strategy being formalised.	BDC to explore delivery opportunities	
Glen Fern	Low Priority - BCP public carparking strategy being formalised.	BDC to explore delivery opportunities	
Bath Road North & South, Waterfront	Low Priority – BCP to look at wider masterplan of the seafront sites.	BDC to explore delivery opportunities	
Richmond Hill	Low Priority - BCP public carparking strategy being formalised.	BDC to explore delivery opportunities	

Appendix B

Completed projects

Madeira Road West –Student Accommodation

This project, which delivered 378 purpose-built bedrooms for the Arts University Bournemouth, was completed on time and to budget on 26th August 2014. The building was officially opened on 3rd October 2014.



Madeira Road West –Multi-storey car park (MSCP)

This project re-providing 400 public car parking spaces was completed on time and to budget on 28th February 2014. The facility was officially opened on 12th March 2014.



Site 14 Leyton Mount (Citrus Building)

The 64-home Citrus Building, together with the Turtle Bay restaurant, was completed on time and to budget on 24th March 2015.



Site 13 Berry Court

A joint-venture with Radian Housing, the 113-home build to rent scheme was delivered, alongside the re-provision of 155 public parking spaces, on time and to budget on 10th August, 2018.



Site 4 St Stephens Road (Treetops)

The 46-home scheme, to be owned and managed by the Council via its wholly owned company Seascape Homes and Property Limited, was completed on time and to budget on 15th February 2021.



Site 1: Durley Road

The 44-home project was completed in October 2022.



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Cabinet



Report subject	Our Place and Environment: Bus Service Improvement Plan (BSIP) – Pokesdown and Southbourne
Meeting date	18 June 2025
Status	Public Report
Executive summary	<p>This report considers the outcome of public consultation on proposed alterations to parking and restrictions along Seabourne Road (and adjoining streets), Southbourne Grove and Southbourne Road aimed at improving journey times and reliability for buses and general traffic whilst balancing the needs of residents and businesses.</p> <p>The report recommends full consideration of the consultation outputs and implementation of the measures proposed.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approves that the scheme (as per Appendix A) is delivered as proposed.</p>
Reason for recommendations	<p>Feedback from the public consultation was fully considered. It is recommended that the scheme is delivered as proposed.</p> <p>The recommended scheme shall:</p> <ul style="list-style-type: none"> • improve reliability for bus passengers • reduce overall journey times for all road users • reduce congestion and emissions • improve safety for cyclists and pedestrians • safeguard limited wait parking for local businesses whilst balancing the needs of local residents
Portfolio Holder(s):	<p>Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy</p> <p>Councillor Richard Herrett – Portfolio Holder for Destination, Leisure & Commercial Operations</p>
Corporate Director	Glynn Barton – Chief Operations Officer

Report Authors	Richard Pincroft – Head of Transport and Sustainable Travel Andy Brown – Traffic Team Leader Clare Griffiths – Senior Traffic Technician Nick Phillips – Sustainable Transport Operations Team Leader Kevin Brolan – Senior Transport Officer
Wards	Boscombe East & Pokesdown / West Southbourne
Classification	For Decision and Information

1. Background

- 1.1 BCP Council, in consultation with the bus operators, published the area's first Bus Service Improvement Plan (BSIP) in October 2021. This outlines the vision, objectives and delivery plans to improve bus services across BCP in line with the National Bus Strategy.
- 1.2 The BSIP has a strong emphasis on improving bus journey times, reliability, service frequency and passenger facilities. BCP Council was one of only 31 LTAs in England to be awarded funding as part of the first phase of BSIP, with £8.9m received from Government to deliver a package of measures. Passengers are now benefitting from the delivery of these schemes, including:-
 - New bus shelters, real time information displays and CCTV installed throughout BCP and in Poole Bus Station.
 - Improved accessible bus stops in Christchurch High Street and Bargates.
 - Enhanced frequencies of Service 13 Bournemouth-Wimborne and Service 18 Broadstone-Bournemouth.
 - Fares initiatives have included an equalisation of prices across the BCP area, the introduction of child period tickets and the "Commuter Club" aimed at encouraging greater use of buses for journeys to work.
- 1.3 Morebus has invested £13.5m in 49 new Euro 6 Low Emission double deck buses for the BCP area, as part of their commitment to the Enhanced Partnership with the Council.
- 1.4 The BCP area however suffers from significant traffic congestion and this affects both bus journey times and service reliability overall. Tackling this issue is key to ensure the bus is a viable mode of choice for journeys across the conurbation.
- 1.5 Funding has therefore been secured through the BSIP to review areas that have been identified by Enhanced Partnership members as causing significant delays to bus services. These are Pokesdown/Southbourne, Purewell, Westbourne and Bournemouth Station to the Town Centre. Schemes are therefore being developed for each of these key areas.

2. Pokesdown and Southbourne Scheme

- 2.1 Morebus Services m2, U3, 1b, 1c, 33, 755 and 788 operate through Pokesdown and Southbourne, providing an excellent frequency for the passenger of one bus every three minutes.
- 2.2 Services are however delayed by the provision of on-street parking in sections along Seabourne Road and Southbourne Grove. This creates additional congestion for all traffic, particularly when reverse parking is undertaken.
- 2.3 The current arrangement also creates difficulties for cyclists on this key link from Southbourne- Boscombe.
- 2.4 Following a review (including site visit) and discussion with Ward Councillors the preferred approach is to potentially relocate existing on-street parking from the main roads into adjacent side roads. This will ensure customers of local businesses still have access to short term parking close whilst significantly improving traffic flow for all road users. In addition, the bus stop clearway at Southbourne was seen to be of insufficient length to enable the bus to pull alongside the kerb and permit safe boarding of passengers. An extended bus stop clearway marking was therefore proposed in this location.

3. Pokesdown and Southbourne Public Consultation

- 3.1 A 21-day public consultation entitled BSIP Pokesdown and Southbourne (P109) opened on Friday 10 January 2025 where:
 - A Notice was placed in the Bournemouth Echo.
 - Notification emails were sent to all councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments).
 - Street Notices with consultation details were displayed in relevant locations; the highway consultation web page address was included, and in addition a QR code direct to that page.
 - 2000 postcards with consultation details were distributed to residential and business addresses in the area, including all frontages to the affected sections of Seabourne Road, Southbourne Grove and Southbourne Road. These included the highway consultation web page address, and also a QR code direct to that page.
 - The Deposited Documents (**Appendix D**) (consultation documents) were published on the council's website.
- 3.2 Representations were received from a total of 196 respondents: 59 supporters, 110 objectors and 27 general commenters.
- 3.3 Respondents were invited via the Traffweb consultation tool to click on and submit a 'general comment', to 'agree' or to 'object' and they could do this for the entire scheme or by clicking on individual restrictions on the map. This allowed for some respondents to submit multiple objections or expressions of support. A number of responses were also received by email and by post. All comments have been accounted for in the detailed consultation outcome table (**Appendix B**).

4. Summary of Financial Implications

- 4.1 The scheme is fully funded by the BSIP.
- 4.2 A Study '*The Economic Cost of Congestion in BCP*' published in October 2024 as part of a Transport Background Paper for the BCP Council Local Plan examination indicated that economic impact of traffic congestion in BCP costs £17.32m per annum. It is therefore essential that solutions are developed, including increasing use of public transport.

5. Summary of Legal Implications

- 5.1 In line with the legal requirements the proposed changes to the on-street parking and restrictions have been subject to the Traffic Regulation Order (TRO) statutory consultation process.
- 5.2 The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders.
- 5.3 Consultation and notice provisions as identified in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been met and carried out as detailed above in accordance with these regulations.
- 5.4 All representations received have been formally considered as outlined in **Appendix B** and taken into account in making this recommendation.
- 5.5 Following advertisement and consideration of consultation representations, the options available are to: make the traffic order and implement the provisions as advertised; amend and make the traffic order and implement only some of the advertised provisions/vary some of the advertised provisions to be less restrictive than advertised; not to make the traffic order.
- 5.6 No material negative impacts have been identified in relation to the restrictions to be implemented including to matters such as access to premises, amenities and use of the road by public service vehicles.
- 5.7 It is considered that the Traffic Order will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on the highway.
- 5.8 In reaching this recommendation, regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1, s32 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.

6. Summary of Human Resources Implications

- 6.1 The BSIP programme and Traffic Team that shall oversee the implementation of the recommended changes (if approved) is resourced.

7. Summary of Sustainability impact

- 7.1 Decision Impact Assessment 696 completed for BSIP project overall- ranked Green.

8. Summary of Public Health Implications

- 8.1 The Local Transport Plan and associated LTP schemes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of activity.

9. Summary of Equality Implications

- 9.1 An EIA has been produced (see link) and panel is scheduled for 24th April 2025.

10. Summary of Risk Assessment

- 10.1 There are no significant risks associated with these changes.

11. Background Papers

[National Bus Strategy](#)

[BCP Council Bus Service Improvement Plan](#)

[Transport Background Paper - Appendix A: Economic Cost of Congestion in BCP](#)

12. Appendices

- 12.1 Appendix A – Summary of Proposed Changes.
- 12.2 Appendix B – Consultation Outcome and Recommendations
- 12.3 Appendix C – EIA Screening Tool
- 12.4 Appendix D – P109 BSIP Pokesdown & Southbourne Deposit Document

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Bus Service Improvement Plan

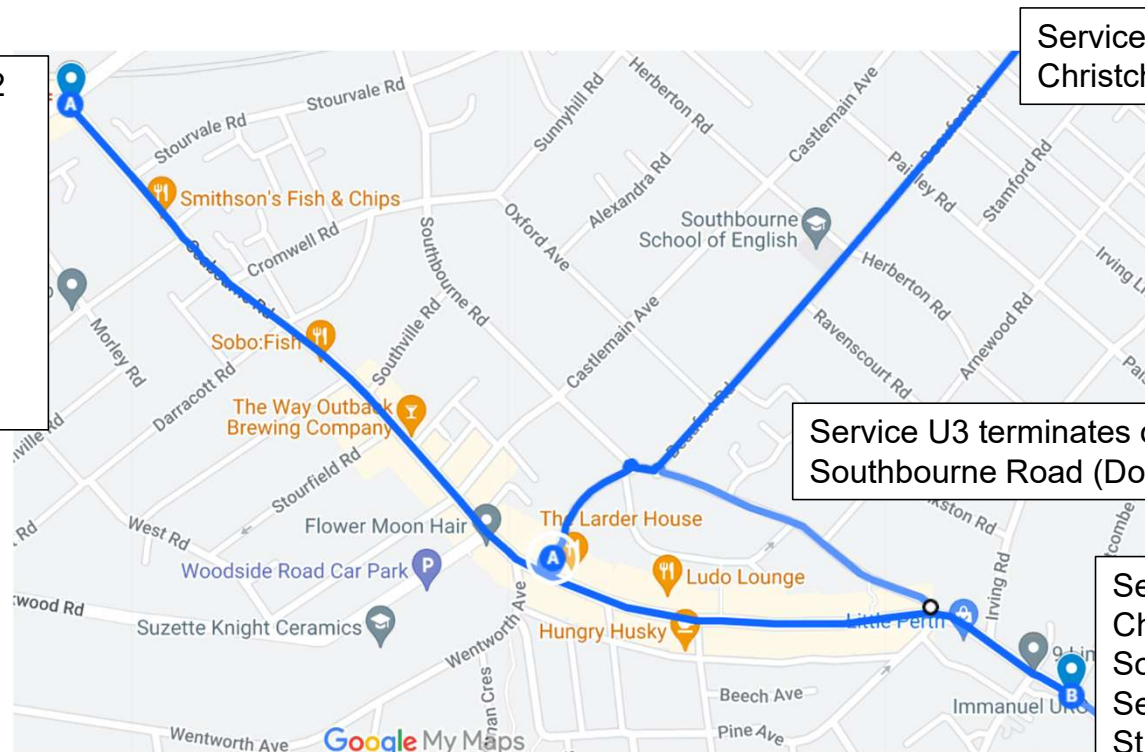
Appendix A – Pokesdown & Southbourne Bus Priority Summary of Proposed Changes

Introduction

The project focuses on improving journey times for buses travelling between Pokesdown Station and Southbourne, which use Seabourne Road, Southbourne Grove and Southbourne Road. The corridor is served by 5 bus services (1b, 1c, 33, M2, U3) providing up to 15 buses per hour. In addition, 4 bus services (85, 86, 87, 88) provide transport for students to St Peter's School. This equates to over 93,000 journeys per year.

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Services 1b, 1c, 33 and M2 continue to Bournemouth. Service U3 continues to Bournemouth University, Talbot Campus. Services 85, 86, 87 and 88 continue to Corfe Mullen, Springbourne, West Moors and Wimborne.



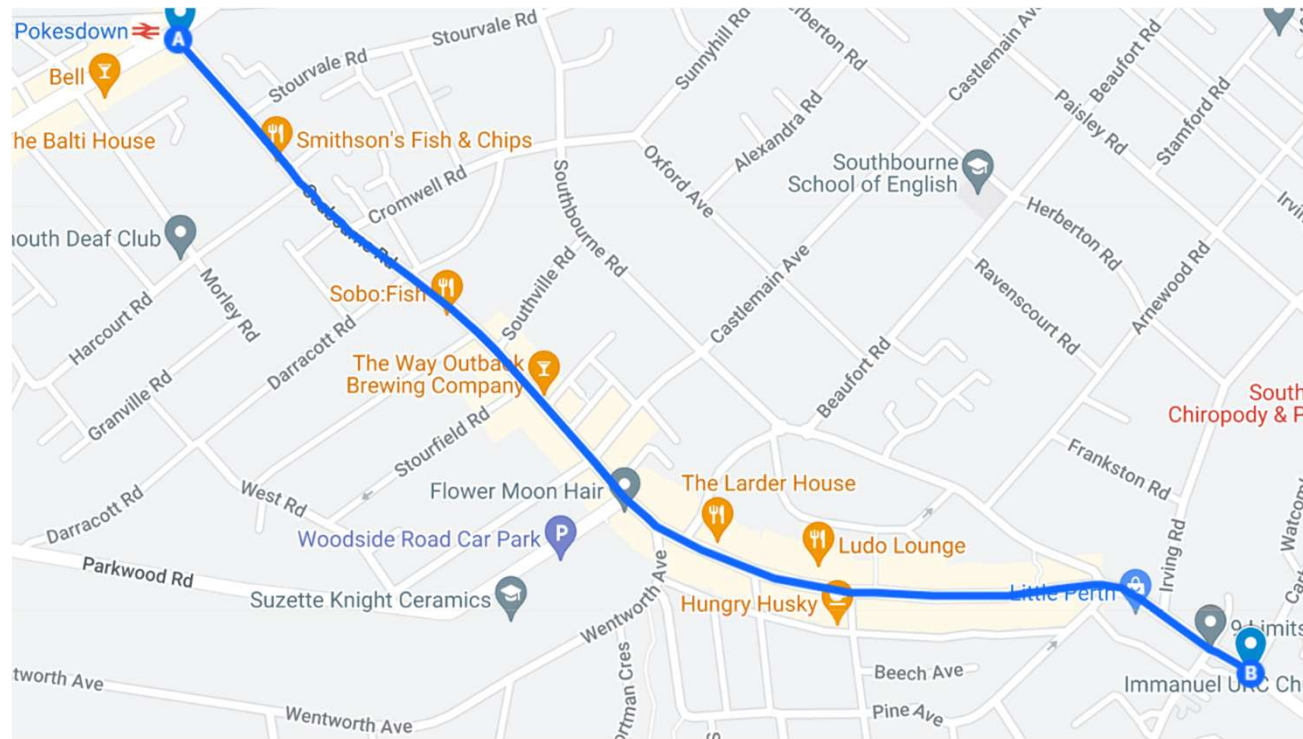
Service 1b continues to Christchurch.

Service U3 terminates on Southbourne Road (Douglas Mews).

Service 1c and 33 continue to Christchurch. Service M2 continues to Southbourne Cross Roads. Service 85, 86, 87 and 88 continue to St Peter's School.

Introduction

The project seeks to review arrangements to improve traffic flow in both directions of travel between junction of Christchurch/Seabourne Road and junction of Southbourne Road/Carbery Avenue. This corridor was highlighted by bus operators as causing delays to services due to congestion as a result of existing parking arrangements. The length of corridor being reviewed is 1.2km.



Introduction

The table below provides analysis of service journey times travelling between Stony Lane and Purewell Cross in both directions.
Source: GOV.UK Analyse Bus Open Data (ABODS).

	FY	Average Journey Time	Lowest Mean Journey Time (by time band)	Highest Mean Journey Time (by time band)	Average Speed	Variance to BSIP Average Speed Targets	
						2025 (13.2mph)	2030 (14.1mph)
Pokesdown Station – Carbery Avenue (Eastbound traffic)	2023/24	4 mins 9 secs	3 mins 5 secs (6am – 7am) Shortest journey 1 min 33 secs	4 mins 39 secs (3pm – 4pm) Longest journey 15 mins 19 secs	11mph	-2.2mph	-3.1mph
	2024/25	4 mins 47 secs	3 mins 3 secs (6am – 7am) Shortest journey 1 min 27 secs	4 mins 47 secs (3pm – 4pm) Longest journey 22 mins 15 secs	11mph	-2.2mph	-3.1mph
Carbery Avenue – Pokesdown Station (Westbound traffic)	2023/24	5 mins 19 secs	4 mins 1 sec (12am – 1am) Shortest journey 1 min 50 secs	6 mins 0 sec (8am – 9am) Longest journey 12 mins 31 secs	9mph	-4.2mph	-5.1mph
	2024/25	5 mins 47 secs	4 mins 27 sec (11pm – 12am) Shortest journey 1 min 46 secs	6 mins 28 secs (3pm – 4pm) Longest journey 16 mins 54 secs	8mph	-5.2mph	-6.1mph

Project Overview

Section 1 – Seabourne Road (Christchurch Road to Darracott Rd):

- Review on-street parking arrangements. Illegal parking causing problems (either side of Harcourt Rd), consider options as this area acts as a refuge for passing traffic.
- Review loading bay arrangements.
- Parallel parking causes a delay for all vehicles including buses.

Section 4 – Southbourne Road (Pine Avenue to Stourwood Avenue):

- Review on-street parking arrangements.
- Review options to extend bus cage and widen bus stop boarding area.
- Consider traffic island configuration.

Section 2 – Seabourne Road (Darracott Rd to Wentworth Avenue):

- Review on-street parking arrangements.
- Current timed restrictions abused during AM peak hours.
- Consider options.

Section 3 – Southbourne Grove (Wentworth Avenue to Southbourne Road):

- See slide for detail.

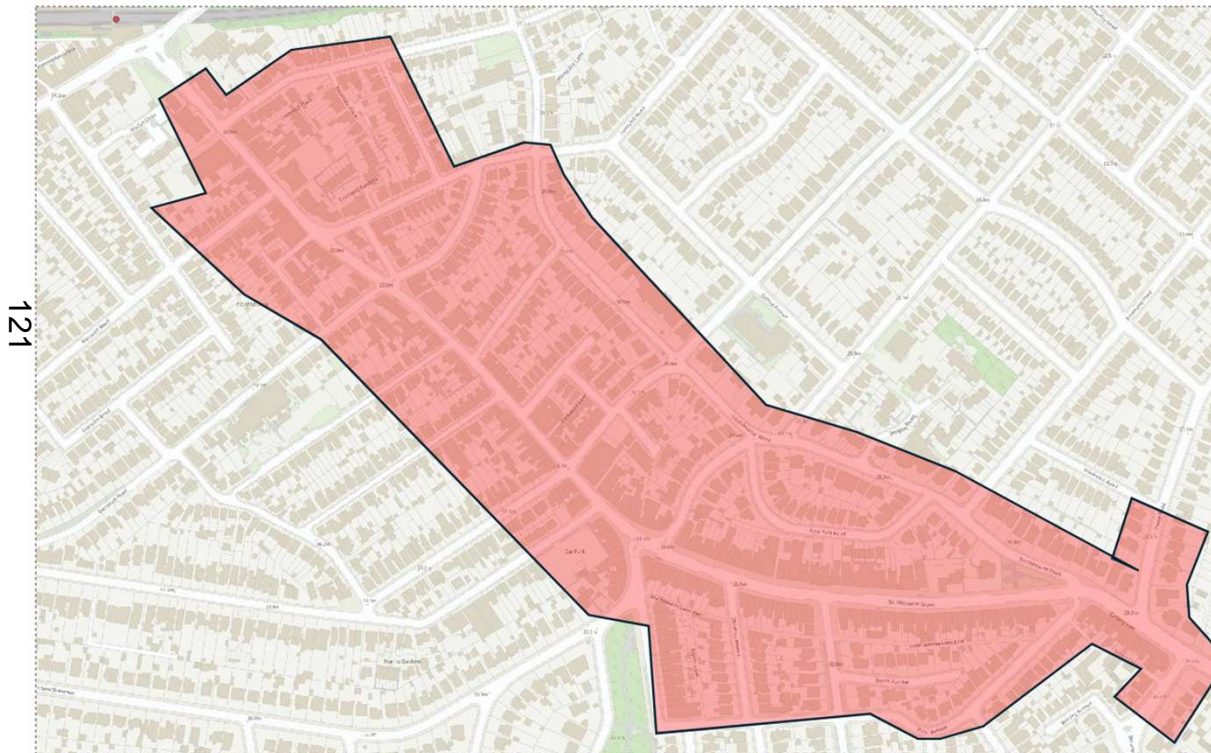
Local Engagement

- **8 July 2024**
Initial plans shared with impacted Ward Members with invitation to site visit on 12 July 2024.
- **12 July 2024**
Site visit undertaken to observe issues faced with existing configuration and discuss plans.
- **13 August 2024**
Follow up invitation for further comments on existing plans sent to impacted Ward Members including invitation to additional site visit on 20 September 2024.
- **4 October 2024**
Amended recommendations following site visit sent to impacted Ward Members for further comments.
- **29 November 2024**
Approach to consultation proposed to impacted Ward Members. Consulted to be delivered through statutory Traffic Regulation Consultation process with enhanced promotion through localised leafleting to promote the consultation.
- **10 January 2025**
Consultation goes LIVE. Local homes and businesses leafleted, and statutory consultation signage installed.
- **31 January 2025**
Consultation closes.

120

Local Engagement

Residents and businesses in vicinity of scheme area contacted through leaflet distribution. A total of 2000 leaflets issued.



Have your say

Bus Service Improvement Plan consultation

Pokesdown and Southbourne

BCP Council is consulting with residents and businesses for their views on proposals to help improve the flow of traffic for all road users (including buses) travelling between Pokesdown and Southbourne.

For more information on the proposals, the Bus Service Improvement Plan and how to take part, please visit



haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations
The consultation will run from 10 January 2025 and closes at 11:59pm **Friday 31 January 2025**



The proposals will aim to:

- Reduce congestion
- Reduce bus journey times and improve reliability of services
- Improve vehicle speeds for all road users
- Improve passenger waiting facilities
- Improve visibility at junctions

Why are we making these improvements?

These improvements form part of the council's Bus Service Improvement Plan (BSIP); a joint plan between the council and local bus operators to help deliver the government's 'National Bus Strategy'.

Following the 'Bus Back Better' consultation held in November 2021, the section of bus network linking **Pokesdown and Southbourne** was highlighted as an area experiencing congestion, delaying all road users including those reliant on bus services.

Where are we considering improvements?

The extent of the scheme covers Seabourne Road (junction with Stourvale Road), Southbourne Grove and Southbourne Road (junction with Stourwood Avenue) as shown on this map.



Why are your views important?

As residents and businesses impacted by the proposals, your feedback will help us finalise proposals and continue onto implementation stage.

Local Engagement

A Total of 196 respondents to TRO notice. A general synopsis following assessment of these as follows:

- **59 responded to support**
 - Prioritises public transport – increases efficiency and encourages use
 - Improves public safety/visibility
 - Reduces congestion and helps traffic flow, need to stop traffic bottlenecks
- **110 responded to object**
 - Loss of parking opportunity for residents in sides roads where there is already competition for space from residents, parents at school times, shoppers, workers.
 - Increased traffic on the side roads
 - Negative impact on businesses on Seabourne Road
 - Perception that disruption to bus services is minimal
 - Needs of local business/residents outweigh the need to reduce bus journey times
- **27 submitted General Comment**

Suggestions:

- Increase parking enforcement to address poor parking non-compliance with parking restrictions
- Encourage use of car parks with free parking for short period – to compensate for removal of any on-street parking and further support traders
- Increase disabled bay provision.

Section 1

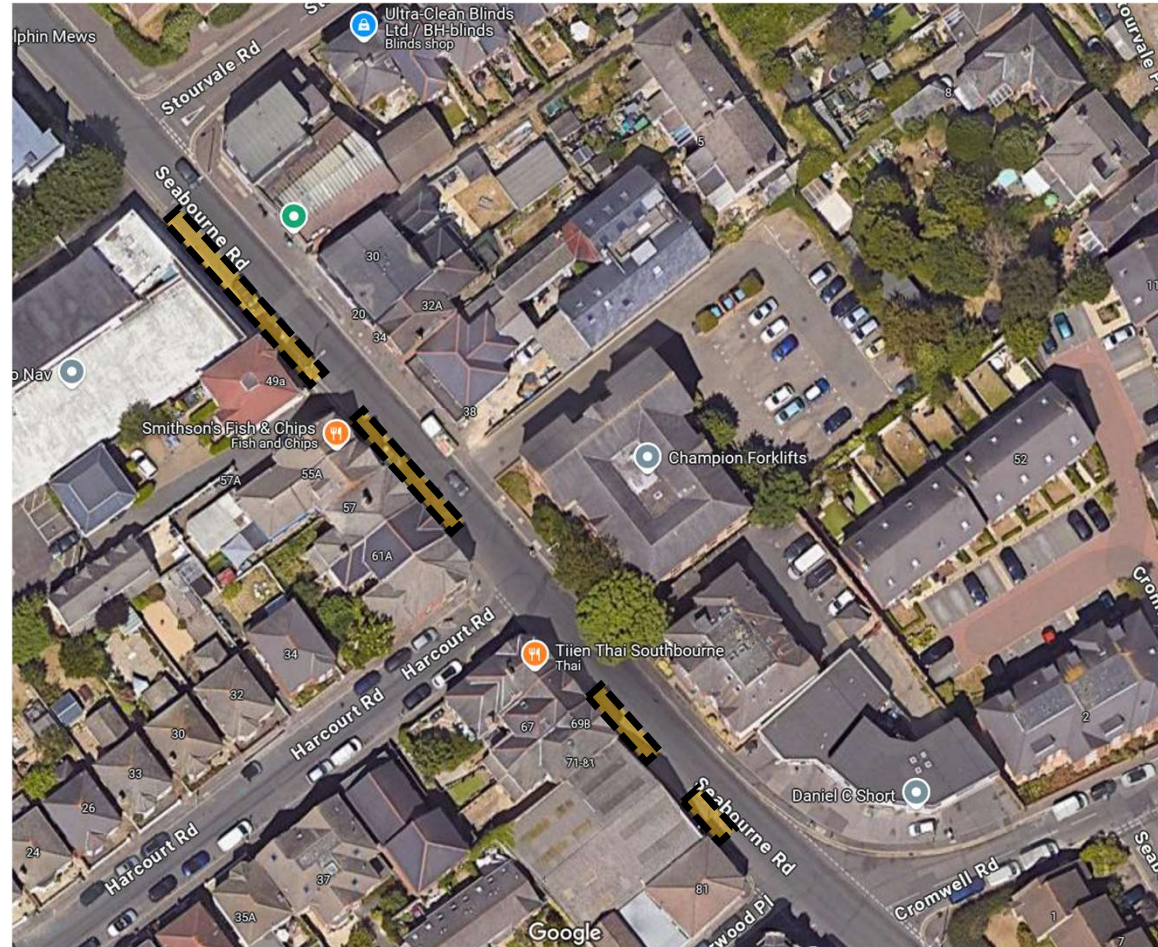
Seabourne Road (Christchurch Road to Darracott Road)

Section 1: Overview

Review on-street parking arrangements between Stourvale Road and Cromwell Road.

Review of arrangements near Harcourt Road. Illegal parking near junction causes visibility issues for cars joining Seabourne Road.

124 Review of existing Loading Bay provision near Cromwell Road where a number of local businesses operate.



41 to 51 Seabourne Road

Current layout

32m section of parking (approx. 5 vehicles).
Length of existing parking arrangement causes congestion, as limited road width does not allow two-way vehicle movement.

Time limited parking restriction on 32m bay:
Mon – Fri, 8am – 6pm,
1 hour/no return within 1 hour.

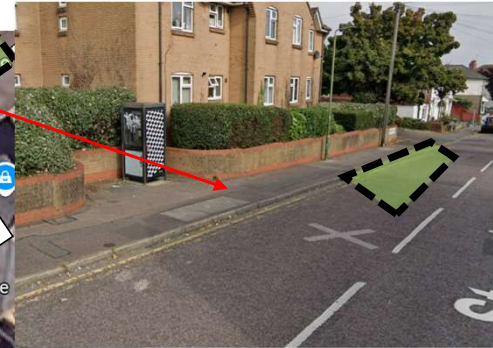
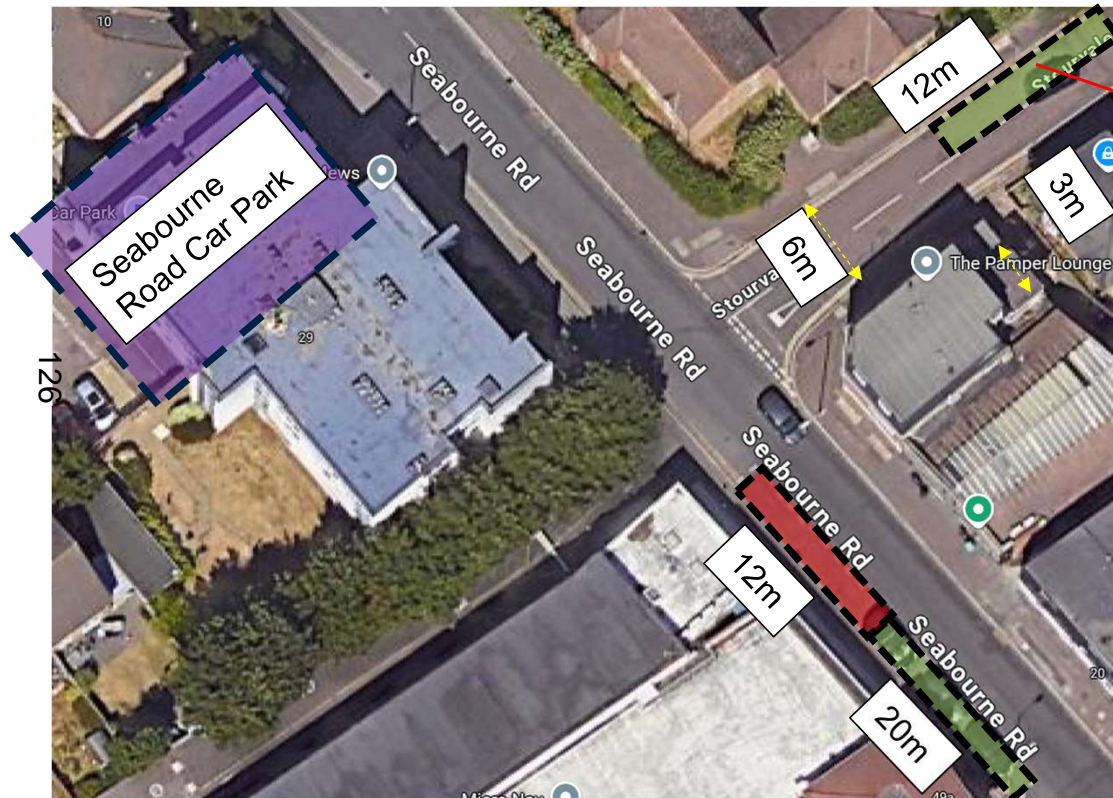
→ Nearby Seabourne Road Car Park, with 16 bays + 6 for private use.
Car park survey suggest underutilisation throughout day.

Date	Location Capacity (16 bays)	11:00 spare bay count	15:00 spare bay count	19:00 spare bay count
1/29/2024	Seabourne Road CP (total of 16 bays)	14	13	8
1/30/2024	Seabourne Road CP (total of 16 bays)	11	11	6
1/31/2024	Seabourne Road CP (total of 16 bays)	12	12	9
2/1/2024	Seabourne Road CP (total of 16 bays)	13	11	7
2/2/2024	Seabourne Road CP (total of 16 bays)	13	9	6
2/3/2024	Seabourne Road CP (total of 16 bays)	12	12	7



41 to 51 Seabourne Road

Initial recommendation



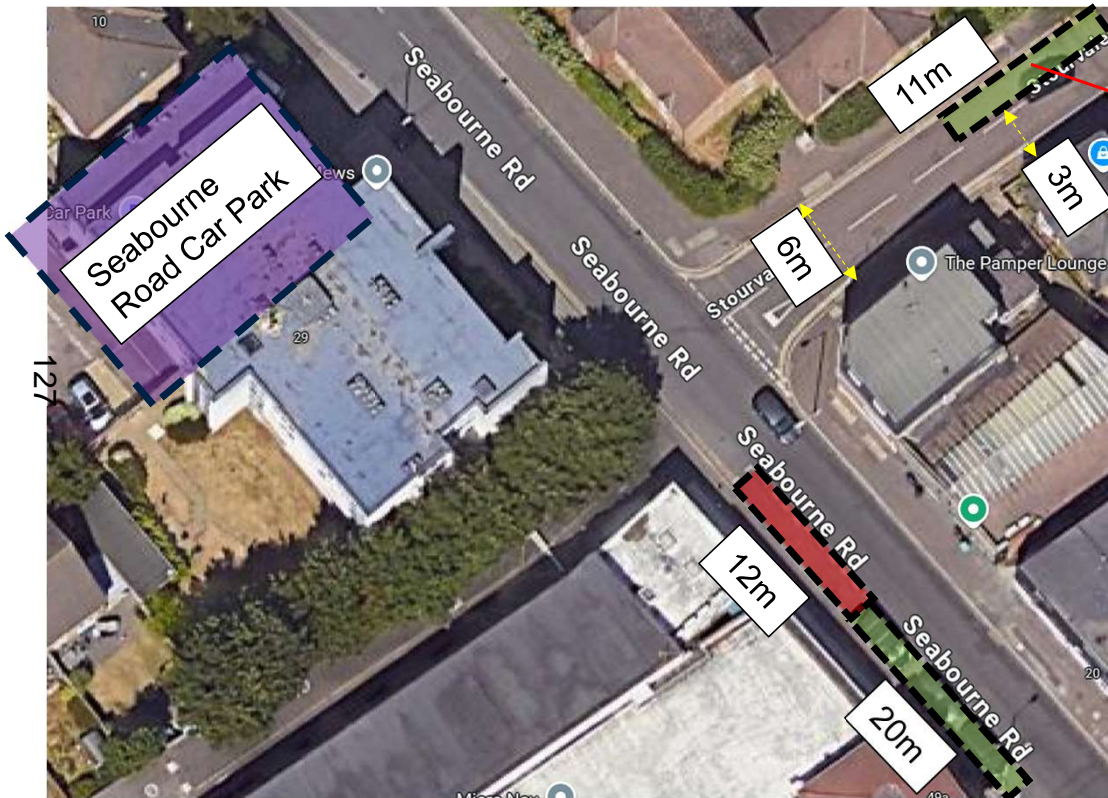
32m parking section reduced by 12m (approx. 2 vehicles). Replace with 'No Waiting At Any Time' restriction. Remaining 20m parking section retained with no alterations to existing timed parking restrictions.

New 12m (approx. 2 vehicles) section of time restricted parking on Stourvale Road. Timed restriction: Mon – Fri, 8am – 6pm, 1 hour/no return in 2 hours.

Provide improved signage to promote Seabourne Road Public Car Park.

41 to 51 Seabourne Road

Adjusted recommendation



32m parking section reduced by 12m (approx. 2 vehicles). Replace with 'No Waiting At Any Time' restriction. Remaining 20m parking section retained with no alterations to existing timed parking restrictions.

New 11m (approx. 2 vehicles) section of time restricted parking on Stourvale Road. Timed restriction: Mon – Fri, 8am – 6pm, 1 hour/no return in 2 hours.

Provide improved signage to promote Seabourne Road Public Car Park.

55 to 63 Seabourne Road

Current layout



21m section of parking (approx. 3 cars). Parking Restriction

Mon – Fri 8am to 6pm

1 hour/no return within 1 hour.

‘No Waiting At Any Time’ restriction at junction of Harcourt Road regularly abused. This removes 30m passing place for vehicles and reduces visibility for vehicles exiting from Harcourt Road.

Chevron signs/bollards on Harcourt Road leave vacant unusable road space.

55 to 63 Seabourne Road

Initial recommendation

21m section of parking removed, replace with No Waiting At Any Time parking restriction, No Loading At Any Time restriction at the junction of Harcourt Road.

Remove existing chevron signs/bollards on Harcourt Road to provide 2 x 12m sections of time restricted parking (Mon-Fri 8am-6pm 1 hour/no return in 2 hour) and provision of Motorcycle parking.

129



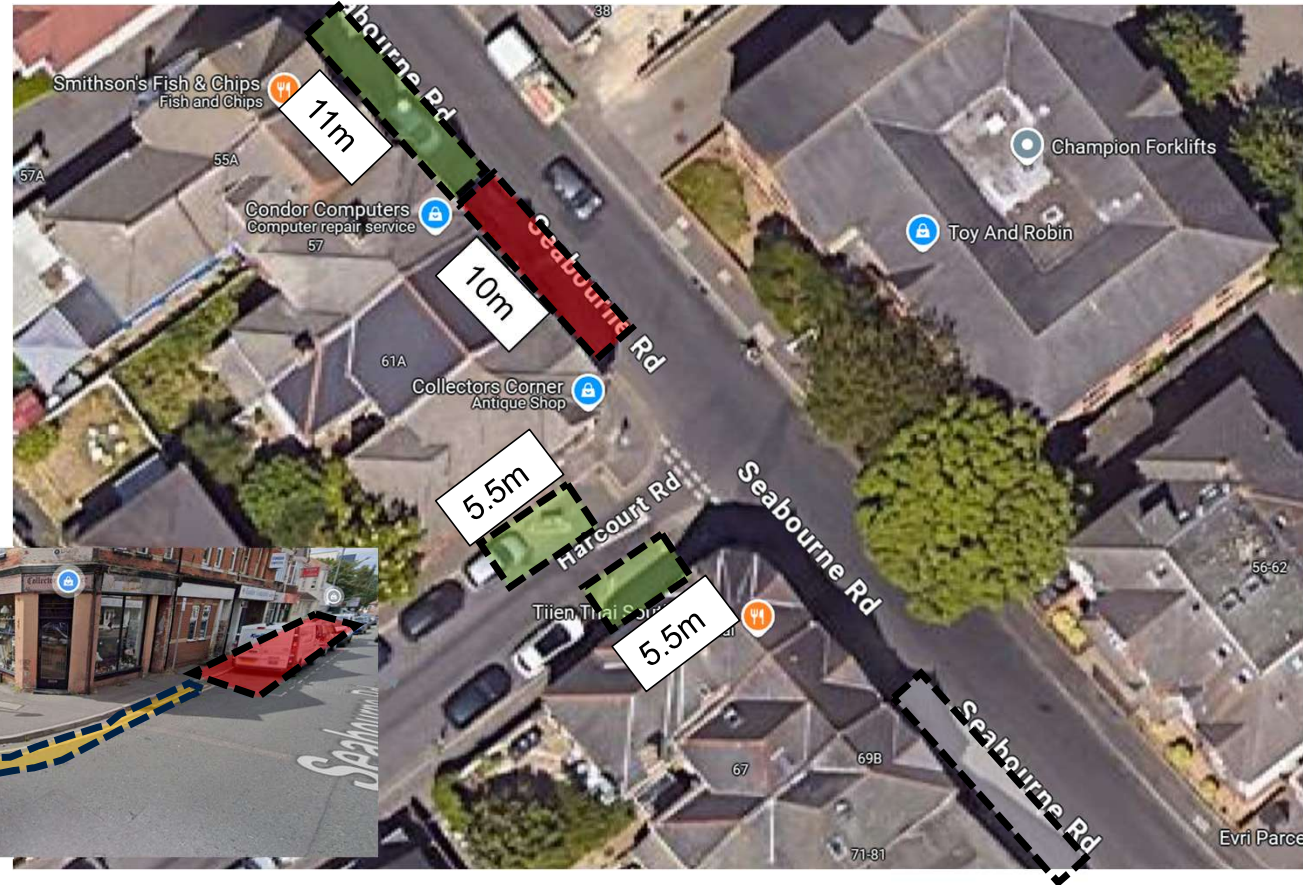
55 to 63 Seabourne Road

Adjusted recommendation

21m section of parking reduced in length by 10m from the southern end, replaced with No Waiting At Any Time parking restriction. Remaining 11m section retained with time restricted parking conditions unchanged.

Existing 'No Waiting At Any Time' restriction around junction of Harcourt Road upgraded to include 'No Loading At Any Time' as per initial recommendation.

Remove existing chevron signs/bollards on Harcourt Road to provide 2 x 5.5m sections of time restricted parking (Mon-Fri 8am-6pm 1 hour/no return in 2 hour) and provision of Motorcycle parking.



65 to 79 Seabourne Road

Current layout

9.5m (up to 2 vehicles) parking section
Parking restriction: Mon – Fri 8am – 6pm
1 hour/no return within 1 hour.

8m Access Protection Marking between
parking bay and loading bay.

131 5m (1 vehicle) Loading Only bay with 24-hour
operation. Recent site visit established loading
bay is in use by adjacent businesses
throughout the day.

Limited No Waiting (10am – 7pm) parking
restriction from Loading Bay to junction of
Norwood Place.



65 to 79 Seabourne Road

Initial recommendation

Remove existing 9.5m parking bay. Replace with No Waiting At Any Time parking restriction.

Existing 5m Loading Bay retained and extended to 11m to improve loading provision for local businesses.

Existing limited No Waiting restriction on junction of Seabourne Road / Norwood Place upgraded to No Waiting & No Loading At Any Time to clear junction.

New 12m (up to 2 vehicles) section of time restricted parking on Norwood Place.

New 18m (up to 3 vehicles) section of time restricted parking on Cromwell Road.

Time restricted parking sections:

Mon - Fri 8am - 6pm, 1 hour / No return within 2 hours.



65 to 79 Seabourne Road

Adjusted recommendation

Remove existing 9.5m parking bay. Replace with No Waiting At Any Time parking restriction.

Existing 5m Loading Bay retained and extended to 11m to improve loading provision for local businesses.

Existing limited No Waiting restriction on junction of Seabourne Road / Norwood Place upgraded to No Waiting & No Loading At Any Time to clear junction.

New 18m (up to 3 vehicles) section of time restricted parking on Cromwell Road. Time restricted parking: Mon – Fri, 8am - 6pm, 1 hour / No return within 2 hours.

Initial recommendation of New 12m (up to 2 vehicles) section of time restricted parking on Norwood Place now removed.



83 to 111 Seabourne Road

Current layout

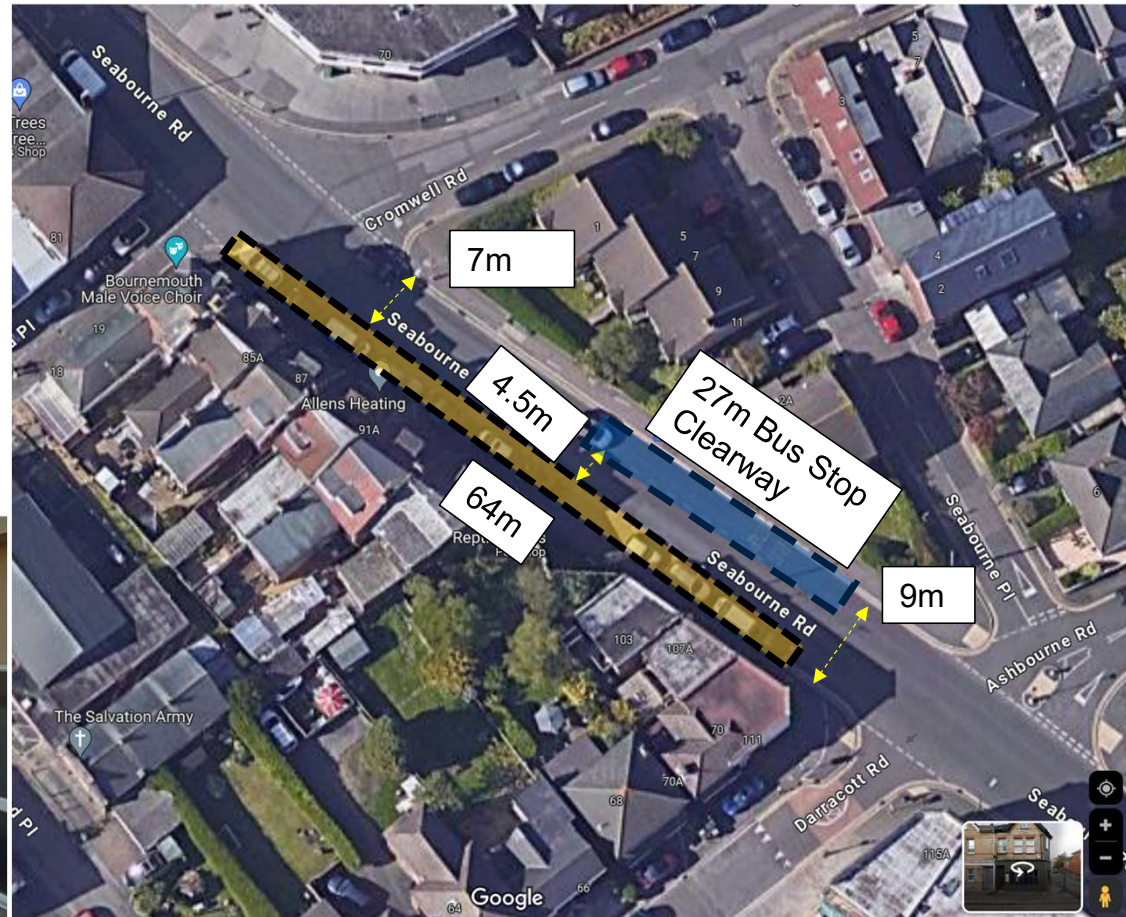
Section of parking approx. 64m with space for up to 12 vehicles.

Parking Restriction

Mon – Fri 8am to 6pm

1 hour / no return within 1 hour

134



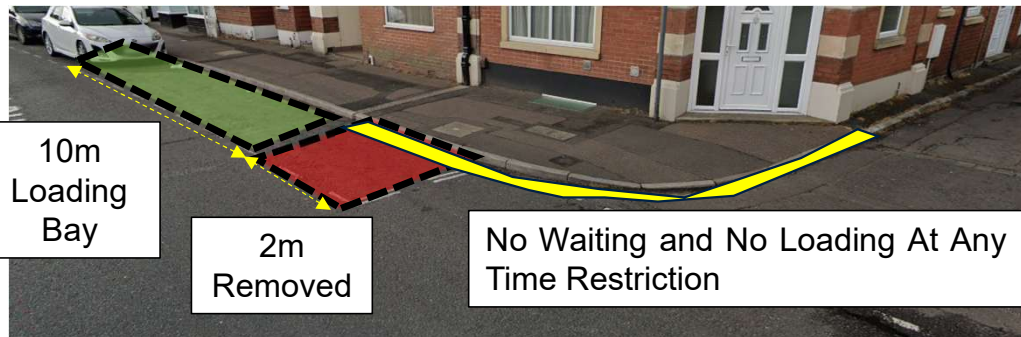
83 to 111 Seabourne Road

Initial recommendation

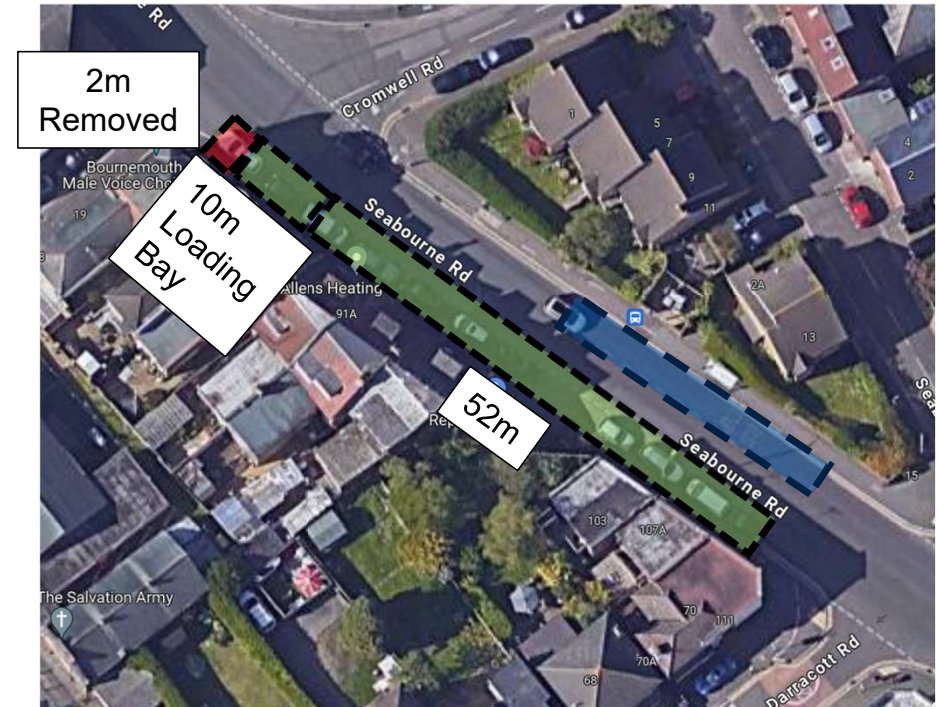
Reduce 64m parking section by 2m. Replace with 'No Waiting and No Loading At Any Time' restriction extended around the junction of Norwood Place, with the aim of improving visibility of the junction and preventing obstruction of the crossing point for pedestrians.

10m of the remaining parking section to be allocated into Loading Bay.

Remaining 52m parking section retained with parking restrictions unchanged.



No further amendments to the initial recommendation are proposed



Section 2

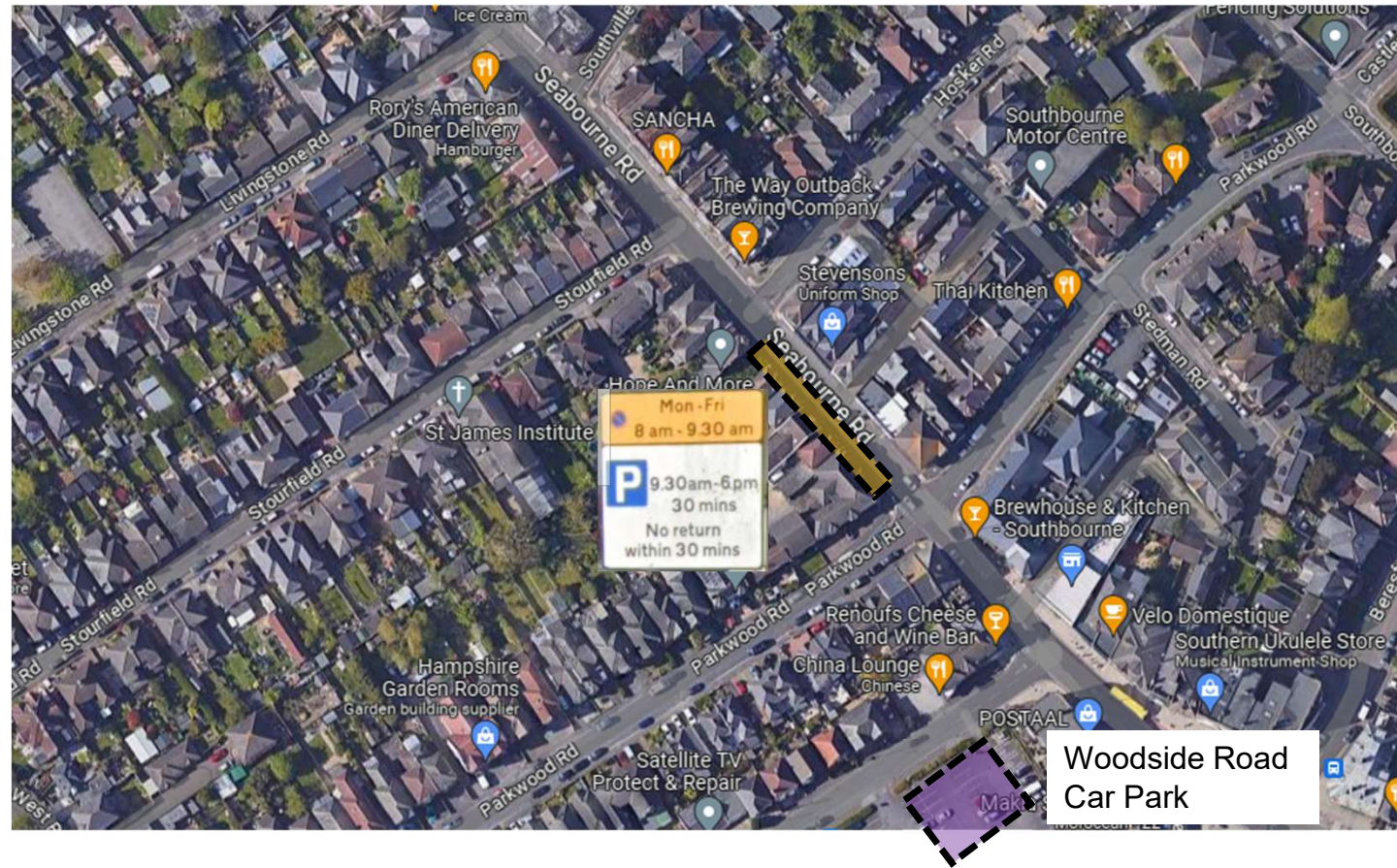
Seabourne Road (Darracott Road to Wentworth Avenue)

Section 2: Overview

Review on-street parking arrangements. Section prevalent to causing congestion, with combination of on-street parking, nearby junctions and crossing points.

Congestion most prevalent during AM and PM school commute times. Morning restriction observed to be regularly abused.

Nearby Woodside Road Car Park (less than 100m) holds 85 spaces. Car Park data suggest underutilisation.

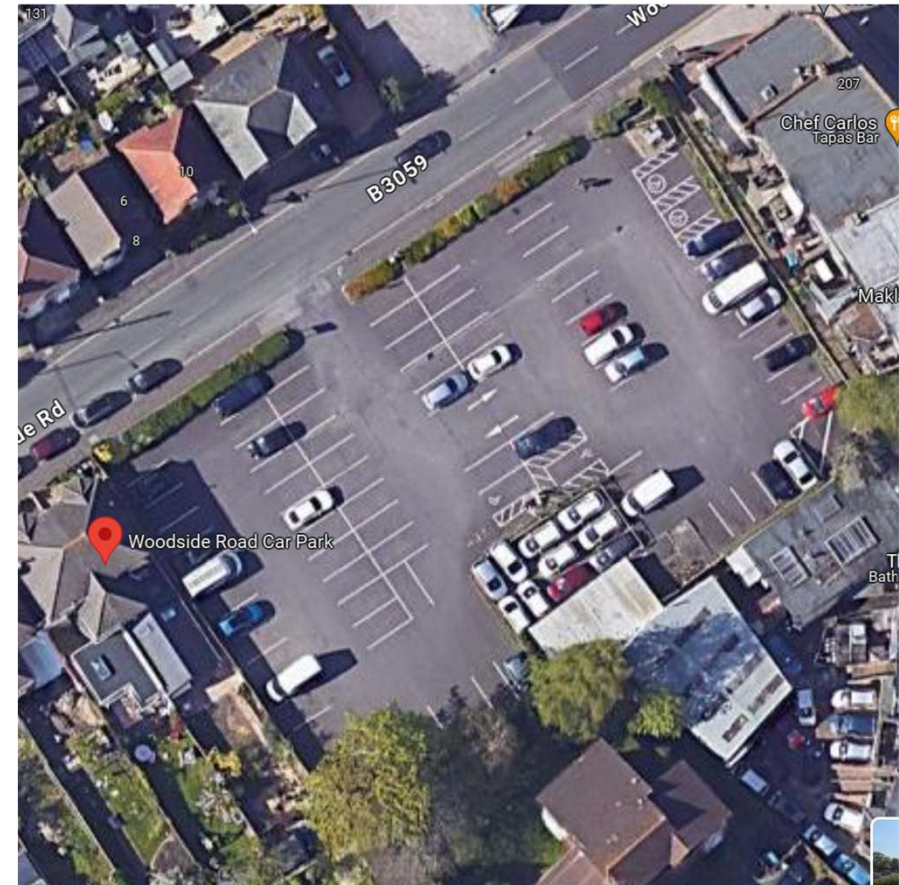


Section 2: Overview

Woodside Road Car Park (85 spaces) less than 100m from On-street parking on Seabourne Road.

Parking survey identifies underutilisation of car park in daytime. Also spaces available in evening.

Poor signage advertising car park. No obvious signage beyond Woodside Road and at junction with Seabourne Road.



Date	Location	11:00 spare bay count	15:00 spare bay count	19:00 spare bay count
11/05/2024	Woodside Road CP (total 85 bays)	42	51	56
12/05/2024	Woodside Road CP (total 85 bays)	48	54	54
13/05/2024	Woodside Road CP (total 85 bays)	33	25	45
14/05/2024	Woodside Road CP (total 85 bays)	29	35	48
15/05/2024	Woodside Road CP (total 85 bays)	36	41	44
16/05/2024	Woodside Road CP (total 85 bays)	46	52	54

175 to 182 Seabourne Road

Current layout

44m (up to 8 vehicles) parking section.

Parking restriction:

No Waiting, Mon – Fri 8am - 09:30am.

Timed parking restriction, 9:30am – 6pm

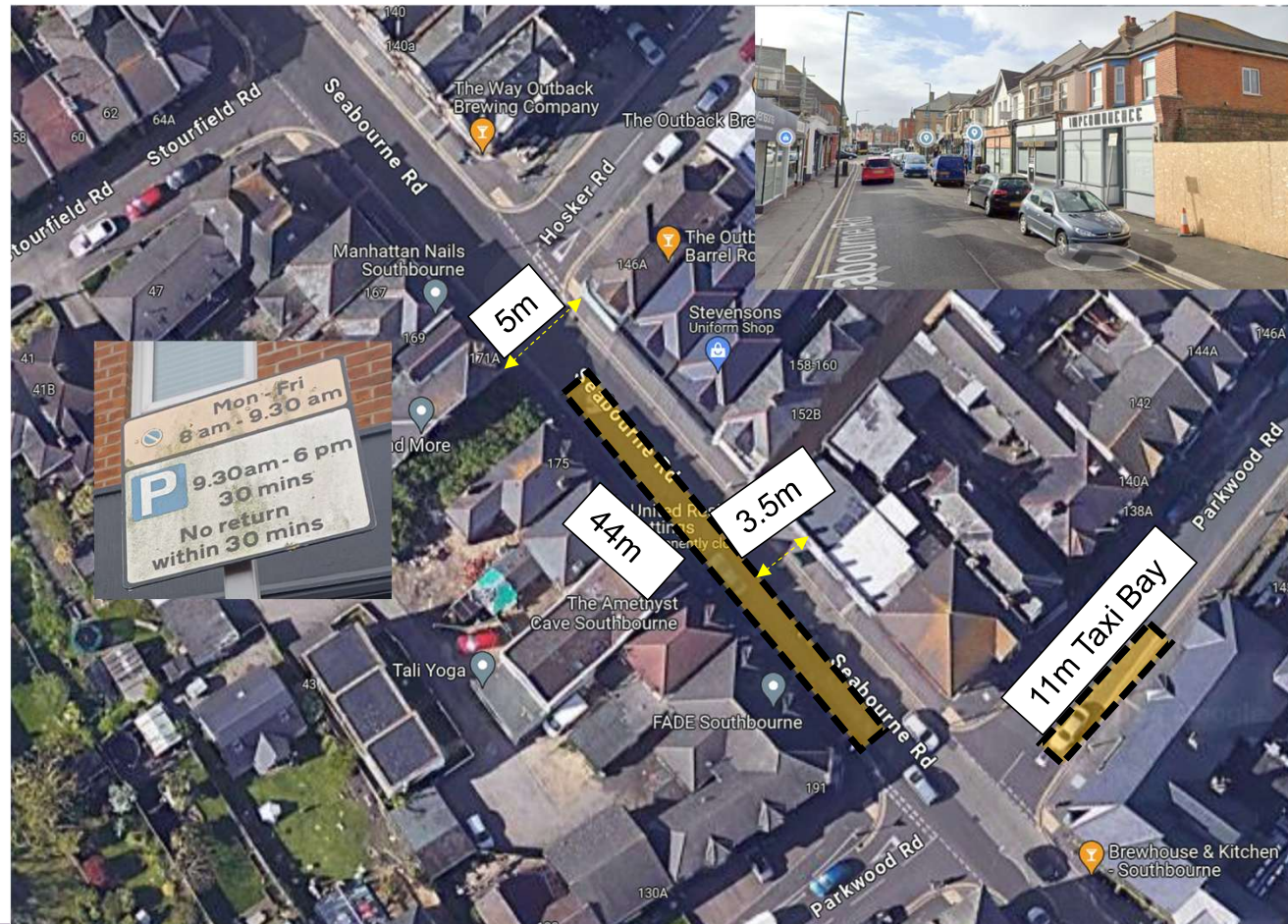
30 mins / no return within 30 mins.

Narrowest point of Seabourne Road with road width 5m where no on-street parking present.

139 Unrestricted Parking on nearby Hosker Road and Parkwood Road.

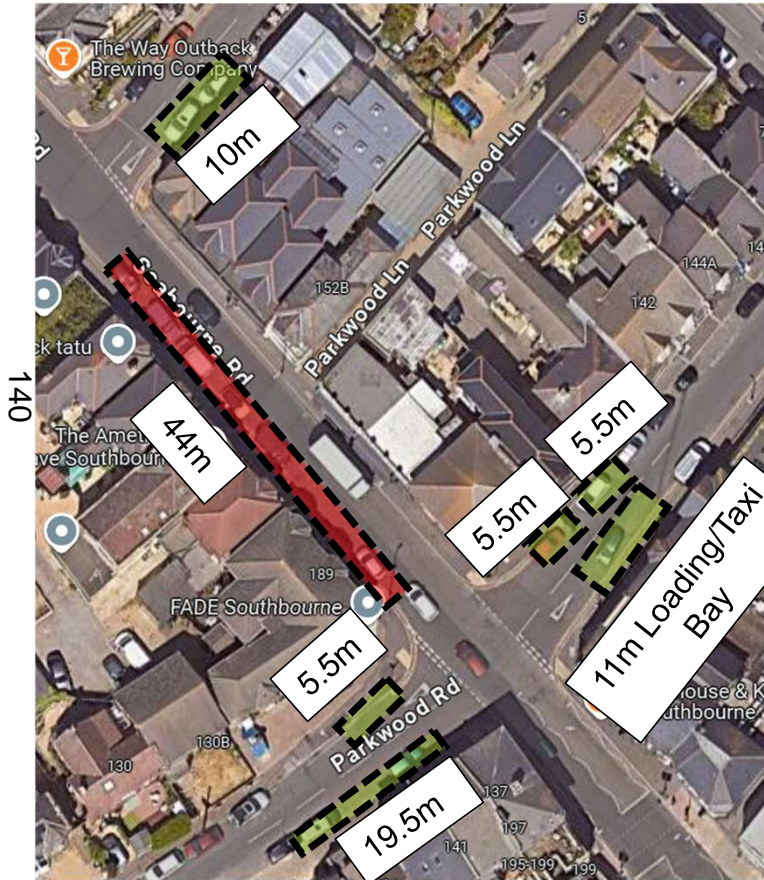
Woodside Road public Car Park 85m away, (2 min walk).

24-hour Taxi bay on Parkwood Road often used by local businesses for loading activity.



175 to 182 Seabourne Road

Initial recommendation



Remove existing 44m parking section. Replace with 'No Waiting At Any Time' Parking Restriction.

Addition of time restricted parking sections on adjacent roads. Restriction for all sections: Mon – Fri, 8am – 6pm, 1 hour / No return in 2 hours. Parking sections as follows:

- Hosker Road – 1 x 10m (up to 2 vehicles).
- Parkwood Road
 - 3 x 5.5m (1 vehicle)
 - 1 x 11m (up to 2 vehicles)
 - 1 x 19.5m (up to 4 vehicles)
- Woodside Road – 1 x 18m (up to 3 vehicles)

Amendment to existing Taxi bay on Parkwood Road:

Loading Only, 8am – 6pm, No Waiting Except Taxis, 6pm – 8am.



Provide additional signage to promote Woodside Road Car Park

Additional 4 bays + loading bay provided through reconfiguration

175 to 182 Seabourne Road

Initial recommendation (continued)

- Hosker Road – 10m time restricted parking (up to 2 vehicles)



- Parkwood Road – 19.5m + 5.5m time restricted parking (up to 4 vehicles)



- Parkwood Road – 2 x 5.5m time restricted parking (up to 2 vehicles) parallel with existing Taxi Bay
- Taxi Bay to become shared use – Daytime Loading/Evening Taxi

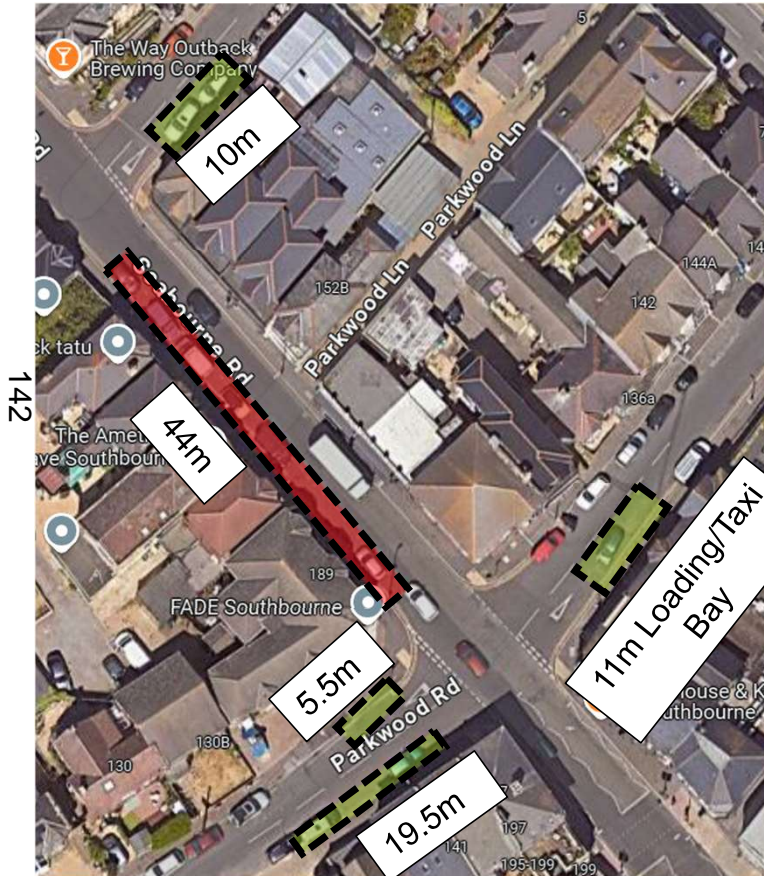


- Woodside Road – 18m time restricted parking (up to 3 vehicles)



175 to 182 Seabourne Road

Adjusted recommendation



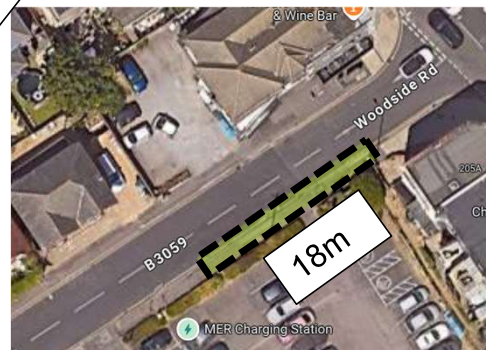
Remove existing 44m parking section. Replace with 'No Waiting At Any Time' Parking Restriction.

Addition of time restricted parking sections on adjacent roads. Restriction for all sections: Mon – Fri, 8am – 6pm, 1 hour / No return in 2 hours. Parking sections as follows:

- Hosker Road – 1 x 10m (up to 2 vehicles)
- Parkwood Road
 - 1 x 5.5m (1 vehicle)
 - 1 x 19.5m (up to 4 vehicles)
- Woodside Road – 1 x 18m (up to 3 vehicles).

Amendment to existing Taxi bay on Parkwood Road:

Loading Only, 8am – 6pm, No Waiting except Taxi, 6pm – 8am.



Provide additional signage to promote Woodside Road Car Park

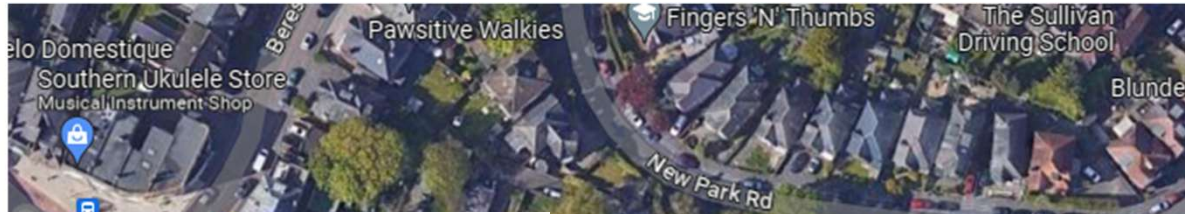
Additional 3 bays + loading bay provided through reconfiguration

2 x 5.5m parking sections on Parkwood Road now removed.

Section 3

Southbourne Grove (Wentworth Avenue to Southbourne Road)

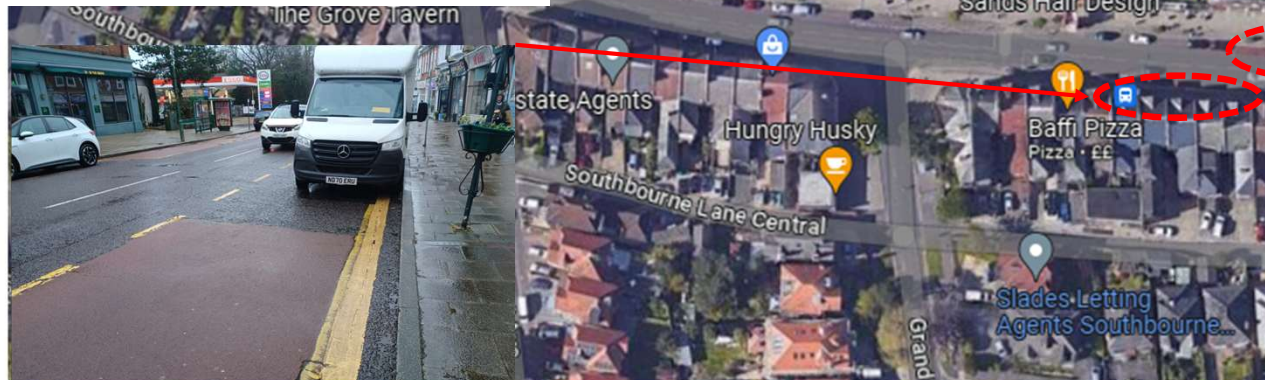
Section 3: Overview



Buses unable to serve stop correctly due to 1 vehicle bay. Removal of 1 vehicle parking bay at front of stop allowing extension of clearway to 24m (**Complete:** TRO notice P44).



Bus stop clearway abused. Inconsistent bus stop configuration with missing section of red tarmac at rear of stop. Extension of red tarmac marking to incorporate length of clearway (**Underway**).



Consider a review of end parking bay to aid right turning buses from Southbourne Rd onto Southbourne Grove.

111 to 117 Southbourne Grove

Current layout

30m (up to 6 vehicles) Parking layby
Parking Restriction, 9am to 6pm 1 hour / no return within 1 hour.

Existing configuration allows vehicles with overhang to park over pavement, causing difficulty for longer buses turning right form Southbourne Road (Services 1b/U3).

145



111 to 117 Southbourne Grove

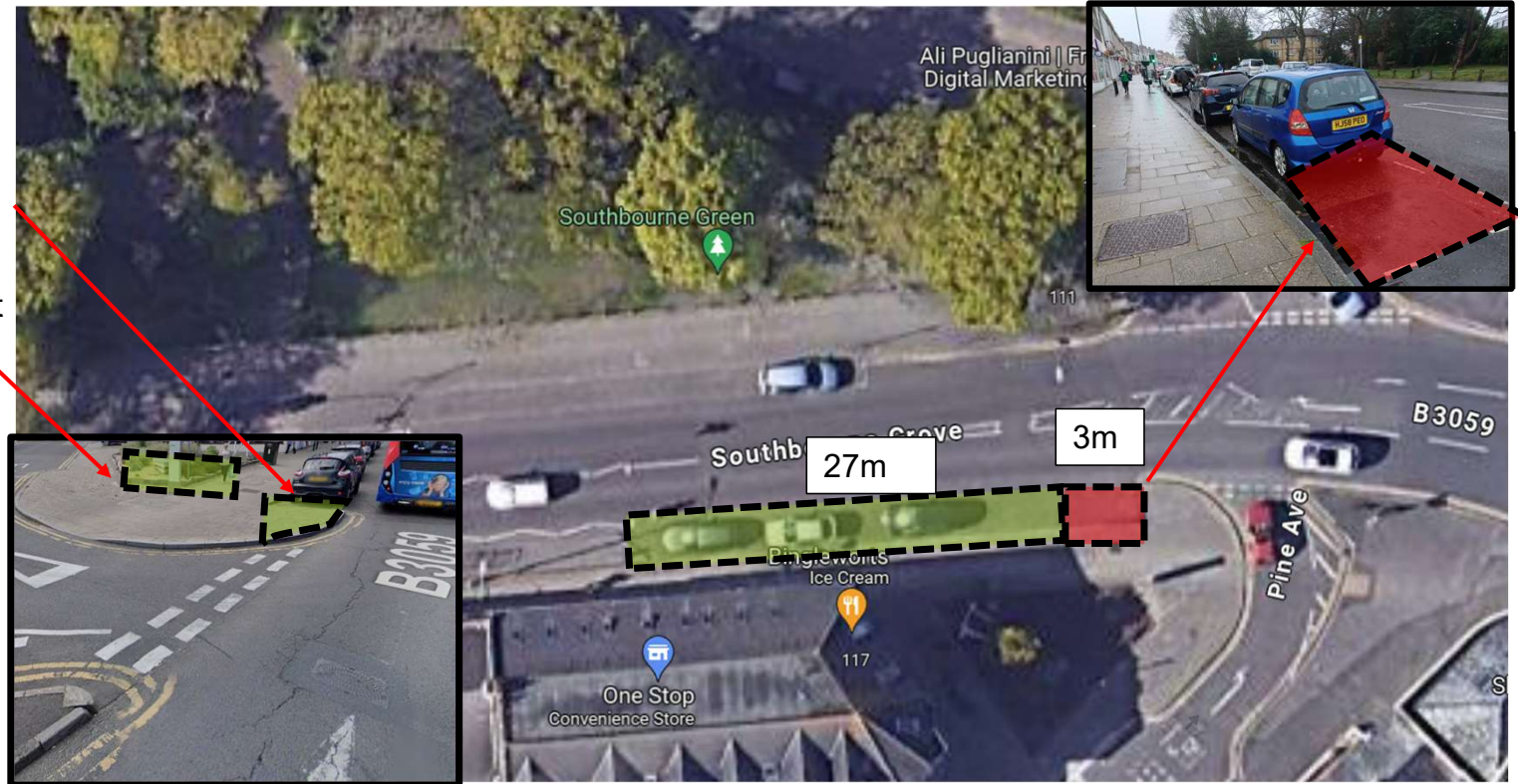
Initial recommendation

30m Parking section reduced by 4m at Pine Avenue end.

Installation of Rediweld kerbs and/or wands in newly created space to prevent vehicle use.

Provide public realm improvements at junction of Pine Avenue.

Provide additional highway signage for Woodside Road Car Park.



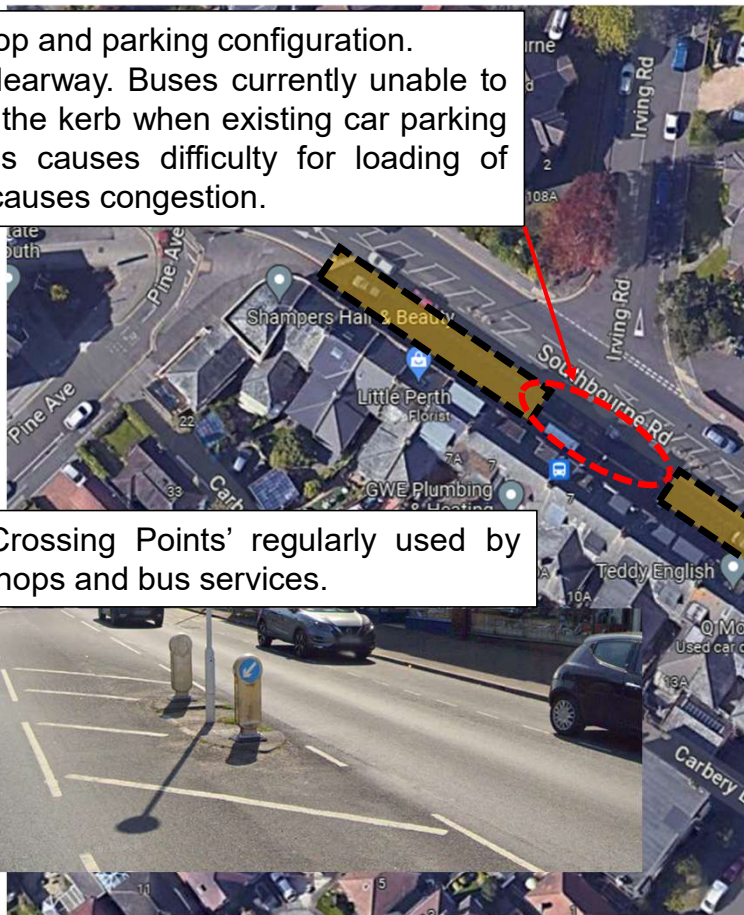
No further amendments to the initial recommendation are proposed

Section 4

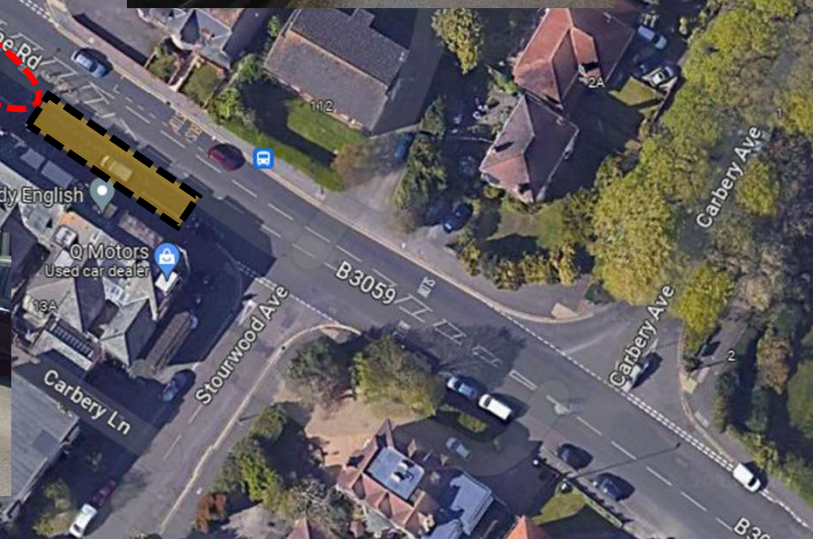
Southbourne Road (Pine Avenue to Stourwood Avenue)

Section 4: Overview

Review existing bus stop and parking configuration. Insufficient length of clearway. Buses currently unable to park in alignment with the kerb when existing car parking bays are utilised. This causes difficulty for loading of wheelchair users and causes congestion.



Two sub standard 'Crossing Points' regularly used by residents accessing shops and bus services.



Carbery Row, Southbourne Road

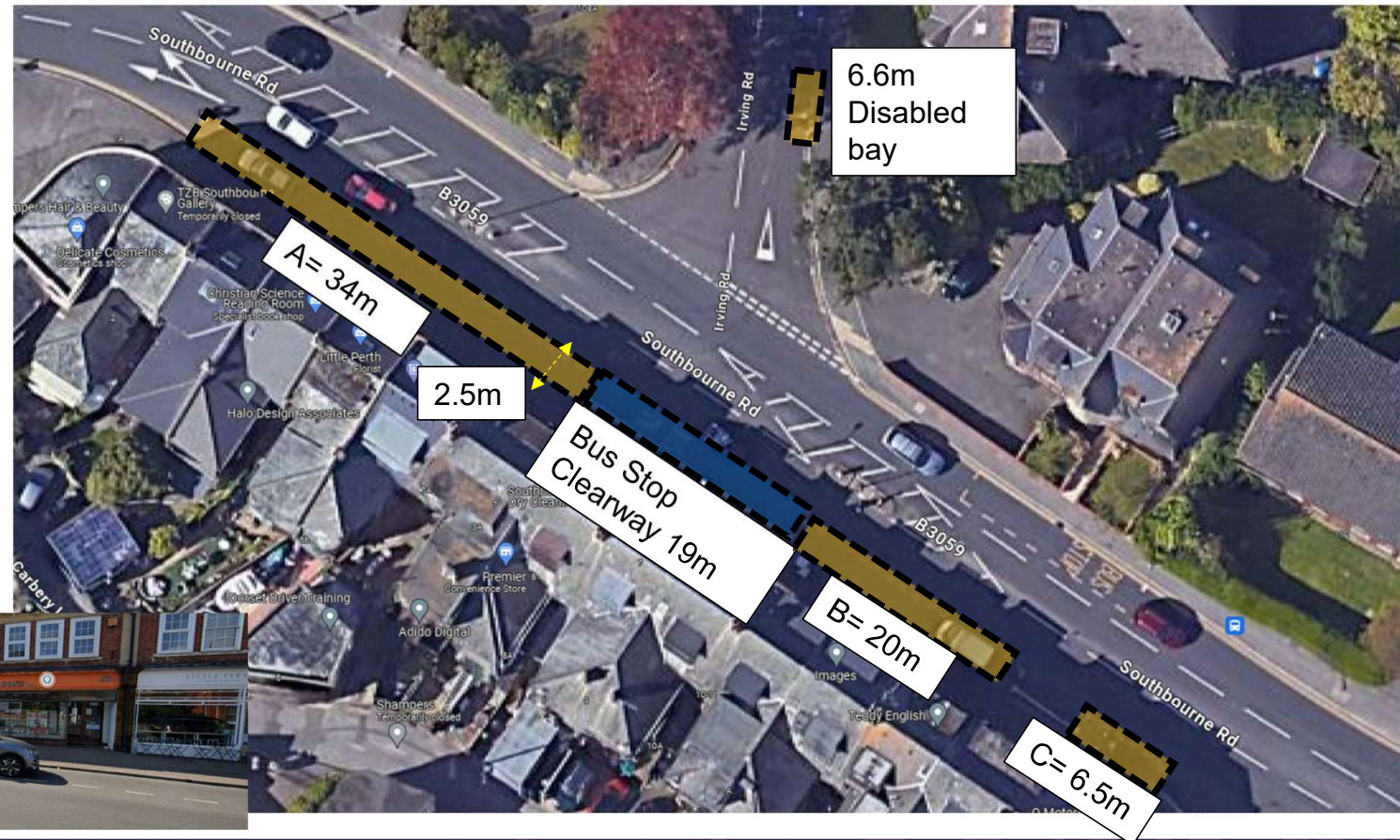
Current layout

Parking bay(A) for up to 6 vehicles.
Parking bay(B) for up to 4 vehicles.
Parking bay(C) for 1 vehicle.

Parking Restriction across all Bays:
Cars and Motorcycles Only
8am – 6pm
2 hours / No return within 1 hour.

→ Bus cage 19m. Insufficient length to serve effectively. Recommended length 27m.

6.6m Disabled parking bay on Irving Road.



Carbery Row, Southbourne Road

Initial recommendation

Configuration of parking section amended as follows:

- Parking bay (A), reduced to 29m (reduction of 1 vehicle).
- Parking bay (B) reduce to 15m, (reduction of 1 vehicle).
- Extend bus stop clearway to 27m. Provide accessible boarding kerb ahead of shelter. Investigate feasibility for replacement shelter in improved position.
- Parking bay (C), retain existing arrangement

Existing time restrictions unchanged.

Raise crossing point concerns with Road Safety team for thoughts and options.

Consider removal of disabled parking bay on Irving Road, replace with 11m parking bay.



Carbery Row, Southbourne Road

Adjusted recommendation

Configuration of parking section amended as follows:

- Parking bay (A), reduced to 29m to (reduction of 1 vehicle).
- Parking bay (B) reduce to 15m, (reduction of 1 vehicle).
- Extend bus stop clearway to 27m. Provide accessible boarding kerb ahead of shelter.
→ Investigate feasibility for replacement shelter in improved position.
- Parking bay (C), retain existing arrangement

Existing time restrictions unchanged.

Raise crossing point concerns with Road Safety team for thoughts and options.

Disabled parking bay on Irving Road retained.



Summary of Recommendations

Section	Description	Initial recommendation	Adjusted recommendation
1	41 to 51 Seabourne Road	<p>32m parking section reduced by 12m (approx. 2 vehicles). Replace with 'No Waiting At Any Time' restriction. Remaining 20m parking section retained with no alterations to existing timed parking restrictions.</p> <p>New 12m (approx. 2 vehicles) section of time restricted parking on Stourvale Road. Timed restriction: Mon – Fri, 8am – 6pm, 1 hour/no return in 2 hours.</p> <p>Provide improved signage to promote Seabourne Road Public Car Park.</p>	<p>32m parking section reduced by 12m (approx. 2 vehicles). Replace with 'No Waiting At Any Time' restriction. Remaining 20m parking section retained with no alterations to existing timed parking restrictions.</p> <p>New 11m (approx. 2 vehicles) section of time restricted parking on Stourvale Road. Timed restriction: Mon – Fri, 8am – 6pm, 1 hour/no return in 2 hours.</p> <p>Provide improved signage to promote Seabourne Road Public Car Park.</p>
1 153	55 to 63 Seabourne Road	<p>21m section of parking removed, replace with No Waiting At Any Time parking restriction, No Loading At Any Time restriction at the junction of Harcourt Road.</p> <p>Remove existing chevron signs/bollards on Harcourt Road to provide 2 x 12m sections of time restricted parking (Mon-Fri 8am-6pm 1 hour/no return in 2 hour) and provision of Motorcycle parking</p>	<p>21m section of parking reduced in length by 10m from the southern end, replaced with No Waiting At Any Time parking restriction. Remaining 11m section retained with time restricted parking conditions unchanged.</p> <p>Existing 'No Waiting At Any Time' restriction around junction of Harcourt Road upgraded to include 'No Loading At Any Time' as per initial recommendation.</p> <p>Remove existing chevron signs/bollards on Harcourt Road to provide 2 x 5.5m sections of time restricted parking (Mon-Fri 8am-6pm 1 hour/no return in 2 hour) and provision of Motorcycle parking.</p>

Section	Description	Initial recommendation	Adjusted recommendation
1	65 to 79 Seabourne Road	<p>Remove existing 9.5m parking bay. Replace with No Waiting At Any Time parking restriction.</p> <p>Existing 5m Loading Bay retained and extended to 11m to improve loading provision for local businesses.</p> <p>Existing limited No Waiting restriction on junction of Seabourne Road / Norwood Place upgraded to No Waiting & No Loading At Any Time to clear junction.</p> <p>New 12m (up to 2 vehicles) section of time restricted parking on Norwood Place.</p> <p>New 18m (up to 3 vehicles) section of time restricted parking on Cromwell Road.</p> <p>Time restricted parking sections: Mon - Fri 8am - 6pm, 1 hour / No return within 2 hours.</p>	<p>Remove existing 9.5m parking bay. Replace with No Waiting At Any Time parking restriction.</p> <p>Existing 5m Loading Bay retained and extended to 11m to improve loading provision for local businesses.</p> <p>Existing limited No Waiting restriction on junction of Seabourne Road / Norwood Place upgraded to No Waiting & No Loading At Any Time to clear junction.</p> <p>New 18m (up to 3 vehicles) section of time restricted parking on Cromwell Road. Time restricted parking: Mon – Fri, 8am - 6pm, 1 hour / No return within 2 hours.</p> <p>Initial recommendation of New 12m (up to 2 vehicles) section of time restricted parking on Norwood Place now removed.</p>
1	83 to 111 Seabourne Road	<p>Reduce 64m parking section by 2m. Replace with ‘No Waiting and No Loading At Any Time’ restriction extended around the junction of Norwood Place, with the aim of improving visibility of the junction and preventing obstruction of the crossing point for pedestrians.</p> <p>10m of the remaining parking section to be allocated into Loading Bay.</p> <p>Remaining 52m parking section retained with parking restrictions unchanged.</p>	No adjustments to recommendation

Section	Description	Initial recommendation	Adjusted recommendation
2	175 to 182 Seabourne Road	<p>Remove existing 44m parking section. Replace with 'No Waiting At Any Time' Parking Restriction.</p> <p>Addition of time restricted parking sections on adjacent roads. Restriction for all sections: Mon – Fri, 8am – 6pm, 1 hour / No return in 2 hours. Parking sections as follows:</p> <ul style="list-style-type: none"> Hosker Road – 1 x 10m (up to 2 vehicles). Parkwood Road <ul style="list-style-type: none"> 3 x 5.5m (1 vehicle) 1 x 11m (up to 2 vehicles) 1 x 19.5m (up to 4 vehicles) Woodside Road – 1 x 18m (up to 3 vehicles) <p>Amendment to existing Taxi bay on Parkwood Road: Loading Only, 8am – 6pm, No Waiting Except Taxis, 6pm – 8am.</p> <p>Provide additional signage to promote Woodside Road Car Park</p> <p>Additional 4 bays + loading bay provided through reconfiguration</p>	<p>Remove existing 44m parking section. Replace with 'No Waiting At Any Time' Parking Restriction.</p> <p>Addition of time restricted parking sections on adjacent roads. Restriction for all sections: Mon – Fri, 8am – 6pm, 1 hour / No return in 2 hours. Parking sections as follows:</p> <ul style="list-style-type: none"> Hosker Road – 1 x 10m (up to 2 vehicles) Parkwood Road <ul style="list-style-type: none"> 1 x 5.5m (1 vehicle) 1 x 19.5m (up to 4 vehicles) Woodside Road – 1 x 18m (up to 3 vehicles). <p>Amendment to existing Taxi bay on Parkwood Road: Loading Only, 8am – 6pm, No Waiting except Taxi, 6pm – 8am.</p> <p>Provide additional signage to promote Woodside Road Car Park</p> <p>Additional 3 bays + loading bay provided through reconfiguration</p> <p>2 x 5.5m parking sections on Parkwood Road now removed.</p>
3	111 to 117 Southbourne Grove	<p>30m Parking section reduced by 4m at Pine Avenue end.</p> <p>Installation of Rediweld kerbs and/or wands in newly created space to prevent vehicle use.</p> <p>Provide public realm improvements at junction of Pine Avenue</p> <p>Provide additional highway signage for Woodside Road Car Park</p>	No adjustments to recommendation

Section	Description	Initial recommendation	Adjusted recommendation
4	2 to 15 Carbery Row	<p>Configuration of parking section amended as follows:</p> <ul style="list-style-type: none"> • Parking bay (A), reduced to 29m to (reduction of 1 vehicle). • Parking bay (B) reduce to 15m, (reduction of 1 vehicle). • Extend bus stop clearway to 27m. Provide accessible boarding kerb ahead of shelter. Investigate feasibility for replacement shelter in improved position. • Parking bay (C), retain existing arrangement <p>Existing time restrictions unchanged.</p> <p>Raise crossing point concerns with Road Safety team for thoughts and options.</p> <p>Consider removal of disabled parking bay on Irving Road, replace with 11m parking bay.</p>	<p>Configuration of parking section amended as follows:</p> <ul style="list-style-type: none"> • Parking bay (A), reduced to 29m to (reduction of 1 vehicle). • Parking bay (B) reduce to 15m, (reduction of 1 vehicle). • Extend bus stop clearway to 27m. Provide accessible boarding kerb ahead of shelter. Investigate feasibility for replacement shelter in improved position. • Parking bay (C), retain existing arrangement <p>Existing time restrictions unchanged.</p> <p>Raise crossing point concerns with Road Safety team for thoughts and options.</p> <p>Disabled parking bay on Irving Road retained.</p>

Appendix B - Consultation Outcome and Recommendations
BSIP Pokesdown and Southbourne (P109)

Consultation dates: 10 January 2025 – 31 January 2025

Notes

Number of respondents: 59 supporters, 27 general commenters, 110 objectors.
Respondents categorised based on how they submitted their comments via the Traffweb website, and the language used in the submissions made via email or post (seventeen responses were received outside Traffweb website).
Of general comments submitted, those with use of the following words have been categorised as in favour of proposals: very welcomed, brings benefits, will make it better, much needed, thrilled, delighted, in favour.
Of general comments submitted, those with the following words have been categorised as against the proposals: do not agree with, unacceptable.

Legend: AAT – At any time, BSIP – Bus Service Improvement Plan, CEO – Civil Enforcement Officer, LW – Limited wait, NL – No loading, NW – No waiting, SPPC&M – Street parking place for cars and motorcycles.

Comments submitted on the scheme as a whole - comment types and summary of points raised	
157	38 support, 6 general comments, 54 objections (1 business)
	Support
	<ul style="list-style-type: none">Will be effective only with more CEO patrols – currently restrictions flouted with impunity (including dropped kerbs and pavement parking) with the effect of safety and visibility issues for all highway users and eliminating opportunity of existing longer areas of refuge for buses as vehicles are parked where they shouldn'tReduces congestion, dangerous bottlenecksSafer for cyclists and pedestrians – better visibility, bad parking and sometimes poor driving due to frustrations causes riskPuts people before 'car is king' cultureEncourages use of public transportMany European towns are car-free and thrive – no need for small businesses to have parking outside premisesRemoving sections of parking makes significant difference to buses which need more space, more time to accelerate than smaller vehiclesWith increased traffic and ever wider cars bays cause unnecessary bottlenecks
	General Comment
	<ul style="list-style-type: none">Good to see comprehensive review of bus servicesConcern re accessibility to consultation system – off-putting to residentsConcerns re pedestrian safety – driving and parking on pavementsPeople want to drive down middle of road, poor judgement of space available
	Objection
	<ul style="list-style-type: none">No need to change happy thriving successful area as can park near shops and restaurantsHigh St parking essential to Government's commitment to growth so no local interference to prevent local business thrivingWill risk failing businesses – customers will go elsewhere, will force people who rely on parking to avoid SouthbourneWill destroy Cinderella Seabourne Rd endLack of residential parking bigger issue than a bus waiting a minuteDisplaces local parking from side streets where it is already low capacityMore congestion on side roads – issue for emergency and utility vehiclesRemove parking only if 30 mins/1-hour free parking in the local car parksBus service is unreliable so people will not give up car use and waste of time giving it precedenceExisting restrictions never adhered to, how do you police this?No serious delays to buses due to parked vehicles, will make no difference to bus journey timesShort delays not an issue – most people have apps so know timing of their busParked vehicles are traffic calmingWill affect people with limited mobility – disabled drivers usually driving for a reason and public transport may not be an optionSpend funds on other things - schools, primary care networks and homeless, removing drugs, invest in shops and business, roads and paths resurfacing, potholesVisibility benefit at junctions is spurious and speeding traffic more likely to make it more difficult to pull out not lessPeople will not pay to park, unacceptable to force people to have to pay to parkWhat is data on time delays to warrant such massive upheaval?Not enough disabled parkingNo complaints about the bays, cyclists and pedestrians not unsafe – traffic lights and multiple crossings available
	Suggestions
	<ul style="list-style-type: none">Relocate parking to car parks nearby/remove all parking in Southbourne Grove and Seabourne Rd except near stationMake local car park cheaper/free/free for first period/20 mins/1 hour - reduces people driving around for space on surrounding roadsRetain spaces on Southbourne Grove – don't want a Boscombe precinctCycle lanes and secure cycle parking facilitiesAssess speed limit and crossing provisionsProgress this sort of scheme elsewhereMore CEOs and patrolsMore bus services out of the centre, not more to Bournemouth Square, bus service from Southbourne to RBH more often and laterProvision near library for those with limited mobilityFree permit parking for residents

Item No	Road Name(s)	Location/ Description	Advertised Restriction(s)	Comments allocated to specific restrictions/sections - comment types and summary of points raised	Decision – this column to be completed with options and detailed responses to comments
1	Stourvale Rd, BH5	Northern side opposite No. 1 (replaces section of NWAAT)	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	3 support, 1 general comments, 24 objections (4 businesses) Support <ul style="list-style-type: none"> No parking should be allowed between Norwood Pl and Stourvale Rd, it is a problem for buses, remove both sides Seen buses nearly have accidents when I've been on them More people in buses than cars have in them Car drivers can choose where they go but bus passengers must follow the route Buses are not let through General comment <ul style="list-style-type: none"> Good idea to clear parking by Smithsons shop – area too narrow Objection <ul style="list-style-type: none"> Stourvale Rd bay is directly opposite the Dojo driveway, makes getting in and out with vehicles including vans more difficult, experienced currently with cars parked on yellow lines, sometimes impossible Stourvale Rd bay impacts visibility for vehicles coming out of Whittingham Court car park onto Stourvale Rd Moving 1 car space onto Stourvale Rd will not compensate Local residents have large vehicles – need the parking space Please consider long time tenants on this section Not enough parking as it is and no disabled parking at all Parking and loading capacity are essential for the Smithsons Fish & Chip shop, Tien Thai and Allen's Heating, removal of parking will affect all businesses Will make it difficult to use local businesses Need to get to De Souza Dojo with our children Affects De Souza Dojo Brazilian Jiu-Jitsu Academy – customers with their children need to park close/drop off/pick up Need parking for gym classes Rarely congestion/buses held up here on Seabourne Rd Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked. Businesses, surrounding roads and homes off main road will suffer Benefit of scheme minimal for a small number of buses, far outweighed by inconvenience and damage to local businesses and residents Pavement approx. 1m wide outside some shops, parked vehicles provide a barrier to live traffic increasing safety to pedestrians, children going to and from school Current arrangement reduces average speed of traffic at peak times – safer for all Do not want a bus lane - shocked Suggestion <ul style="list-style-type: none"> Reduce pavement width instead to make road wider and keep the parking 	Implement with amendment. <ul style="list-style-type: none"> Having reviewed responses, recommend: reducing length of item 1, proposed LW bay on Stourvale Rd, by 1m at its western end opposite the dropped kerb driveway access between Nos. 1 & 1A; the bay provides space for up to 2 vehicles & implementing item 2 as advertised & amending item 3 by retaining 11m of existing LW bay outside Nos. 55-57. Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users. The eastern end of the proposed LW bay on Stourvale Rd is positioned approximately 7m from the midpoint of the vehicle access to Whittingham Court, providing for visibility on exit. On public roads ownership or tenancy of a property does not give any entitlement for a person to park outside of it. Allocated parking bays for Blue Badge holders is beyond the scope of this consultation however request for it is noted. Blue Badge holders may park for a limited time on no waiting restrictions provided they are not causing an obstruction. Active loading of goods is permitted on a no waiting at any time (double yellow line) restriction. Alternative parking is available in Seabourne Rd car park. Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report. There are currently no plans to widen or reduce pavement width in this section of Seabourne Rd. There is no proposal for a bus lane.
2	Seabourne Rd, BH5	Outside Nos. 41-45 (replaces part of LW bay).	NWAAT		
3	Seabourne Rd, BH5	Outside Nos. 55-61 (replaces LW bay)	NWAAT		

Item No	Road Name(s)	Location/ Description	Advertised Restriction(s)	Comments allocated to specific restrictions/sections - comment types and summary of points raised	Decision – this column to be completed with options and detailed responses to comments
4	Seabourne Rd/Harcourt Rd, BH5	On the junction (replaces NWAAT)	NW&NLAAT	2 support, 0 general comments, 15 objections Support <ul style="list-style-type: none"> Don't be swayed by shopkeepers and restaurant owners, some cars left on LW bays belong to them not their customers Too many cars, behaviour change needed Objection <ul style="list-style-type: none"> Hurts residents and businesses Improvements to bus services do not warrant disruption caused/constantly blighted homeowners off the main road Disproportionate negative effect on residents in and near Harcourt Road No motorcycles in this location on Harcourt Rd or this end of Seabourne Rd Harder to park for Harcourt Rd residents, already difficult Losing parking difficult when have children – need to park further and further away Could be 7 or 8 more cars from Seabourne Rd Tackle troublesome tenant on corner Harcourt/Morley Rd – has off-road parking but takes up 4/5 spaces with vehicles for his business – Harcourt motors Hard to find any parking in Harcourt Rd by 6pm Not enough parking as it is: Flats, HMO, the Deaf Club, Woodlands Nursery, university students, people using the station Congestion as drivers drive round in search of parking Shops will close, Pokesdown will die Removing spaces on Seabourne Rd speeds up traffic Buses only must wait seconds nr Harcourt Rd, nearly always a bus driver that lets me out so no rush there Rare for buses to be held up and if they are it is due to waiting at Christchurch Rd junction Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked. Businesses, surrounding roads and homes off main road will suffer No disabled parking Fix potholes if have money to waste Impact assessment? Never heard of any previous consultation Suggestion <ul style="list-style-type: none"> Traffic wardens be more discreet when doing first record of reg numbers as suspect certain people move their vehicles when they see them More enforcement needed 	Implement with amendment. <ul style="list-style-type: none"> Having reviewed responses, recommend implementing item 4, loading restriction on the Seabourne/Harcourt Rd junction & Amending item 5 by retaining the proposed removal of chevron signs/bollards and implementing: 1 x 5.5m, 8am-6pm LW bay northern side of Harcourt Rd positioned 5m southwest from the junction and 1 x 5.5m motorcycle bay on the southern side of Harcourt Rd immediately southwest of the junction. <p>This changes the use of only 2.5m of currently unrestricted and available parking (currently the chevrons/bollards prohibit cars parking for 9m away from the junction).</p> <ul style="list-style-type: none"> Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users. The proposed loading restriction at the junction is to prevent unsafe and obstructive parking for even short periods, not only providing refuge for buses faced with oncoming traffic but also enabling improved visibility/manoeuvrability on the junction for motorists and cyclists, and clear sight lines for pedestrians crossing the road, particularly children walking to school, the disabled and elderly. On public roads ownership or tenancy of a property does not give any entitlement for a person to park outside it. Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report. Allocated parking bays for Blue Badge holders is beyond the scope of this consultation however request for it is noted. Blue Badge holders may park for a limited time on no waiting restrictions provided they are not causing an obstruction. Further information on the BSIP, its government funding and previous consultation can be found at bcpcouncil.gov.uk/about-the-council/strategies-plans-and-policies/bus-service-improvement-plan
5	Harcourt Rd, BH5	Adjacent to sides of Nos. 63 & 65 Seabourne Rd (replaces chevron/bollard & unrestricted)	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		
6	Harcourt Rd, BH5	Adjacent to side No. 65 Seabourne Rd (replaces chevron/bollard & unrestricted)	Motorcycle Parking Places		

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7	Seabourne Rd, BH5	Outside No. 69 (replaces LW bay)	NWAAT	4 support, 4 general comments (1 Coastal BID), 17 objections (3 businesses) Support <ul style="list-style-type: none"> No parking should be allowed between Norwood PI and Stourvale Rd, it is a problem for buses. This is always a dangerous bottleneck and parking should be removed Agree but with concerns re impact on resident parking and speed. General comment <ul style="list-style-type: none"> Norwood/Cromwell area not an issue, much wider and One Stop shop benefits Pushing parking onto side roads problem for residents and parents taking children to school Retain proposed layby for buses Potential damage to local business and employment and wellbeing of residents. Area outside Nos.61-81 allows vehicles to pass safely even when parking occurs and is wider than the section by Nos. 43-49 when some existing parking is proposed to be retained Parking and loading capacity essential for warehouse and offices at Nos. 71-81 and other businesses including One Stop – busiest business between Pokesdown Station and Parkwood Rd. Pressure on remaining space impacts residents at Nos. 41-111 Seabourne Rd, Norwood Place and Cromwell Rd, including organisations such as the Church on Norwood, and makes an area that already has parking issues much worse Very little unrestricted parking available, important for businesses too Posters had a QR code to access information - council is capable of informing residents but you choose the most misleading way to do so Objection <ul style="list-style-type: none"> Use parking bays for Jui-jitsu parking 67-81 Seabourne Rd width ranges between 7610mm and 9490mm. This is 180mm - 2020mm wider than the widest point of 43–49 Seabourne Rd (7430mm - 7470mm), where some existing parking is being retained. 67-81 Seabourne Rd width allows vehicles to pass safely and smoothly even when loading or parking occurs. Parking and loading capacity is essential both for the warehouse and offices at 71-81 inc. Immense Events and Bars, 3012 Events Management Company, Event Temps staffing Agency, Floor Space, Dorset Event Hire Ltd, BH Christmas Trees (and the multiple businesses it houses) and other key businesses including One Stop (the busiest business between Pokesdown Station and Parkwood Road with the highest number of visitors by car and now also a Parcel Collection Point. There are also the offices for David Short Accountants and Champion Forklifts above One Stop. Changes put these businesses at risk, damaging daily ops, & removing customer parking, make a major contribution to local economy and tourism profile of the BCP area – e.g. Poole Harbour Festival for which the warehouse operation needed Reduction of parking over an hour for workers and customers will have big impact Retain the white line outside the main warehouse doors of 71 - 81 Seabourne Rd to allow direct loading / unloading of HGVs from the road and maintain clear access to the warehouse. (as per proposed plans). This is essential for the future of the businesses that occupy the 3 commercial units. Warehouse used by Dorset Event Hire is storage and distribution base – already serve e.g. Shake and Stir Festival, Christchurch Music Festival. Bournemouth Pride, Arts by the Sea, plus expect business and movement of equipment in and out to grow considerably so need to maintain current arrangements Long history of housing businesses that have always relied on ability to park and load vehicles directly outside the premises – may have given rise to certain legal rights, e.g. implied easements, customary use or local council practices supporting commercial activity. Reducing parking capacity and imposing a one hour limited section on Norwood Place & Cromwell Road would also impact severely on local businesses and residents (including those working from home) and on all those using the Church building as 1 hour would not be long enough. This would displace vehicles that park in the currently unrestricted area, putting pressure on other areas and making it necessary to park cars, work vans and trucks in the very few spaces outside the houses 5-13 Norwood Place and Cromwell Road making an area already with parking issues much worse. Will make Cromwell Road even more of a nightmare, no space left for shift workers coming home late, parked up with people using the train station, failure to provide adequate parking for flats Shouldn't be penalised for needing a car What about those who work shifts, working in health care sector Too many abandoned vehicles in Norwood as it is No. 1 where resident runs a car sales business blocking half the street at times with vehicles including vans and holiday vans. 	Implement partially. <ul style="list-style-type: none"> Having reviewed responses, recommend implementing items 7, 8, 9, 11 and 12 only. Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users. The proposed extension to the parking restriction at the Norwood/Seabourne Rd junction loading restriction at the junction is to prevent unsafe and obstructive parking, not only providing refuge for buses faced with oncoming traffic but also enabling improved visibility/ manoeuvrability on the junction for motorists and cyclists, and clear sight lines for pedestrians crossing the road, particularly children walking to school, the disabled and elderly. Work is ongoing with schools via initiatives such as school streets, school travel plans, road safety education and bikeability schemes to encourage more active travel such as walking, cycling and wheeling and less car trips to schools. Alternative parking is available in Seabourne Rd car park for visitors to this area. Active loading of goods is permitted on a no waiting at any time (double yellow line) restriction. A white line may be installed in addition to a no waiting at any time restriction to highlight a vehicle access. 2000 postcards were delivered for the consultation to addresses in the vicinity and site notices were erected displaying both the consultation website address and a QR code to take users there direct. On public roads ownership or tenancy of a property does not give any entitlement for a person to park outside of it. You can report issues on the highway such as unattached trailers and boats, untaxed vehicles, and abandoned vehicles to the council via bcpcouncil.gov.uk/roads-and-transport/report-a-problem-on-a-road-or-pavement Resident permit parking is beyond the scope of this consultation. Such a scheme however does not guarantee a parking space and has its own displacement issues. Criteria for such schemes and how the council assess and rank requests can be found on the BCP Council website in Appendix G of the Minor-Transport-Scheme-Request-Guidance (bcpcouncil.gov.uk). Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report. Further information on the BSIP, its government funding and previous consultation can be found at bcpcouncil.gov.uk/about-the-council/strategies-plans-and-polices/bus-service-improvement-plan
8	Seabourne Rd, BH5	Outside Nos. 71-79 (extends existing loading place)	Loading Place		
9	Seabourne Rd/Norwood PI, BH5	On the junction (also replaces part of LW bay)	NW&NLAAT		
10	Norwood PI, BH5	Northern side, adjacent to warehouse (currently unrestricted)	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		
11	Cromwell Rd, BH5	Adjacent to side Nos. 1-3 Seabourne PI (currently unrestricted)	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		

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12	Seabourne Rd, BH5	Outside No. 85 (replaces part of LW bay)	Loading Place	<ul style="list-style-type: none"> Undermines BCP Council key objectives Our inclusive, vibrant and sustainable economy supports our communities to thrive,' and 'Revitalised high streets and regenerated key sites create new opportunities.' Do not prioritise wishes of bus companies over needs of local residents – will impact side roads where parking is terrible already <p>Suggestion</p> <ul style="list-style-type: none"> A bay for each household would be better Retain proposed loading bay extension and additional loading bay 	
13	Seabourne Rd/Darracott Rd, BH5	On junction, to confirm signed restriction	NWAAT	<p>0 support, 0 general comments, 2 objections</p> <p>Objection</p> <ul style="list-style-type: none"> Much wider stretch of road – no problem here Not enough parking anyway and no disabled parking 	<p>Implement as advertised</p> <ul style="list-style-type: none"> No changes to restrictions on the ground
14	Seabourne Rd, BH5	Outside Nos. 117-123, underlies bus stop	NWAAT		
15	Hosker Rd, BH5	Adjacent to side No. 146 Seabourne Rd (currently unrestricted)	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	<p>22 support (2 businesses), 3 general comments, 27 objections (2 businesses)</p> <p>Support</p> <ul style="list-style-type: none"> No parking should be allowed between Parkwood Rd and Stourfield Rd – very narrow, slows buses as must wait, restricts traffic flow. Real bottleneck Changes needed for buses to run smoothly where road with narrow – 6740mm at narrowest on 173-191 Seabourne Having to wait all the time and people don't let buses through People attempt to pass, get near misses, frustration and road rage between drivers Long overdue Parking here is used by shop owners, not shop users, same vehicles seem to be in the parking bays all day. Existing parking bay abused – managers of 3 Seabourne Rd businesses in this section park their cars in LW bay 9-5pm and move if see traffic warden, then return Hopefully cut down on pollution of cars stopping, idling and accelerating at this bottleneck Better line of sight for pedestrians and drivers at Seabourne/Parkwood junction Vehicle parking in this area is unsafe for vulnerable road users Traffic build-up makes crossing with children difficult Currently risks to pedestrians on pavements on this narrow stretch, cars and vans can get very close to people. Access to Parkwood from Seabourne typically blocked by traffic queue Remove all on-road parking on bus routes As user of road frequently and customer in that vicinity I agree parking on Seabourne should be removed to allow free flow of traffic Perfectly good car park not even 25m away that can be used <p>General comment</p> <ul style="list-style-type: none"> Good to clear parking 175-191 Seabourne as too narrow Parking removal welcomed but sad for traders Have dropped kerb blocked due to shopper parking already Removing bottleneck makes sense Ask co-op to use smaller lorries Take my large vehicle through every day without issues <p>Objection</p> <ul style="list-style-type: none"> Hosker Rd: own 3 businesses at 144, 146 & 1 Hosker Rd and use this space for loading and conducting day to day operations. Hosker Rd: Also, own No. 10 and rent 146A Seabourne Rd – this removes resident parking. Average cars per household is 1.3 outside of London so strongly object. Limited parking in Hosker Rd anyway for residents, Stourfield Rd will be severely affected/be massively impacted by loss of parking on Seabourne Rd, already 5-6 vehicles parking there belong to Towler building co. 	<p>Implement partially.</p> <ul style="list-style-type: none"> Having reviewed responses, recommend implementing 15, 16, 17, 19 and 20 only. Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users. Driveway accesses may be highlighted with an Access Protection Marking: Apply for an Access Protection Marking BCP (bcp-council.gov.uk) Illegal parking including parking over a resident's dropped kerb without their permission can be reported by emailing parking@bcp-council.gov.uk (office hours Mon – Fri) or calling 01202 128900. Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report. On public roads ownership or tenancy of a property does not give any entitlement for a person to park outside of it. Parking opportunity remains available on side roads, however it is for shorter periods for part of the day Monday to Friday in the proposed LW bays. Alternative parking is available in Woodside Rd car park. Work is ongoing with schools via initiatives such as school streets, school travel plans, road safety education and bikeability schemes to encourage more active travel such as walking, cycling and wheeling and less car trips to schools. Further information on the BSIP, its government funding and previous consultation can be found at bcp-council.gov.uk/about-the-council/strategies-plans-and-policies/bus-service-improvement-plan Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report. Allocated parking bays for Blue Badge holders is beyond the scope of this consultation however request for it is noted. Blue Badge holders may park for a limited time on no waiting restrictions provided they are not causing an obstruction. Active loading of goods is permitted on a no waiting at any time (double yellow line) restriction. 2000 postcards were delivered for the consultation to addresses in the vicinity and site notices were erected displaying both the consultation website address and a QR code to take users there direct.

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16	Seabourne Rd, BH5	Outside Nos. 175-191 (replaces LW bay)	NWAAT	<ul style="list-style-type: none">Proposed scheme on Seabourne Rd will increase volume of traffic on and make parking in Stourfield Rd worse, is already terrible. Will be used for restaurant/pub patrons and school children drop offNo restrictions on Parkwood Rd – struggles with parking already, foster carer needing option to park as near as possible to home, cannot carry heavy loads a distanceMake it worse for Parkwood Rd residents who rely on street parking as have no off-street parkingPeople park in front of and block No. 138 small driveway, bays either side will make it worse, will affect house priceWill not improve bus reliabilityDo not prioritise wishes of bus companies over needs of local residentsNothing more than a money-making scheme, see buses all the time waiting at a stop because they are ahead of timeMinor delays less than a minute usuallyRarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked.Though a bottleneck not much of a problem, traffic flows well most of time /road narrowing is an inconvenience but been like this for many years and no serious accidents.Parking acts as traffic calming on Seabourne Rd, making crossing the road saferNot enough parking spaces anyway and no disabled parkingSpaces useful for shoppers and those with accessibility issuesDetrimental effect on traders and shops, pulling up outside is convenient, having to park on an adjacent road will deter shoppers, will lose passing trade/footfallCar parks too expensiveRent our yoga studio to different people, need to load sometimes heavy equipment, nowhere else close enough to do this, will lose teachers and rent leading to closureUnnecessary and costly to implement – what evidence is there of need from published incident/accident reports?No serious accidentsBCP Council should be supporting local businesses not pressurised by the Active Travel agenda – do not need cycle lanes, restricting parking will not make people cycle or use public transport, anti-car agenda does not help businessesIs the bus company going to pay for the road markings and signage as they are pushing for the change not council tax payers?Not a user-friendly feedback tool – hard to find where to comment and times out3 businesses I spoke to did not know about the proposals – wrong for them not to have been consulted, let alone nearby residents, should hold public meeting <p>Suggestion</p> <ul style="list-style-type: none">Road user and shops customer: side road provision in this vicinity for several cars should have 2-hour restrictions Mon Fri until 6pm not 1 hourEncourage use of Woodside Rd car park so income source for BCP councilMake Woodside Rd car park free/consider 20- or 30-mins free parking – will make bigger difference and impact on street parkingReduce car park fees or voucher in local shops but advertise it wellExtend proposed bay in Woodside Road	
17	Parkwood Rd, BH5	Adjacent to public house (replaces 24hr taxi bay)	Loading Place 8am-6pm/NW 6pm-8am except taxis		
18	Parkwood Rd, BH5	Outside Nos. 136 & 138 (currently unrestricted)	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		
19	Parkwood Rd, BH5	Adjacent to side No. 191 Seabourne Rd (currently unrestricted)	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		
20	Parkwood Rd, BH5	Outside Nos. 137-141 & side No. 193 Seabourne Rd (currently unrestricted)	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs		

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21	Woodside Rd, BH5	Northern side at junction with Seabourne Rd (currently NW 10am-7pm)	NWAAT	0 support, 0 general comments, 2 objections Objection <ul style="list-style-type: none"> Car park under utilised Need residents parking, people park outside our property DYL detrimental to local businesses, pushes parking into surrounding roads affecting residents 	Implement as advertised. <ul style="list-style-type: none"> Tackling congestion is key to ensure the bus is a viable mode of choice for journeys across the BCP area. Creating shorter sections of parking to negotiate and longer refuges from oncoming vehicles helps achieve this. Passengers will benefit with improved bus journey times, reliability, service frequency, and facilities. Relocating some existing on-street parking from the main roads into adjacent side roads is to ensure customers of local businesses still have access to some short-term parking close by, whilst significantly improving traffic flow for all road users. Resident permit parking is beyond the scope of this consultation. Such a scheme however does not guarantee a parking space and has its own displacement issues. Criteria for such schemes and how the council assess and rank requests can be found on the BCP Council website in Appendix G of the Minor-Transport-Scheme-Request-Guidance (bcp-council.gov.uk). The proposed no waiting at any time restriction at the junction is to prevent unsafe and obstructive parking, enabling improved visibility/manoeuvrability on the junction for motorists and cyclists, and clear sight lines for pedestrians crossing the road.
22	Woodside Rd, BH5	Opposite Nos. 14-16 (currently NW 10am-7pm)	LW 1 hr Mon-Fri 8am-7pm No return 2 hrs		
23	Seabourne Rd, BH6	Outside Nos. 186-192 underlies bus stop	NWAAT	0 support, 1 general comment, 2 objections	Implement as advertised. <ul style="list-style-type: none"> No changes to restrictions on the ground Zebra crossings are outside the scope of this consultation, however information on how safety intervention scheme requests are assessed can be found on the BCP Council website the Minor-Transport-Scheme-Request-Guidance (bcp-council.gov.uk) Information on numbers of bus journeys on this route and delays can be found in Appendix A to the BSIP Pokesdown and Southbourne Transportation Advisory Group report.
24	Southbourne Grove, BH6	Outside Nos. 2-15 underlies bus stop	NWAAT	General comment <ul style="list-style-type: none"> No safe way to cross over Wentworth Road near Fisherman's Walk as wide junction going into Fisherman's Ave, cars speeding up with no indication. Objection <ul style="list-style-type: none"> Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked. Businesses, surrounding roads and homes off main road will suffer Leave parking, not enough as it is Suggestion <ul style="list-style-type: none"> Zebra crossing, so safe to cross coming out of Fisherman's Walk to get to Southbourne shops 	
25	Southbourne Grove, BH6	West of junction with Pine Avenue (replaces part of LW bay)	NWAAT	4 support, 1 general comment, 1 objection Support <ul style="list-style-type: none"> Have noticed a few buses won't make the turn (turning right out of Southbourne Rd) Bus cannot get in which causes congestion as vehicles cannot get past rear of bus and passengers cannot get on safely Will make boarding and alighting buses safer and reduce journey time for bus users. Carberry Ave bus stop opposite Irving Rd too small so bus cannot get close to kerb – difficult for passengers with limited mobility, wheelchair users, those with buggies and prams to board or alight and causes blocking of the traffic as insufficient room to pass – from bus driver and Morebus Removal of space close to Pine Ave assists buses turning right from Southbourne Rd onto Southbourne Grove – safer for bus drivers, speeds up manoeuvre (performed 4 times per hour), will help other road users who display their impatience when turn not made in one go – from Morebus Disabled parking bay space rarely used General comment <ul style="list-style-type: none"> Extension Carberry Ave bus stop needed as bus comes in at an angle, no room to sweep the kerb Stop at petrol station needs extending too – not included in these proposals Objection <ul style="list-style-type: none"> Rarely wait 20/30 seconds due to 'bottleneck' due to buses, can fit 2 cars easily even with cars parked. Businesses, surrounding roads and homes off main road will suffer 	Implement partially. <ul style="list-style-type: none"> Having reviewed responses, recommend implementing items 25 and 26 and not implementing item 27 The current disabled parking bay in Irving Road outside No. 1 has been identified as in use from visitors to Carberry Row in another consultation which ran immediately preceding this one. The bus stop clearway extension facilitates correct alignment of the bus at the bus stop. The amendment of the LW bay by 3m just west of Pine Avenue facilitates safe and efficient bus manoeuvres at the Southbourne Grove/Southbourne Road junction. At the petrol station the parking bay has been removed and bus stop clearway already amended through a consultation preceding this one.
26	Southbourne Rd, BH6	Outside Nos. 7-12 Carbery Row (replaces part of LW bay)	Bus Stop Clearway extension		
27	Irving Rd, BH6	Outside No. 1 (replaces DPP)	SPPC&M with LW 2 hrs Mon-Fri 8am-6pm No return 1 hr		

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Equality Impact Assessment: Conversation Screening Tool

<p>What is being reviewed?</p>	<p>This EIA focuses on improvements in Pokesdown & Southbourne as part of BCP Council's Bus Service Improvement Plan (BSIP).</p> <p>BCP Council was successful in being awarded £8.9m of BSIP funding in February 2023, over a three year period, to deliver a package of improvements for bus passengers. These include providing bus priority to reduce delays to services and improvements to passenger waiting facilities.</p> <p>Southbourne is one of six locations identified across BCP, with further schemes being developed for Bournemouth Town Centre, Westbourne, Branksome, Purewell and Christchurch. Note an overall EIA has been completed for these schemes EIA Screening Tool Bus Service Improvement Plan Delivery V1 Aug 2023.docx, which received the following EIA panel outcome EIA Panel outcome form - Bus Service Improvement Plan (002).docx . Individual EIAs are now being produced as projects progress as recommended in the above mentioned EIA Panel.</p> <p>The proposed work can be summarised as follows:-</p> <ul style="list-style-type: none"> <p>Seabourne Road (Christchurch Road to Darracott Road)</p> <p>At present there is parking provision available on the northbound side of Seabourne Road. Due to limited road width in some sections, it is not possible to allow two vehicle movements. Although some of the sections of parking are broken up, the space is only sufficient for cars and cannot accommodate buses. This means buses need to wait for larger gaps in oncoming traffic to be able to proceed. This adds additional delay to services and can cause an increase in congestion through to Fishermans Walk.</p> <p>Seabourne Road (Darracott Road to Wentworth Avenue)</p> <p>As with the above section, parking provision is available on the northbound side of Seabourne Road. The area of parking in question is between Stourfield Road and Parkwood Road. Due to limited road width in this section it is not possible to allow two vehicle movements. This means buses need to wait for larger gaps in oncoming traffic to be able to proceed. This adds additional delay to services and can cause an increase in congestion through to Fishermans Walk.</p> <p>Southbourne Grove (Wentworth Avenue to Southbourne Road)</p> <p>Southbourne Grove has parking provision available on both sides of the road. Within this section there is a set of bus stops known as 'Grand Avenue'. Buses often struggle to serve these stops effectively due to current road configuration. The eastbound bus stop clearway is insufficient in length, in additional to one vehicle car space at the front of the stop, this means buses cannot serve the stop with the vehicle parallel to the kerbside to enable safe embark/disembarkation of passengers including, elderly, disabled or young persons in push chairs.</p> <p>For the westbound bus stop, although the clearway is of suitable length, as has been increased in length in the past, there is a differentiation in the</p>
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	<p>road surface of the clearway, with part of the surface painted red with the other retained as black. This results in cars illegally parking on the black section of tarmac, again making it difficult for buses to effectively serve the stop.</p> <p>Some services join Southbourne Grove from Southbourne Road. This involves a right turn manoeuvre. Buses come in a variety of configurations and if a longer bus is used on this service, the bus can often struggle to make the turn, due to street furniture at the junction or cars parked in the current parking provision opposite the junction. In some cases the front overhang of the bus will come over the footpath behind the parking provision in order to negotiate the turn. If a vehicle is parked with an overhang also over the pavement, there is a risk that the bus will get stuck.</p> <ul style="list-style-type: none"> • Southbourne Road (Pine Avenue to Stourwood Avenue) 'Carbery Row' <p>In this section, the existing westbound bus stop clearway is flanked at both ends by parking provision. Combined with a bus stop clearway which is insufficient in length, buses are unable to effectively serve the stop by parking parallel to the kerb. This proves particularly difficult for elderly and disabled users as well as for parents of young persons in pushchairs. It also results in the rear of the vehicle causing an obstruction to cyclists and general traffic, which increases congestion in the area.</p>
<p>What changes are being made?</p>	<ul style="list-style-type: none"> • Seabourne Road (Christchurch Road to Darracott Road) <p>Removal of existing limited wait on-street parking on Seabourne Road, with like for like alternative provision made available on nearby adjacent roads (Stourvale Road, Harcourt Road, Norwood Place and Cromwell Road). Removal of on-street parking on Seabourne Road will provide additional length of carriageway to accommodate two-way vehicle movement. This will increase the flow of traffic along Seabourne Road, reducing congestion and improving reliability of bus services as well as journey times for all road users. Reduction in on-street parking will also improve safety for cyclists and pedestrians.</p> <p>Existing 'No Waiting At Any Time' restrictions at Seabourne Road junctions with Harcourt Road and Norwood Place, will be enhanced to include 'No Loading At Any Time'. This will restrict vehicles from parking near to these junctions, improving line of sight for pedestrians and road users as well as keeping pedestrian crossing points clear.</p> <p>Additional loading bay provided to support local businesses. Loading bay operation in daytime only until 6pm, then becoming unrestricted parking to accommodate residents in evening until 8am.</p> <ul style="list-style-type: none"> • Seabourne Road (Darracott Road to Wentworth Avenue) <p>Removal of existing limited wait on-street parking on Seabourne Road between Hosketh Road and Parkwood Road, with like for like alternative provision made available on nearby adjacent roads (Hosketh Road Parkwood Road and Woodside Road). Removal of on-street parking on Seabourne Road will provide additional length of carriageway to accommodate two-way vehicle movement. This will increase the flow of traffic along Seabourne Road, reducing congestion and improving</p>

	<p>reliability of bus services as well as journey times for all road users. Reduction in on-street parking will also improve safety for cyclists and pedestrians.</p> <p>An existing taxi bay on Parkwood Road to be amended to enable loading in the daytime to support local businesses, reverting to taxi use in the evenings.</p> <p>Additional signage to promote nearby Public Car Park in Woodside Road will also be provided</p> <ul style="list-style-type: none"> • Southbourne Grove (Wentworth Avenue to Southbourne Road) Reduction in size of section of parking on Southbourne Grove by 1 vehicle, replacing with build out to prevent vehicles occupying space. <p>Nearby public realm improvements to be provided with additional signage to Woodside Road Car Park.</p> <ul style="list-style-type: none"> • Southbourne Road (Pine Avenue to Stourwood Avenue) 'Carbery Row' Reconfiguration of parking arrangement to facilitate increase in length for bus stop clearway. This will be achieved through an increase in length of parking section at the front of the clearway with a reduction in length of parking section at the rear of the clearway. Overall will result in loss of two spaces. This will ensure buses can effectively serve the stop with the vehicle in line to the kerb. This will aid passenger boarding in particular for elderly and disabled users and parents with children in pushchairs. It will also mean that vehicles will be able to pass whilst the bus is in the bus stop, improving traffic flow and improving the reliability of services. <p>To offset lost spaces along parade of shops, propose replacement for parking on Irving Road. This includes review of usage of existing disabled bay to determine if road space can be better utilised to assist all road users.</p>
Service Unit:	Planning & Transport
Participants in the conversation:	<p>Richard Barnes – Service Unit Equality Champion / Sustainable Transport Including Policy Team Richard Wintrip – Sustainable Travel Policy Team Leader Nick Phillips – Sustainable Travel Operations Team Leader. Kevin Brolan – Senior Transport Officer Liva Rigler – Public Transport Technician Andy Brown – Traffic Team Leader Matthew Curruthers – Senior Traffic Technician Clare Griffiths – Senior Traffic Technician Sean Bevis – Senior Research Officer Wendy Lane – Director, Planning & Transport Councillor Andy Hadley – Portfolio Holder, Climate Mitigation Environment and Energy</p> <p>Councillor Eleanor Connolly – Ward Member, Boscombe East & Pokesdown</p>

	<p>Councillor Brian Chick – Ward Member, West Southbourne</p> <p>Councillor George Farquhar – Ward Member, Boscombe East & Pokesdown</p> <p>Councillor Jeff Hanna – Ward Member, West Southbourne</p>
Conversation date/s:	<p>Discussions with Traffic team since 16 January 2024 to discuss arrangement concerning advertising of changes to TRO. This has included regular discussion with Morebus including a site visit on 12 April 2024 to reconstruct issues experienced by services.</p> <p>Recommendations presentation sent to Senior Officers on 24 May 2024 with support received.</p> <p>Recommendations presentation shared with Portfolio Holder and Leader on 30 May 2024 with support received. Recommendations presentation shared with impacted Ward Councillors on 8 July 2024 with a site visit held on 20 September 2024. Following site visit amendments to the recommendations were made and returned to impacted Ward Members for comments to be provided by 25 October 2024. No further comments were received.</p> <p>Discussion between Sustainable Travel Operations Team, Traffic Management Team and Consultation Team was held on 24 October 2024. The meeting was held to agree suitable level of consultation to be undertaken. As the proposed works consist solely of alterations to existing Traffic Regulation Orders, it was agreed that the existing statutory Traffic Regulation Order consultation process would be appropriate. To enhance awareness of the consultation and to encourage responses it was agreed that leafleting of directly impacted residents would be undertaken. The proposed method of consultation was shared with the impacted Ward Members on 29 November 2024 to which no objection was received.</p> <p>Consultation was launched on 10 January 2025 running for 21 days until 31 January 2025. The consultation was publicised through display of public notices along the corridor and advertising in local press; these are requirements to fulfil a statutory Traffic Regulation Consultation. In addition as mentioned above a leafleting campaign to residents was also undertaken – all residents and businesses within 100m of the scheme extent were leafleted to, with a total of 2000 leaflets delivered.</p> <p>The results of the consultation have been reviewed and show a mixture of support and objection across all sections of the scheme as follows:</p> <ul style="list-style-type: none"> - 196 total respondents to the proposals - 59 overall supported the proposals - 110 overall objected the proposals - 27 general comment with no clear support or objection. <p>The main points of objection raised were for the loss of parking impacting to residents not only residing along the length of Seabourne Road where parking is considered for removal but also to those of nearby side roads as this change would increase pressure already on demand for on-street parking here impacting availability of parking for residents, parents and school children attending Pokesdown Community Infant School, those</p>

	<p>wishing to park to access nearby shops and services and indeed employees of said businesses.</p> <p>Those supporting the scheme suggested that the scheme helped reduce congestion, improving traffic flow for all road users. This would make public transport more efficient and encourage modal shift but also the reduction of carriageway obstruction would improve safety for vulnerable road users including cyclists, wheelers and pedestrians.</p> <p>This results of the consultation have been briefed to the Enhanced Partnership Board (which includes Director and Portfolio Holder as members) who have recommended the scheme be presented to Transport Advisory Group (TAG) for consideration on 7 May 2025, where the scheme can be further scrutinised before a recommendation be made to Cabinet.</p>
<p>Do you know your current or potential client base? Who are the key stakeholders?</p>	<ul style="list-style-type: none"> - Local bus operators including Morebus. - Taxi and Private Hire operators - Residents and visitors that are current bus users. - Future bus users as improved bus priority/passenger facilities are intended to increase patronage. - Residents and visitors that use the BCP transport network as some changes will affect all road users, not just those who travel by bus. - Business and organisations in the locations where changes to road layouts will be undertaken. - BCP Council colleagues working in transport and other roles that need to support the activity required to deliver the changes. - Councillors – through relevant democratic process. - Suppliers who will undertake the works required.
<p>Do different groups have different needs or experiences?</p>	<p>The overall aim of the scheme is to improve bus priority to increase reliability of bus services and improve bus stop infrastructure to ensure bus services are accessible for all. The proposed changes intend to deliver faster journey times on sections of road with frequent bus services (up to 15 buses per hour) – the BCP Council Bus Service Improvement Plan (BSIP) identifies faster journey times as one of the most important means to increase passenger numbers. Priority schemes in locations with a very frequent service deliver proportionately greater benefits. Bus use is particularly common for people aged 17-20, aged over 70, for women and girls, most ethnic minority groups and people on lower incomes – according to the National Audit Office.</p> <p>A BCP Council travel survey from October 2018-Jan 2019, https://www.bcpCouncil.gov.uk/About-the-council/Research-reports/Documents/Travel-Survey-Report.pdf showed that 60% of respondents had used a bus within the last 12 months. Locally bus use was for age; highest for over 65's and under 24rs; disability – disabled people were more likely to travel by bus than people without a disability; ethnicity – 'White Other' and BME people were more likely to use buses than white British people; sexual orientation – all other sexual orientations were more likely to travel by bus than heterosexual people; religion – all other religions were more likely to travel by bus compared to Christians and residents from more deprived areas were more likely to use buses.</p>

	<p>A BCP Council residents survey from September 2021 suggested that younger age groups are more satisfied with local bus services – particularly the 16-24 age groups. Those aged 35-44 are less satisfied – this could be as car ownership is higher compared to younger people so with more of this group having a choice of transport, they are less satisfied.</p> <p>Whether a household has a car available may result in a different need or experience – this could be linked to socio-economic conditions, with households from less prosperous areas having lower levels of car ownership and more likely to rely on bus services for transport needs.</p> <p>A repeated perspective from a BCP Council survey 'Bus Back Better' from 29 November 2021 to 7 January 2022 to inform priorities for the Enhanced Partnership, mentioned safety and security concerns travelling on buses and waiting at stops and interchanges. These concerns are likely to be more prevalent amongst certain protected groups including women and some ethnic groups. As part of the overall Bus Service Improvement Plan, live stream CCTV has currently been installed in 149 bus shelters, which includes bus stops along this corridor at 'Pokesdown Station' and 'Fishermans Walk'.</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 on disabled people and the future of accessible active travel. 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>Improvements to the layout of bus stops will allow buses to correctly pull alongside the raised boarding kerb, giving flat, level access onto the vehicle. This is particularly beneficial to wheelchair users as well as maternity/paternity users of pushchairs and buggies. All local buses are compliant in Public Service Vehicles Accessibility Regulations (PSVAR) 2000, which includes provision of step free access to the vehicle and provision of space aboard to accommodate wheelchairs.</p> <p>Where parking is considered for removal or redistribution to nearby side roads, residents and visitors to the area using parking to access businesses or other activities may be less supportive of this, however we do not believe this will implicitly impact on any specific protected group.</p> <p>There are not any identifiable or known impacts specific to Marriage and Civil Partnership, Gender reassignment, human rights, the Armed Forces or those with caring responsibilities.</p>
<p>Will this change affect any service users?</p>	<p>This project considers changes to deliver bus priority, it does not directly cover any service users as it is not a policy change. Service users may be affected as part of the wider community and likely changes will be covered in that section.</p>

<p>What are the benefits or positive impacts of the change on current or potential users?</p>	<p>The National Bus Strategy stated that improvements to bus services would liberate people who are old, young, disabled and isolated. The BCP Council BSIP mentions that based on the profile of people that use buses, improving the offer has equal benefits for younger, older, disabled, BME, 'White other', non-heterosexual people and people from all other non-Christian religious groups.</p> <p>By providing bus priority/improved passenger facilities the viability of bus services will increase and the operators are committed as part of the partnership to re-invest savings to provide service enhancements. This creates a "virtuous circle" of improvements. A better local bus network will initially benefit the groups that tend to use them more but if as intended, bus use increases, then other groups who currently use buses less will also gain.</p> <p>Ensuring that the configuration of bus stops is fit for purpose – allowing a bus to properly access the stop ensures that people that are less mobile – so some elderly and disabled people including wheelchair users, and pushchairs and buggies (Paternity and Maternity) can safely get on the bus.</p> <p>More people using buses will lead to improved air quality as bus fleets are increasingly 'Euro 6' designation with very low levels of tailpipe emissions and with modal shift from cars to buses also improving air quality. Poor air quality disproportionately impacts children and people with existing health conditions, so improvements provide positives for these groups in particular.</p> <p>Through increasing numbers of people travelling by bus footfall in town and local centres could increase. The number of trips on buses in the BCP area has a target to increase from 17 million in 2022 to 28 million at the end of the current BSIP funding in 2025.</p> <p>The configuration of time limited on-street parking on adjacent roads will ensure a regular churn of car users utilising these parking provisions. This will increase footfall on these roads which in some cases can act as a deterrent to anti-social behaviour. After 6pm parking on these sections becomes unrestricted as per existing parking arrangements allowing this to be used by nearby residents as overnight parking as is the current situation.</p> <p>The proposed changes will also improve the passage of all traffic, not just buses, through the area specified - the existing parking and loading arrangements cause delays to all vehicles. Progression of the changes are intended to benefit all vehicular traffic and a wider profile of people. The reduction in obstructions in the highway such as on-street parking will make it safer to travel along for all road users including those of vulnerability including pedestrians, cyclists and wheelers including those with impairment.</p> <p>The scheme currently has one disabled parking bay located within the area of the review. This is situated on Irving Road and the consultation</p>

	<p>showed this is used by customers wishing to access businesses on Carbery Row. It will therefore be retained. In addition, feedback from the consultation included requests for additional disabled bays in the wider Southbourne area. These have been noted by the Traffic Management Team for future consideration as part of their Community Request Program.</p> <p>Holders of blue badge parking permits may park for up to three hours on street where it is safe to do so:-</p> <p>The Blue Badge scheme: rights and responsibilities in England - GOV.UK</p> <p>The exception to this is when “No Loading At Any Time” markings are provided. It is proposed these are installed at the junctions of Harcourt Road and Norwood Place to improve visibility for drivers exiting from these side roads onto Seabourne Road.</p>
What are the negative impacts of the change on current or potential users?	<p>During the construction period there will be a degree of disruption. The works will therefore not be undertaken during the busiest times of the year including the 6 weeks of the Summer holidays, at Christmas or during events such as the Shake & Stir Festival.</p> <p>In order to reduce congestion on the main road whilst retaining parking close to local businesses a re-arrangement of spaces is proposed. Limited wait arrangements will therefore be introduced on side roads that are closest to the nearby businesses. This will potentially inconvenience some residents. It is therefore proposed that the time restrictions will be in the daytime only and after 6pm the spaces will be available for residents to use.</p> <p>The junction of Harcourt Road / Seabourne Road and Norwood Place / Seabourne Road with a No Loading At Any Time restriction means no parking is permitted on these sections. However, these restrictions are essential to ensure safe drivers can exit safely from these side roads.</p>
Will the change affect employees?	<p>Many employees and others in their households will use buses, to get to/from work, for work business travel and general personal travel. The BCP employee travel survey 2022 stated that 7% sometimes used a bus to travel to/from work, with bus as the main mode for 4%.</p> <p>It has not been determined whether any residents directly impacted by recommendations along this corridor are employees of BCP Council. Any employees residing along the corridor who own a private vehicle could be impacted by parking reconfigurations as explained above.</p>
Will the change affect the wider community?	<p>Yes – for the schemes to be successful improvements to bus services will be provided which are intended to benefit the wider community. The partnership with local bus operators means that re-investment of operational savings will go towards wider bus network benefits. Positives will include –</p> <ul style="list-style-type: none"> • Improved access to work, education, healthcare, leisure and community activity.

	<ul style="list-style-type: none"> • Increased opportunity through access to employment for areas of higher social deprivation with lower levels of car ownership. • Reduced congestion and pollution – improving air quality. (The Dorset Local Enterprise Partnership conference in May 2019, voted 'Transport Infrastructure and Congestion' as the top main external constraint to business growth) • An improved bus network contributes to combating climate change considering BCP Council's declared Climate and Ecological emergency. Increased modal shift to public transport, with a full bus taking up to 75 cars off the network, reduces our transport carbon footprint. • Buses reduce social isolation for many one person households – particularly for elderly people. • Contribution to the participation equality domain from the Equality and Human Rights Commission. – though participation in communities and access to services.
<p>What mitigating actions are planned or already in place for those negatively affected by this change?</p>	<p>Changes to road layouts have been cited as an access barrier for some disabled people, even if the changes are intended to be of benefit to them. Consultation has been enhanced accordingly to ensure that all immediately impacted residents and businesses are aware of the intended changes and allow comment on any concerns and understanding of revised layouts.</p> <p>In regard to loss of parking provision in particular along Seabourne Road. There are currently two public car parks nearby (Seabourne Road Car Park and Woodside Road Car Park). Surveys undertaken by parking services show these to be underutilised and have sufficient space available to accommodate displaced parked vehicles from Seabourne Road. The car parks offer rates starting from £1.30 for up to an hour, £1.80 for two hours. Time restricted on-street parking will also be established on a nearby adjacent roads with time restrictions in daytime only. This will allow both rotation of vehicles so all can utilise parking to access local services, whilst retaining evening and overnight unrestricted parking for residents. An existing 'Taxi Only' bay on Parkwood Road will also be reconfigured to enable 'Daytime Loading' and night-time taxi use. Where 'No Waiting At Any Time' Traffic Regulation Orders are applied in replacement of on-street parking, disabled car users with a valid 'blue badge' are able to park for a short period of time in order to access any nearby shops and services.</p> <p>The strategy supporting the works will be communicated to those affected and concerns about any negative impacts will be covered. The benefits to communities and business of improving bus services including spend by bus passengers is usually not considered as any parking changes dominate discussions. There is an opportunity in communications to highlight the economic benefits that more people travelling by bus will bring to local shopping centres. The living streets 'Pedestrian Pound' report from 2018 states that retailers have been shown to over-estimate the importance of the car for customer travel, studies have shown that more people walked, cycled, or came by bus than car.</p>

	<p>Changes to street parking arrangements require consultation before implementation according to specific Traffic Regulation Order requirements. The consultation is scheduled for January 2025, responses to the consultation required to deliver this scheme will be evaluated, including any equality issues raised and these will be provided as part of the decision making process linked to the consultation.</p>
<p>Summary of Equality Implications:</p>	<p>The basis of the capital schemes resulting from the award of Government funding through the Bus Service Improvement Plan (BSIP) is to improve the viability of bus services. This will be achieved through measures to prioritise buses through traffic at known locations where they are delayed and new or enhanced facilities to encourage more people to use buses.</p> <p>There are significant anticipated positive equality impacts – based on the profile of people that use bus services. These benefits will not just affect people who are existing bus users but also potential users as the strategy aims to encourage people that have not necessarily used buses before to do so.</p> <p>The profile of people that use buses from both national and local evidence are groups the Equality Act is intended to benefit by advancing equality of opportunity between people who share a protected characteristic and those who do not. Much older, much younger age groups, people with a disability, women, other ethnic groups, other religions, other sexual orientations and residents from more deprived areas are all more likely to use buses, compared to others in their protected groups.</p> <p>Enhancements to infrastructure to support people that use buses – shelters, CCTV, better information, extended clearways and raised boarding kerbs will benefit all, but easier boarding and egress from buses and a safer waiting environment will particularly help many disabled and elderly people and women. Additionally easier access onto and off buses with pushchairs/buggies provide a maternity/paternity benefit. As some of these enhancements address as a mitigating action, safety concerns raised by some protected groups, while waiting for the bus.</p> <p>Developing priority for buses and bus users help create a more viable bus network with potential for services to expand. Increasing frequencies and better bus provision throughout the day and days of the week will benefit the groups that use buses but also encouraging new people from different profiles.</p> <p>Wider benefits to our communities through improved transport to access employment, education, healthcare, retail and leisure opportunities, reduced congestion and better air quality will also result in positive equality implications. Visitors to our area will also benefit from an enhanced public transport network. Some groups will view the outcomes from the partnership as less relevant to them, and also noting that the extent bus services vary across the BCP area. At this stage it is considered unlikely that any groups will be implicitly disadvantaged by the proposals and their implementation.</p> <p>The scheme focuses on removal of on-street parking on the key bus corridor between Pokesdown and Southbourne. This will increase</p>

pressure on demand for parking spaces for residents and those visiting the area, but will improve journey times for all road users making journeys to the area. Alterations to disabled parking provision are not considered but have been noted for future implementation, however the majority of the scheme, with exception to sections where waiting/loading has been restricted on the basis of road safety, remaining sections can be used for short periods by disabled blue badge holders, ensuring short term provision for those remains.

This EIA will continue to be updated as appropriate as further discussions including scrutiny from Transport Advisory Group are undertaken for which recommendations will be taken account in the final schemes provided.

Form Version 1.2

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BSIP Pokesdown and Southbourne (P109)

INDEX OF DOCUMENTS ON DEPOSIT

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A.	General Information about the scheme and proposals				
B.	Notice of Proposals to make the ORDER as sent for advertisement in the Bournemouth Echo on the 10 January 2025.				
C.	A Copy of the above titled draft ORDER (map based): Bournemouth, Christchurch and Poole Council (Parking Regulation, on-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. XX) Order 202X (our ref P109).				
	Item No.	Road	Proposed Restriction	Location/Description	Map Tile Reference
	1.	Stourvale Rd, BH5	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	Northern side opposite No. 1	AJ32
	2.	Seabourne Rd, BH5	NWAAT	Outside Nos. 41-45 (replaces part of LW bay).	AJ32
	3.	Seabourne Rd, BH5	NWAAT	Outside Nos. 55-61 (replaces LW bay).	AJ32
	4.	Seabourne Rd/Harcourt Rd, BH5	NW&NLAAT	On the junction	AJ32
	5.	Harcourt Rd, BH5	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	Adjacent to sides of Nos. 63 & 65 Seabourne Rd	AJ32
	6.	Harcourt Rd, BH5	Motorcycle Parking Places	Adjacent to side No. 65 Seabourne Rd	AJ32
	7.	Seabourne Rd, BH5	NWAAT	Outside No. 69 (replaces LW bay)	AJ32
	8.	Seabourne Rd, BH5	Loading Place	Outside Nos. 71-79 (extends existing loading place)	AJ32
	9.	Seabourne Rd/Norwood Pl, BH5	NW&NLAAT	On the junction (also replaces part of LW bay)	AJ32
	10.	Norwood Pl, BH5	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	Northern side, adjacent to warehouse	AJ32
	11.	Cromwell Rd, BH5	SPPC&M with LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	Adjacent to side Nos.1-3 Seabourne Pl	AJ32
	12.	Seabourne Rd, BH5	Loading Place	Outside No. 85 (replaces part of LW bay)	AJ32
	13.	Seabourne Rd/Darracott Rd, BH5	NWAAT	On junction, to confirm signed restriction	AJ32
	14.	Seabourne Rd, BH5	NWAAT	Outside Nos. 117-123, underlies bus stop	AJ32
	15.	Hosker Rd, BH5	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	Adjacent to side No. 146 Seabourne Rd	AJ32
	16.	Seabourne Rd, BH5	NWAAT	Outside Nos. 175-191 (replaces LW bay)	AJ32/AK32
	17.	Parkwood Rd, BH5	Loading Place 8am-6pm/NW 6pm-8am except taxis	Adjacent to public house (replaces 24hr taxi bay)	AK32
	18.	Parkwood Rd, BH5	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	Outside Nos. 136 & 138	AK32
	19.	Parkwood Rd, BH5	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	Adjacent to side No. 191 Seabourne Rd	AK32
	20.	Parkwood Rd, BH5	LW 1 hr Mon-Fri 8am-6pm No return 2 hrs	Outside Nos. 137-141 & side No. 193 Seabourne Rd	AK32
	21.	Woodside Rd, BH5	NWAAT	Northern side at junction with Seabourne Rd	AK32
	22.	Woodside Rd, BH5	LW 1 hr Mon-Fri 8am-7pm No return 2 hrs	Opposite Nos.14-16	AK32
	23.	Seabourne Rd, BH6	NWAAT	Outside Nos. 186-192 underlies bus stop	AK32
	24.	Southbourne Grove, BH6	NWAAT	Outside Nos. 2-15 underlies bus stop	AK32/AK33
	25.	Southbourne Grove, BH6	NWAAT	West of junction with Pine Avenue (replaces part of LW bay)	AK33
	26.	Southbourne Rd, BH6	Bus Stop Clearway extension	Outside Nos. 7-12 Carbery Row (replaces part of LW bay)	AK33
	27.	Irving Rd, BH6	SPPC&M with LW 2 hrs Mon-Fri 8am-6pm No return 1 hr	Outside No. 1 (replaces DPP)	AK33
D.	A Copy of the original map-based traffic ORDER being amended				
E.	A Statement of the Council's reasons for making the above traffic ORDER				

A: GENERAL INFORMATION ABOUT THE SCHEME/PROPOSALS

BCP Council is proposing to make changes to parking restrictions to facilitate improved flow of traffic for all road users on the section of bus network linking Pokesdown and Southbourne, as part of the [Bus Service Improvement Plan \(BSIP\)](#) project. The proposals aim to reduce congestion, reduce bus journey times, and improve reliability of services.

More information about BSIP and this scheme is available in the FAQ document on our website at haveyoursay.bcpCouncil.gov.uk/hub-page/highway-consultations in the consultation reference P109. You can also submit comments via that webpage.

The last date for representations on the Notice of Proposals is 31 January 2024. All representations and comments will be considered before deciding the outcome.

Contact details: Traffic Team, Planning and Transport, BCP Council Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY.

B: NOTICE OF PROPOSALS

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. xx) Order 202x (our ref P109) Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. xx) Order 202x (our ref P110) PROPOSALS Bournemouth, Christchurch and Poole Council proposes to make traffic orders to control parking, waiting and loading with the effects detailed in the Schedules to this Notice. SUPPORTING INFORMATION From 10 January 2025 a copy of this Notice, copies of plans illustrating the proposals, copies of the Draft Orders, the Statutory Reasons for the proposals and copies of the Orders being amended may be inspected online at: haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations and at the Customer Services Centre, St Stephen's Road, Bournemouth, BH2 6EB (by appointment only Monday to Friday 10am to 4pm). REPRESENTATIONS If you wish to make representations in support of, or in objection to, the proposals please do so online at haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations . Alternatively, you may send them in writing, quoting reference P109 for BH5 & BH6 Pokesdown & Southbourne proposals or P110 for BH23 Purewell proposals, and specifying the grounds of any objection to: Traffic Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY to arrive by 31 January 2025. Please take note that all representations received will be available for public inspection. W Lane, Director: Planning and Transport SCHEDULES Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. xx) Order 202x (our ref P109) Legend: AAT – At any time, DPP – Disabled Parking Place, LW – Limited wait, NW – No waiting, NL – No loading, SPPC&M – Street Parking Place for Cars & Motorcycles. Schedule items listed west to east.			
	Road Name(s)	Proposed Restriction	Location/Description
1.	Stourvale Rd, BH5	SPPC&M with LW 1hr Mon-Fri 8am-6pm No return 2 hrs	Northern side opposite No. 1
2.	Seabourne Rd, BH5	NWAAT	Outside Nos. 41-45 (replaces part of LW bay).
3.	Seabourne Rd, BH5	NWAAT	Outside Nos. 55-61 (replaces LW bay).
4.	Seabourne Rd/Harcourt Rd, BH5	NW&NLAAT	On the junction
5.	Harcourt Rd, BH5	SPPC&M with LW 1hr Mon-Fri 8am-6pm No return 2 hrs	Adjacent to sides of Nos. 63 & 65 Seabourne Rd
6.	Harcourt Rd, BH5	Motorcycle Parking Places	Adjacent to side No. 65 Seabourne Rd
7.	Seabourne Rd, BH5	NWAAT	Outside No. 69 (replaces LW bay)
8.	Seabourne Rd, BH5	Loading Place	Outside Nos. 71-79 (extends existing loading place)
9.	Seabourne Rd/Norwood PI, BH5	NW&NLAAT	On the junction (also replaces part of LW bay)
10.	Norwood PI, BH5	SPPC&M with LW 1hr Mon-Fri 8am-6pm No return 2 hrs	Northern side, adjacent to warehouse
11.	Cromwell Rd, BH5	SPPC&M with LW 1hr Mon-Fri 8am-6pm No return 2 hrs	Adjacent to side Nos. 1-3 Seabourne PI
12.	Seabourne Rd, BH5	Loading Place	Outside No. 85 (replaces part of LW bay)
13.	Seabourne Rd/Darracott Rd, BH5	NWAAT	On junction, to confirm signed restriction
14.	Seabourne Rd, BH5	NWAAT	Outside Nos. 117-123, underlies bus stop
15.	Hosker Rd, BH5	LW 1hr Mon-Fri 8am-6pm No return 2 hrs	Adjacent to side No. 146 Seabourne Rd
16.	Seabourne Rd, BH5	NWAAT	Outside Nos. 175-191 (replaces LW bay)
17.	Parkwood Rd, BH5	Loading Place 8am-6pm/NW 6pm-8am except taxis	Adjacent to public house (replaces 24hr taxi bay)
18.	Parkwood Rd, BH5	LW 1hr Mon-Fri 8am-6pm No return 2 hrs	Outside Nos. 136 & 138
19.	Parkwood Rd, BH5	LW 1hr Mon-Fri 8am-6pm No return 2 hrs	Adjacent to side No. 191 Seabourne Rd
20.	Parkwood Rd, BH5	LW 1hr Mon-Fri 8am-6pm No return 2 hrs	Outside Nos. 137-141 & side No. 193 Seabourne Rd
21.	Woodside Rd, BH5	NWAAT	Northern side at junction with Seabourne Rd
22.	Woodside Rd, BH5	LW 1hr Mon-Fri 8am-7pm No return 2 hrs	Opposite Nos. 14-16
23.	Seabourne Rd, BH6	NWAAT	Outside Nos. 186-192 underlies bus stop
24.	Southbourne Grove, BH6	NWAAT	Outside Nos. 2-15 underlies bus stop
25.	Southbourne Grove, BH6	NWAAT	West of junction with Pine Avenue (replaces part of LW bay)
26.	Southbourne Rd, BH6	Bus Stop Clearway extension	Outside Nos. 7-12 Carbery Row (replaces part of LW bay)
27.	Irving Rd, BH6	SPPC&M with LW 2hrs Mon-Fri 8am-6pm No return 1 hr	Outside No. 1 (replaces DPP)
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. XX) Order 202X (our ref P110) Legend: AAT – At any time, LW – Limited wait, NW – No waiting All roads BH23 Christchurch.			
	Road Name	Proposed Restriction	Location/Description
1.	Purewell	NWAAT and amendment of LW bay	6m west from junction with Scotts Hill Lane
2.	Purewell	Revoke LW bay	South side opposite No. 62
3.	Purewell	NWAAT	South side opposite No. 52 to west of No. 67
4.	Purewell	Revoke LW bays	Adj No. 83 & No. 87
5.	Purewell	NWAAT	Junction with Fernlea to outside No. 89
6.	Purewell	NWAAT and amendment of LW bay	Outside No. 117 to No. 111

Bournemouth, Christchurch and Poole Council
(Parking Regulation, On-Street Parking Places and Off-Street Parking Places)
Consolidation Order 2024 (Amendment No. XX) Order 202X

Bournemouth, Christchurch and Poole Council ("the Council") makes the following order under sections 1, 2, 3, 4, 32, 35, 45, 46, 49, 51, 52, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") as amended and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act.

Part 1

1. Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 is hereby varied by;
 - a) The deletion from Schedule 2 thereto of the items contained in Part 2 to this Order;
 - b) The addition to Schedule 2 thereto of the items contained in Part 3 to this Order.
2. Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 as varied on divers dates and save as expressly varied as aforesaid shall continue in full force and effect.
3. The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
4. This Order shall come into operation on the XXXXXXXXXXXXXXXX and may be cited as:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. XX) Order 202X.

Executed as a Deed by the affixing of the Common Seal

On

In the presence of

Signature

Full Name

Position

Part 2 - (Items to be deleted)
SCHEDULE 2






















Map tile	Revision
AJ32	0
AK32	0
AK33	1

Part 3 - (Items to be inserted)
SCHEDULE 2

Map tile	Revision
AJ32	2
AK32	1
AK33	3

Map Schedule Legend

Traffic Order Restriction Types

-  Bus Parking Place
-  Coach Parking Place
-  Controlled Parking Zone
-  Disabled Blue Badge Holders
-  Emergency Vehicle Parking Place
-  Limited Waiting
-  Loading Place
-  Motorcycle Parking Place
-  No Stopping on School Entrance Markings
-  Other Parking Place
-  Payment Parking Place
-  Permit Holders Only Parking Place
-  Permit Parking Area
-  Restricted Parking Zone
-  Shared Use Parking Place
-  Street Parking Place
-  Taxi Rank
-  Waiting Prohibited
-  Waiting Prohibited At Any Time
-  Waiting Prohibited with Loading Ban
-  Clearway – No Stopping At Any Time

-  Off-Street Parking Place
-  Waiting and Loading Prohibited At Any Time

Other Information

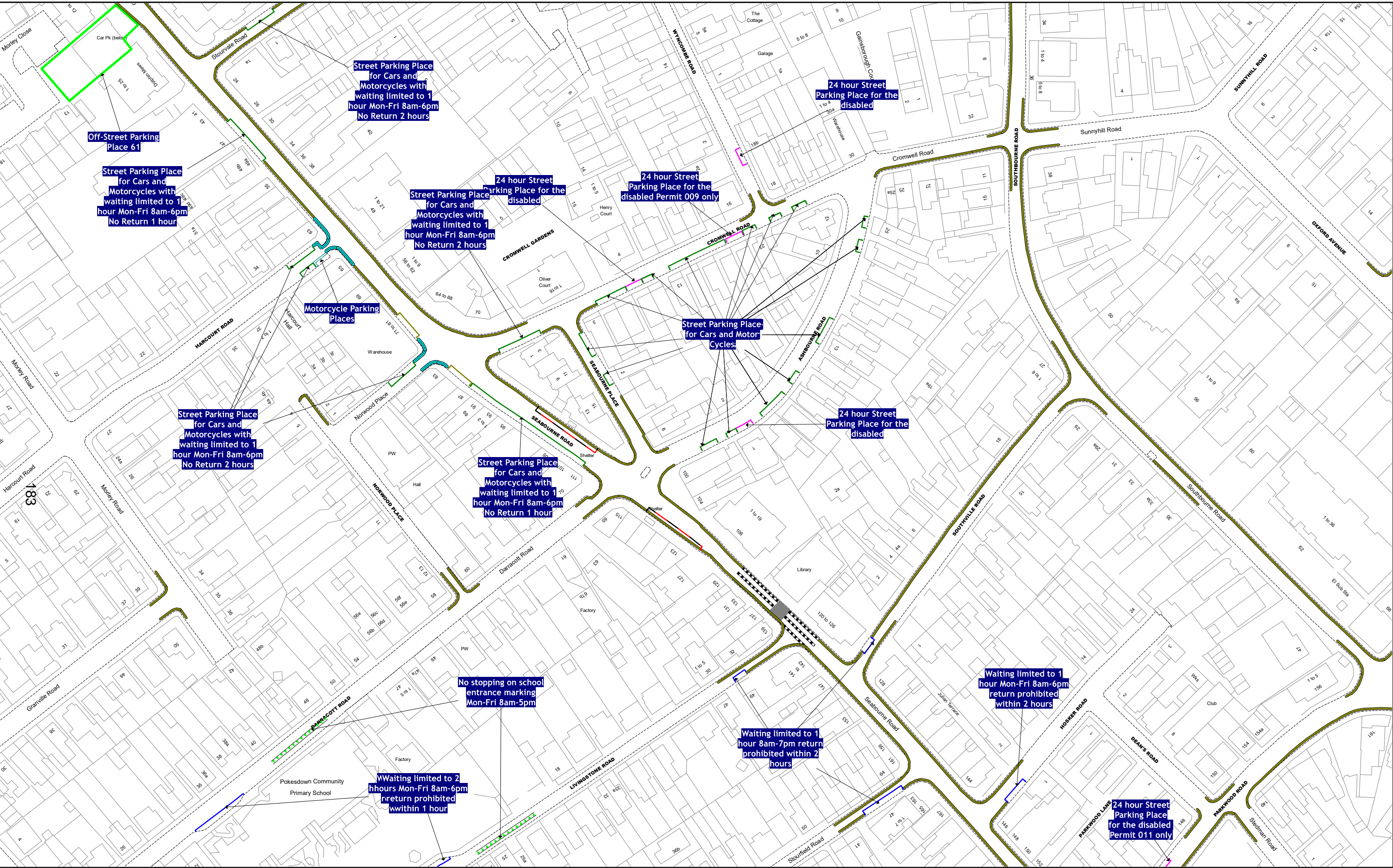
-  Bus Stand
-  Bus Stop
-  Pedestrian Crossing
-  Pedestrian Crossing Zig Zag


Note:
Exemptions to the restrictions shown in this legend are detailed in the preamble of the order or on the map tile in the restriction's label.



Bournemouth,
Christchurch
and Poole
Council

ORDER TITLE:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

▲

AI32

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AJ31

AJ33

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AK32

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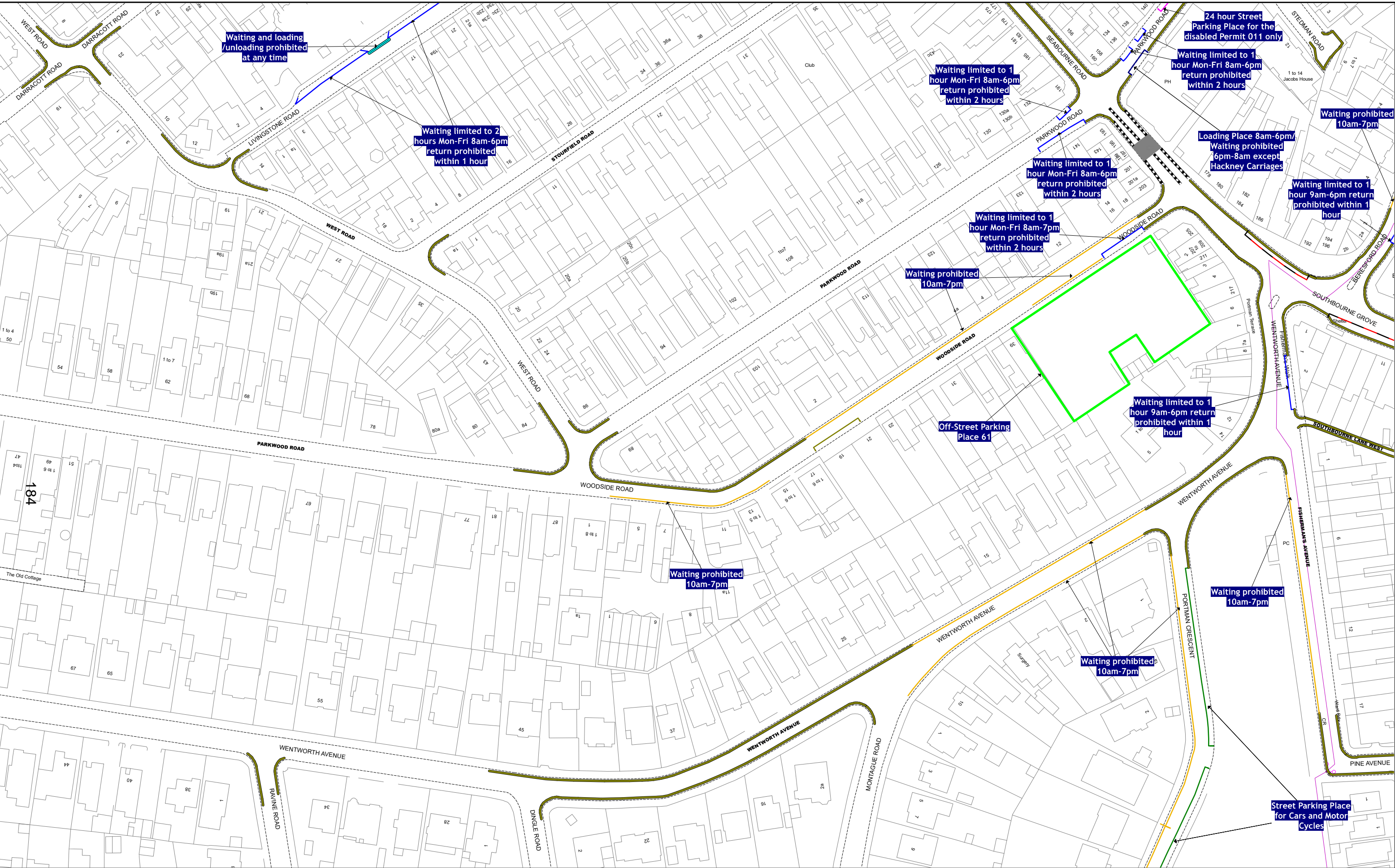
Bournemouth, Christchurch and Poole Council


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N

North Arrow

SCALE	1 : 1250 @ A3
DATE	10/01/2025
MAP	Tile Ref: AJ32
REVISION	2





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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SCALE	1 : 1250 @ A3
DATE	10/01/2025
MAP	Tile Ref: AK32
REVISION	1

Map Schedule Legend

Traffic Order Restriction Types

	Bus Parking Place
	Coach Parking Place
	Controlled Parking Zone
	Disabled Blue Badge Holders
	Emergency Vehicle Parking Place
	Limited Waiting
	Loading Place
	Motorcycle Parking Place
	No Stopping on School Entrance Markings
	Other Parking Place
	Payment Parking Place
	Permit Holders Only Parking Place
	Permit Parking Area
	Restricted Parking Zone
	Shared Use Parking Place
	Street Parking Place
	Taxi Rank
	Waiting Prohibited
	Waiting Prohibited At Any Time
	Waiting Prohibited with Loading Ban
	Clearway – No Stopping At Any Time

	Off-Street Parking Place
	Waiting and Loading Prohibited At Any Time

Other Information

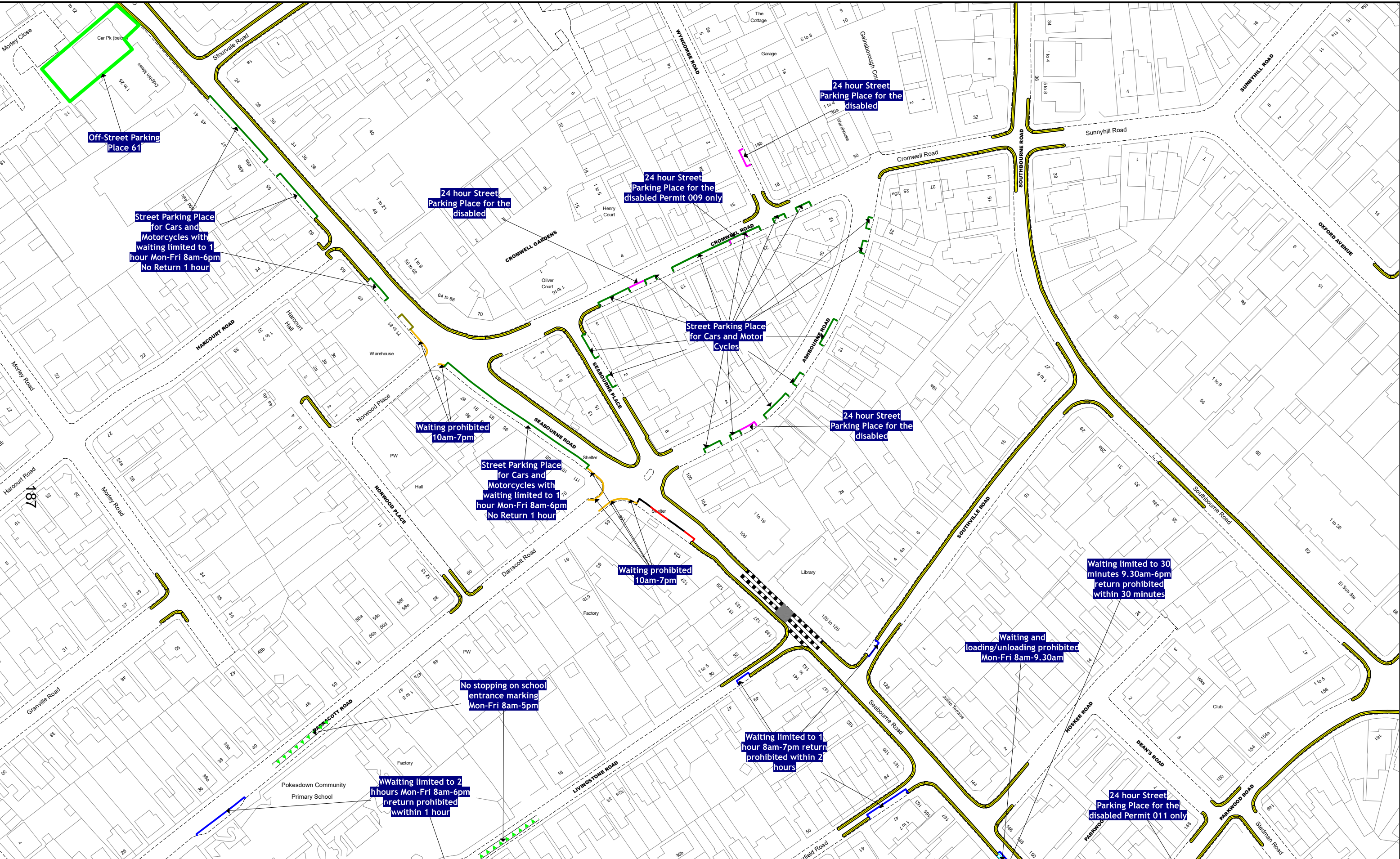
	Bus Stand
	Bus Stop
	Pedestrian Crossing
	Pedestrian Crossing Zig Zag

Note:
Exemptions to the restrictions shown in this legend are detailed in the preamble of the order or on the map tile in the restriction's label.



Bournemouth,
Christchurch
and Poole
Council

ORDER TITLE:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024



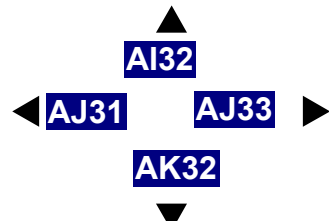
**BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL**

Order Title:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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Licence No: LA0077232 2024

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DATE _____

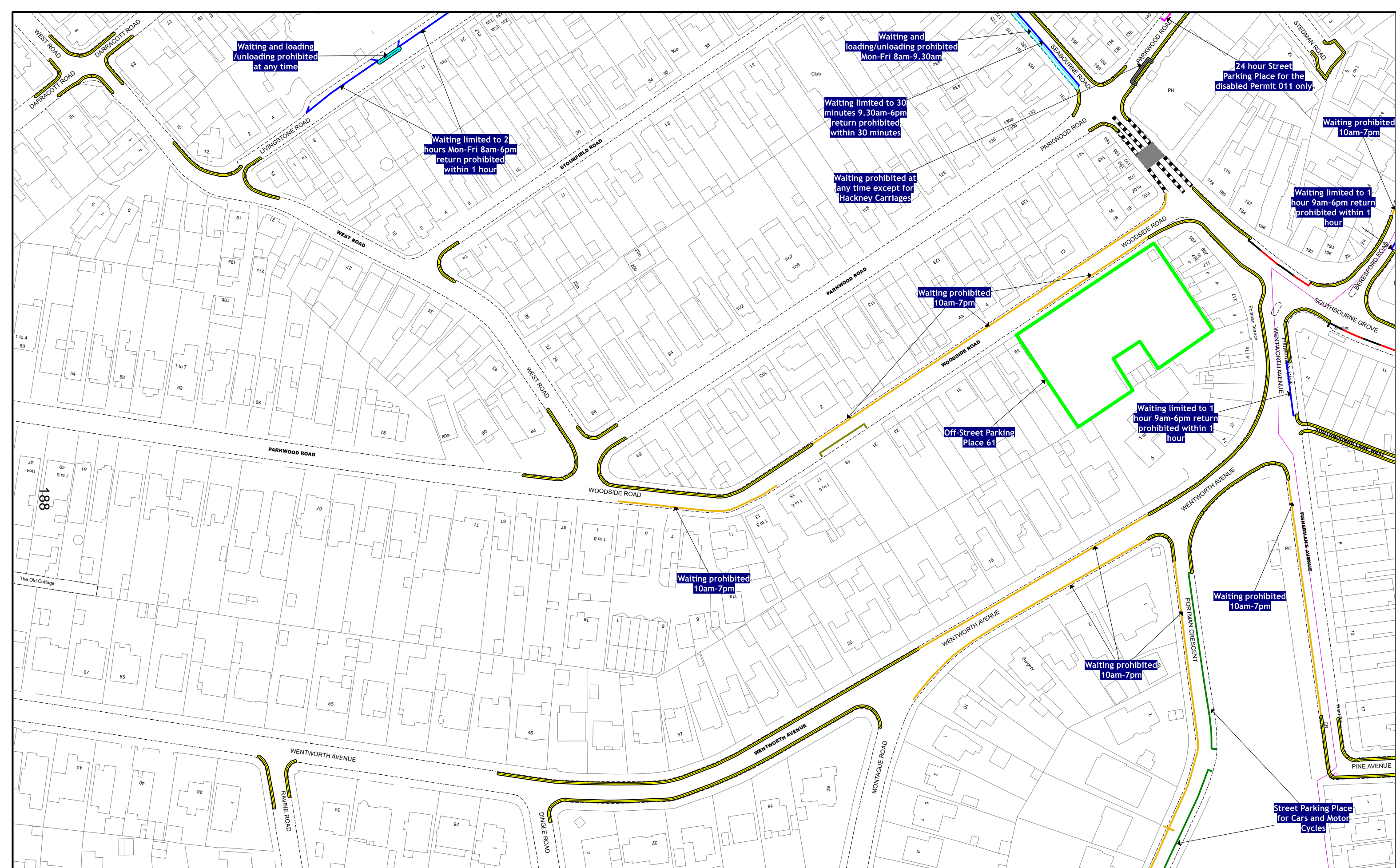
05/02/2024

MAP

Tile Ref: AJ32

REVISION

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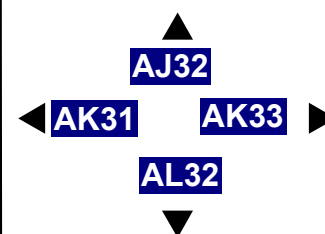
**BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL**

Order Title:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024

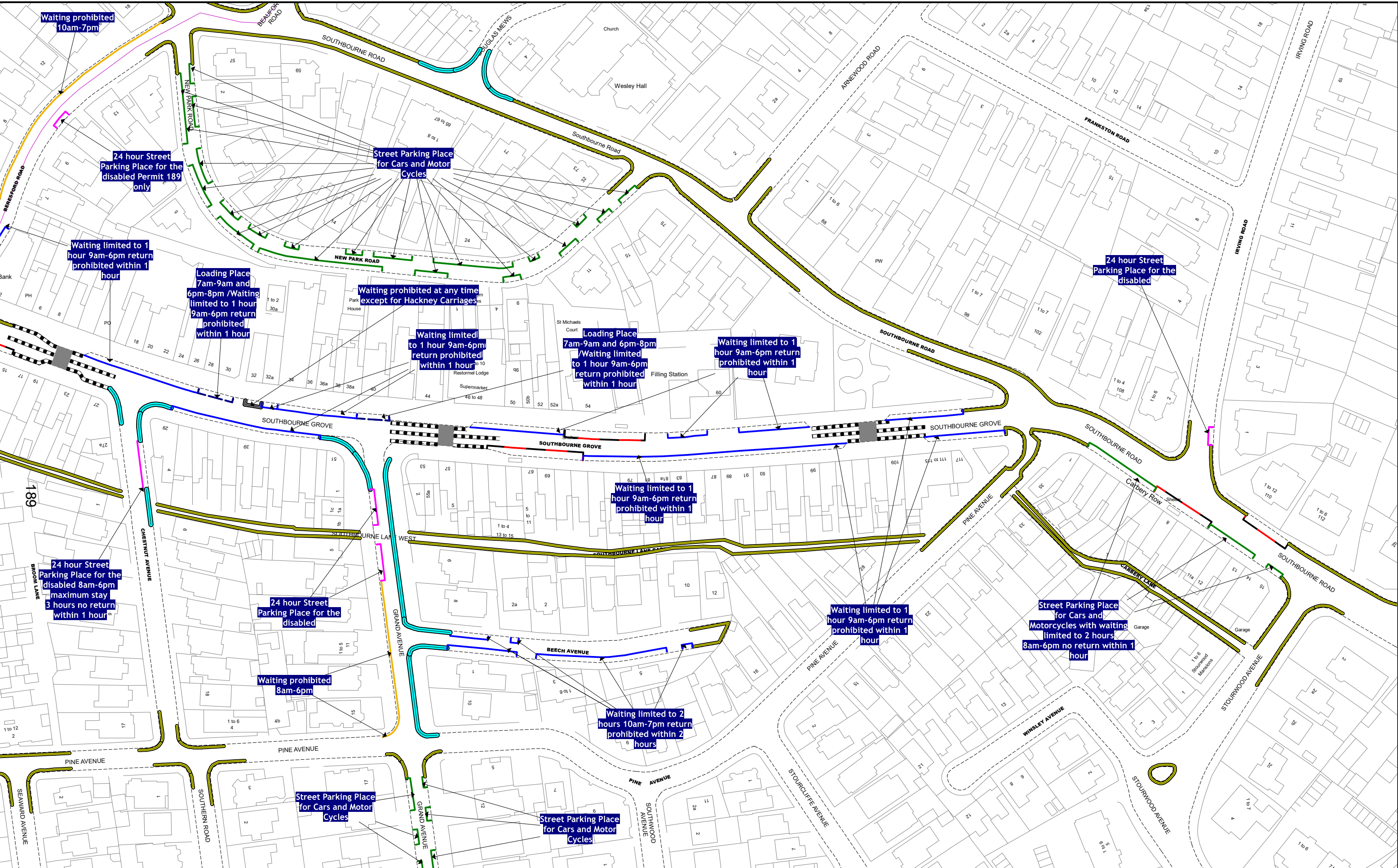
CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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Licence No: LA0077232 2024

SCALE	1 : 1250 @ A3
DATE	05/02/2024
MAP	Tile Ref: AK32
REVISION	0





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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AJ33

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AK32

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AK34

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AL33



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Licence No: LA007732 2024

SCALE	1 : 1250 @ A3
DATE	02/09/2024
MAP	Tile Ref: AK33
REVISION	1

E: STATEMENT OF STATUTORY REASONS

Bournemouth, Christchurch and Poole Council as Highway Authority proposes to make the above Traffic Order in discharge of its duty under Section 122 of the Road Traffic Regulation Act 1984, “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)”, in accordance with the provisions of Section 1(1) of the Road Traffic Regulation Act 1984 for one or more of the following reasons:

- (a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

☒
- (b) For preventing damage to the road or to any building on or near the road.

☐
- (c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

☒
- (d) For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.

☐
- (e) For preserving the character of the road in a case where it is specifically suitable for use by persons on horseback or on foot.

☐
- (f) For preserving or improving amenities of the area through which the road runs.

☒
- (g) For any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality)

☐

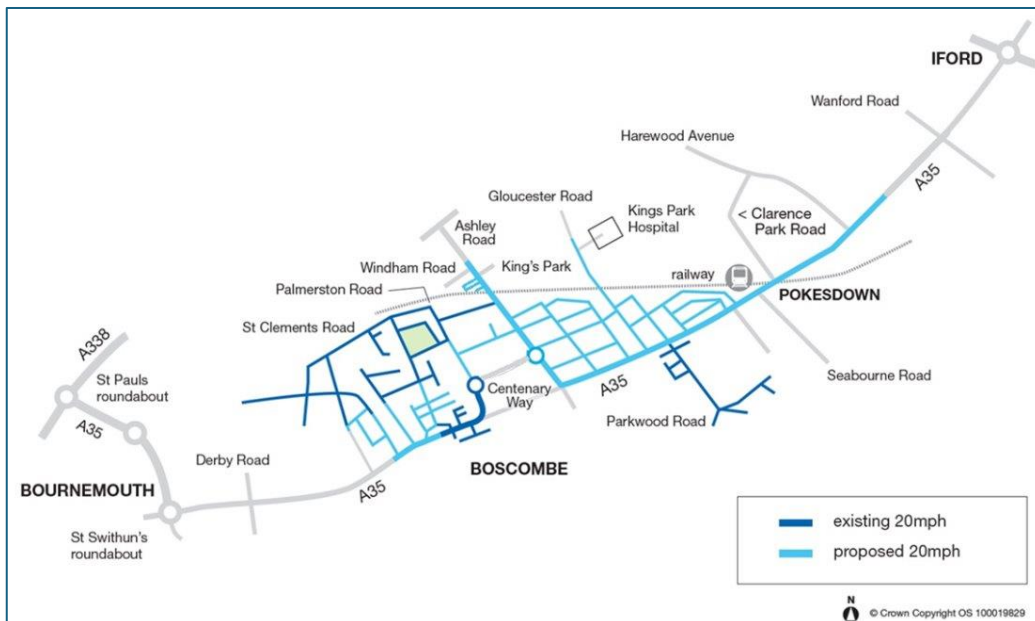


Report subject	Our Place and Environment: Safer Roads Fund – 20mph Boscombe and Pokesdown (S107)
Meeting date	18 June 2025
Status	Public Report
Executive summary	<p>As part of a national programme, the Council was allocated £1.89m of Safer Roads Fund (SRF) grant by the Department for Transport (DfT) for road safety improvements along the A35 between Iford roundabout and St Pauls roundabout in Bournemouth.</p> <p>The recommendation is aligned with the emerging new Corporate Strategy and the Council Climate Action Strategy 2023 to 2028</p> <p>This report considers the outcome of the public consultation on the 20mph proposals in Boscombe and Pokesdown.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>Cabinet approves that the 20mph scheme is implemented as proposed.</p>
Reason for recommendations	<p>(a) Feedback from the public consultation was fully considered. It is recommended that the scheme is delivered as proposed.</p> <p>(b) The Department for Transport (DfT) awarded the council £1,890,00 to make safety improvements along the A35 corridor as per the Safer Roads Fund bid proposal for round 3 funding.</p> <p>(c) The investment of the SRF funding is aligned with the Council's Corporate Strategy and the Climate and Ecological Emergency Action Plan.</p>
Portfolio Holder(s):	<p>Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy</p> <p>Councillor Richard Herrett – Portfolio Holder for Destination, Leisure & Commercial Operations</p>
Corporate Director	Glynn Barton – Chief Operations Officer

Report Authors	Richard Pincroft – Head of Transport and Sustainable Travel Marie Barnsley - Principal/Senior Engineer Damian Lush - Road Safety Manager Andrew Brown - Traffic Team Leader Matthew Carruthers – Senior Traffic Technician
Wards	Bournemouth Central, East Cliff & Springbourne, Boscombe West, Boscombe East & Pokesdown, and Littledown & Iford
Classification	For Decision

Background

- 1.1 The Department for Transport (DfT) in partnership with the Road Safety Foundation commissioned a nationwide study to identify roads with high casualty rates. In April 2023, following a successful bid for funding, the Council was allocated £1.89m of Safer Roads Fund grant by the DfT for road safety improvement works along the A35 between Iford roundabout and St Pauls roundabout. The award was one of approximately 27 high-rate routes identified nationally. The A35 corridor recorded 165 collisions and 187 casualties (2017-21), with 46 serious injuries
- 1.2 Several highway safety proposals were developed as part of the bid process and advanced to the feasibility design stage. These included:
 - additional crossing facilities for pedestrians and people who cycle with footpath widening at St. Swithun's roundabout and a new contraflow along St Swithun's Road South
 - new pedestrian signalised crossing on Ashley Road, north of Christchurch Road roundabout
 - reconfiguration of the northern arm traffic islands and new hatch and lane markings on Christchurch Road and Palmerston Road roundabouts
 - several junction enhancements to further reduce the risk and severity of collisions and improve pedestrian accessibility
 - extension of existing 20mph zones in Boscombe to include additional residential roads and sections of the A35 and Ashley Road
 - a new zebra crossing on Christchurch Road for pedestrians and school children
 - cycle wands to be added to the existing cycle lanes along Christchurch Road between Heathcote Road and Portman Road
- 1.3 Initial engagement was conducted internally with officers and councillors to agree on the scheme objectives and processes. Further engagement was held with Portfolio Holders (PFHs) and Ward Councillors regarding the feasibility proposals for consultation.
- 1.4 The initial public engagement on the proposals was open from 22 March 2024 until 23 April 2024. The results and recommendations were presented to PFHs and Ward Councillors for their consideration and subsequently shaped the final scheme proposals. This report refers to the 20mph proposals consulted on as shown below and outlined in Appendix A.



2. Safer Roads Fund, 20mph Traffic Regulation Order Consultation

2.1 The statutory consultation process set out in The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 has been carried out as set out below. A 21-day public consultation was opened on 31 January 2025 and closed 28 February 2025 where:

- A Notice was placed in the Bournemouth Echo.
- Notification emails were sent to councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments).
- Street Notices with consultation details were displayed in relevant locations as well as information card distribution to all directly impacted residents and businesses
- The Deposited Documents (consultation documents) were published on the council's website

2.2 A total of 58 responses were received as follows:

- Support: 16
- Object: 37
- General Comments: 5

2.3 Consultation feedback is outlined in Appendix B - Consultation Outcome and Recommendations.

3. Summary of Financial Implications

3.1 The scheme is fully funded by the Safer Roads Fund grant of £1.89m as outlined in para 1.1.

4. Summary of Legal Implications

4.1 In line with the legal requirements the proposed changes to the speed limits as outlined in Appendix A have been subject to the Traffic Regulation Order (TRO) statutory consultation process.

4.2 The Road Traffic Regulation Act 1984, as amended (RTRA) provides local authorities the power to make Traffic Orders.

- 4.3 Consultation and notice provisions as identified in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 have been met and carried out as detailed above in accordance with these regulations.
- 4.4 All representations received have been formally considered as outlined in **Appendix B** and considered in making this recommendation.
- 4.5 Following advertisement and consideration of consultation representations, the options available are to: make the traffic order and implement the provisions as advertised; amend and make the traffic order and implement only some of the advertised provisions/vary some of the advertised areas to be less than advertised; not to make the traffic order.
- 4.6 No material negative impacts have been identified in relation to the restrictions to be implemented including to matters such as access to premises, amenities and use of the road by public service vehicles.
- 4.7 It is considered that the Traffic Order will help secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists).
- 4.8 In reaching this recommendation, regard has been had to all relevant statutory provisions. They include, as appropriate, relevant requirements and duties as set out in s1, s32 and s122 of the RTRA 1984 and s16 of the Traffic Management Act 2004.

5. Summary of Human Resources Implications

- 5.1 The Design Team, Road Safety and Traffic Team shall oversee the implementation of the recommended changes (if subsequently approved) is resourced.

6. Summary of Sustainability impact

- 6.1 Decision Impact Assessment 696 completed for BSIP project overall- ranked Green.

7. Summary of Public Health Implications

- 7.1 The Local Transport Plan and associated LTP schemes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of activity.

9. Summary of Equality Implications

- 9.1 An EIA has been produced and attached as Appendix C.

10. Summary of Risk Assessment

- 10.1 There are no significant risks associated with these changes.

11. Background Papers

BCP Council Safer Roads Fund webpages - [Safer roads | BCP](#)

12. Appendices

- 12.1 Appendix A – Consultation Deposit Document.
- 12.2 Appendix B – Consultation Outcome and Recommendations
- 12.3 Appendix C – EIA Screening Tool

Safer Roads Fund 20mph S107, P114

Bournemouth, Christchurch and Poole Council
(Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024
(Amendment No. XX) Order 202X

Bournemouth, Christchurch and Poole Council
(Traffic Movement & Speed Limit Regulations) Consolidation Order 2023 (Amendment No.XX) Order 202X

INDEX OF DOCUMENTS ON DEPOSIT

A. <i>Notice of Proposals</i> to make the ORDER as sent for advertisement in the Bournemouth Echo on the 31 January 2025.				
B. A Copy of the above titled draft ORDER (map based): Bournemouth, Christchurch and Poole Council (Parking Regulation, on-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. XX) Order 202X.				
	Road	Proposed Restriction	Location	Map Tile Reference
	Heathcote Road	Goods vehicle loading only 8am-6pm maximum 30 minutes no return within 1 hour	Outside 661 Old Christchurch Rd for 16m heading south	AK30
	Heathcote Road	Disabled bay at all times, 8am-6pm 3 hours no return within 1 hour	Outside 661 Old Christchurch Rd for 6.6m north of its junction with Heathcote Ct	AK30
C. A Copy of the above titled draft ORDER (map based): Bournemouth, Christchurch and Poole Council (Traffic Movement & Speed Limit Regulations) Consolidation Order 2023 (Amendment No. XX) Order 202X.				
196	Aylesbury Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AK29
	Boscombe Grove Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI29
	Donoughmore Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AK29
	Gladstone Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30
	Gladstone Road East	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30
	Grantham Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI29
	Gladstone Road West	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ29, AJ30
	Gloucester Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI30, AJ30, AJ31
	Gordon Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AK28
	Grosvenor Gardens	20mph (Replacing 30mph national Speed limit)	Whole length of road	AK29
	Gladstone Mews	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30
	Hannington Place	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI31
	Hannington Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI31, AJ31
	Hannington Grove	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI31
	Haviland Road East	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30
	Haviland Road West	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30, AK30
	Haviland Mews	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30
	Haviland Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30
	Shelley Gardens	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ29
	Hawkwood Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AK29, AK30
	Langton Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30
	North Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ29, AJ30, AI30
	Portman Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI30, AJ30
	Prior Close	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30

	Randolph Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ29
	Shelley Close	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ29
	Shelley Gardens	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ29
	Shelley Road East	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30
	Shelley Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ29
	Somerset Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI30, AI31, AJ31
	South Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI29, AJ29
	Tamworth Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI30, AI31, AJ30
	Victoria Court	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ29
	Walpole Lane	20mph (Replacing 30mph national Speed limit)	Whole length of road	AK29
	Warwick Place	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ31
	Warwick Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI31
	Wickham Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI31,AJ31
	Wilton Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AJ30, AJ31
	Wolverton Road	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI30,AJ30
	York Place	20mph (Replacing 30mph national Speed limit)	Whole length of road	AI31, AJ31
	Drummond Road	20mph (Replacing 30mph national Speed limit)	Extension of existing 20mph zones to its junction with Christchurch Road	AK28, AK29, AL29
	Hamilton Road	20mph (Replacing 30mph national Speed limit)	Extension of existing 20mph zones to its junction with Christchurch Road	AK28, AK29
	Knole Road	20mph (Replacing 30mph national Speed limit)	Extension of existing 20mph zones to its junction with Christchurch Road	AK28, AL28
	Palmerston Road	20mph (Replacing 30mph national Speed limit)	Extension of existing 20mph zones to north of the Centenary Way Roundabout	AJ29, AK29
	The Crescent	20mph (Replacing 30mph national Speed limit)	From its junction with Christchurch Road to existing 20mph	AK29
	Walpole Road	20mph (Replacing 30mph national Speed limit)	Extension of existing 20mph zones to its junction with The Crescent	AK29
	St Swithuns Service Road	One way except cycles	Whole length of road	AL27
	The A35 (Christchurch Road)	20mph (Replacing 30mph national Speed limit)	From outside 444 Christchurch Road to existing 20mph Zone	AK29, AL28, AL29
	The A35 (Christchurch Road)	20mph (Replacing 30mph national Speed limit)	From 661 to 1162 Christchurch Road	AJ30, AK30, AJ31, AI31, AI32, AH32, AH33
	Ashley Road	20mph (Replacing 30mph national Speed limit)	From north of the junction with Heathcote Road to north of the junction with Windam Road	
D.	A Copy of the original map-based traffic ORDER being amended (static restrictions)			
E.	A Copy of the original map-based traffic ORDER being amended (traffic movement)			
F.	A Statement of the Council's reasons for making the above traffic ORDER			

The last date for representations on the Notice of Proposals is 28 February 2025. All representations and comments will be considered before deciding the outcome.

Contact details Traffic Team, Planning and Transport, BCP Council Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY.

A: NOTICE OF PROPOSALS

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. xx) Order 202x Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 (Amendment No. xx) Order 202x PROPOSALS Bournemouth, Christchurch and Poole Council proposes to make traffic regulations to control parking, waiting, loading and movement with the effects detailed in the Schedules to this Notice. SUPPORTING INFORMATION From 31 January 2025 a copy of this Notice, copies of plans illustrating the proposals, copies of the Draft Orders, the Statutory Reasons for the proposals and copies of the Orders being amended may be inspected online at: haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations and at the Customer Services Centre, St Stephen's Road, Bournemouth, BH2 6EB (by appointment only Monday to Friday 10am to 4pm). REPRESENTATIONS If you wish to make representations in support of, or in objection to, the proposals please do so online at haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations . Alternatively, you may send them in writing, quoting reference P114 for Heathcote Road or S107 20mph speed limit and specifying the grounds of any objection to: Traffic Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY to arrive by 21 February 2025. Please take note that all representations received will be available for public inspection. W Lane, Director: Planning and Transport SCHEDULES Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. xx) Order 202x			
	Road Name(s)	Proposed Restriction	Location/Description
1.	Heathcote Road	Goods vehicle loading only 8am-6pm maximum 30 minutes no return within 1 hr	Outside 661 Old Christchurch Road for 16m heading south
2.	Heathcote Road	Disabled bay at all times, 8am-6pm 3 hours no return within 1 hr	Outside 661 Old Christchurch Road for 6.5m north of its junction with Heathcote Ct
Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 (Amendment No. xx) Order 202x			
	Road Name(s)	Proposed Restriction	Location/Description
1.	Aylesbury Road	20mph speed limit	Whole length of road
2.	Boscombe Grove Road	20mph speed limit	Whole length of road
3.	Donoughmore Road	20mph speed limit	Whole length of road
4.	Gladstone Road	20mph speed limit	Whole length of road
5.	Gladstone Road East	20mph speed limit	Whole length of road
6.	Grantham Road	20mph speed limit	Whole length of road
7.	Gladstone Road West	20mph speed limit	Whole length of road
8.	Gloucester Road	20mph speed limit	Whole length of road
9.	Gordon Road	20mph speed limit	Whole length of road
10.	Grosvenor Gardens	20mph speed limit	Whole length of road
11.	Gladstone Mews	20mph speed limit	Whole length of road
12.	Hannington Place	20mph speed limit	Whole length of road
13.	Hannington Road	20mph speed limit	Whole length of road
14.	Hannington Grove	20mph speed limit	Whole length of road
Cycle Contraflow			
	Road Name(s) All roads Bournemouth	Location/Description	
47.	St Swithun's service Rd	One Way except cycles	
15.	Haviland Road East	20mph speed limit	Whole length of road
16.	Haviland Road West	20mph speed limit	Whole length of road
17.	Haviland Mews	20mph speed limit	Whole length of road
18.	Haviland Road	20mph speed limit	Whole length of road
19.	Shelley Gardens	20mph speed limit	Whole length of road
20.	Hawkwood Road	20mph speed limit	Whole length of road
21.	Langton Road	20mph speed limit	Whole length of road
22.	North Road	20mph speed limit	Whole length of road
23.	Portman Road	20mph speed limit	Whole length of road
24.	Prior Close	20mph speed limit	Whole length of road
25.	Randolph Road	20mph speed limit	Whole length of road
26.	Shelley Close	20mph speed limit	Whole length of road
27.	Shelley Gardens	20mph speed limit	Whole length of road
28.	Shelley Road East	20mph speed limit	Whole length of road
29.	Shelley Road	20mph speed limit	Whole length of road
30.	Somerset Road	20mph speed limit	Whole length of road
31.	South Road	20mph speed limit	Whole length of road
32.	Tamworth Road	20mph speed limit	Whole length of road
33.	Victoria Court	20mph speed limit	Whole length of road
34.	Walpole Lane	20mph speed limit	Whole length of road
35.	Warwick Place	20mph speed limit	Whole length of road
36.	Warwick Road	20mph speed limit	Whole length of road
37.	Wickham Road	20mph speed limit	Whole length of road
38.	Wilton Road	20mph speed limit	Whole length of road
39.	Wolverton Road	20mph speed limit	Whole length of road
40.	York Place	20mph speed limit	Whole length of road
41.	Drummond Road	20mph speed limit	Extension of existing 20mph zones to its junction with Christchurch Road
42.	Hamilton Road	20mph speed limit	Extension of existing 20mph zones to its junction with Christchurch Road
43.	Knole Road	20mph speed limit	Extension of existing 20mph zones to its junction with Christchurch Road
44.	Palmerston Road	20mph speed limit	Extension of existing 20mph zones to north of the Centenary Way Roundabout
45.	The Crescent	20mph speed limit	From its junction with Christchurch Road to existing 20mph
46.	Walpole Road	20mph speed limit	Extension of existing 20mph zones to its junction with The Crescent

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 (Amendment No. xx) Order 202x PROPOSALS Bournemouth, Christchurch and Poole Council proposes to make traffic regulations to control speed with the effects detailed in the Schedule to this Notice SUPPORTING INFORMATION From 07 February 2025 a copy of this Notice, copies of plans illustrating the proposals, copies of the Draft Orders, the Statutory Reasons for the proposals and copies of the Orders being amended may be inspected online at: haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations and at the Customer Services Centre, St Stephen's Road, Bournemouth, BH2 6EB (by appointment only Monday to Friday 10am to 4pm). REPRESENTATIONS If you wish to make representations in support of, or in objection to, the proposals please do so online at haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations . Alternatively, you may send them in writing, quoting reference S107 specifying the grounds of any objection to: Traffic Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY to arrive by 28 February 2025. Please take note that all representations received will be available for public inspection. W Lane, Director: Planning and Transport SCHEDULES Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 (Amendment No. xx) Order 202x			
	Road Name(s)	Proposed Restriction	Location/Description
48.	Christchurch Road, BH1 4AY	20mph speed limit	From outside No. 444 Christchurch Road to existing 20mph Zone
49.	Ashley Road, BH1 4LL	20mph speed limit	From north of the junction with Heathcote Road to north of the junction with Windham Road
50.	Christchurch Road, BH7 6DY	20mph speed limit	From outside No. 1162 heading west to its junction with Heathcote Road

Bournemouth, Christchurch and Poole Council
(Parking Regulation, On-Street Parking Places and Off-Street Parking Places)
Consolidation Order 2024 (Amendment No. xx) Order 2024

Bournemouth, Christchurch and Poole Council ("the Council") makes the following order under sections 1, 2, 3, 4, 32, 35, 45, 46, 49, 51, 52, 53 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 ("the Act") as amended and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act.

Part 1

1. Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 is hereby varied by;
- a) The deletion from Schedule 2 thereto of the items contained in Part 2 to this Order;
 - b) The addition to Schedule 2 thereto of the items contained in Part 3 to this Order.
2. Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 as varied on divers dates and save as expressly varied as aforesaid shall continue in full force and effect.
3. The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
4. This Order shall come into operation on the xx xxx xxxx and may be cited as: Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024 (Amendment No. xx) Order 2024.

Executed as a Deed by the affixing of the Common Seal

On

In the presence of

Signature

Full Name

Position

Part 2 - (Items to be deleted)
SCHEDULE 2






















Map tile	Revision
AK30	0


Part 3 - (Items to be inserted)
SCHEDULE 2

Map tile	Revision
AK30	1

Map Schedule Legend

Traffic Order Restriction Types

-  Bus Parking Place
-  Coach Parking Place
-  Controlled Parking Zone
-  Disabled Blue Badge Holders
-  Emergency Vehicle Parking Place
-  Limited Waiting
-  Loading Place
-  Motorcycle Parking Place
-  No Stopping on School Entrance Markings
-  Other Parking Place
-  Payment Parking Place
-  Permit Holders Only Parking Place
-  Permit Parking Area
-  Restricted Parking Zone
-  Shared Use Parking Place
-  Street Parking Place
-  Taxi Rank
-  Waiting Prohibited
-  Waiting Prohibited At Any Time
-  Waiting Prohibited with Loading Ban
-  Clearway – No Stopping At Any Time

-  Off-Street Parking Place
-  Waiting and Loading Prohibited At Any Time

Other Information

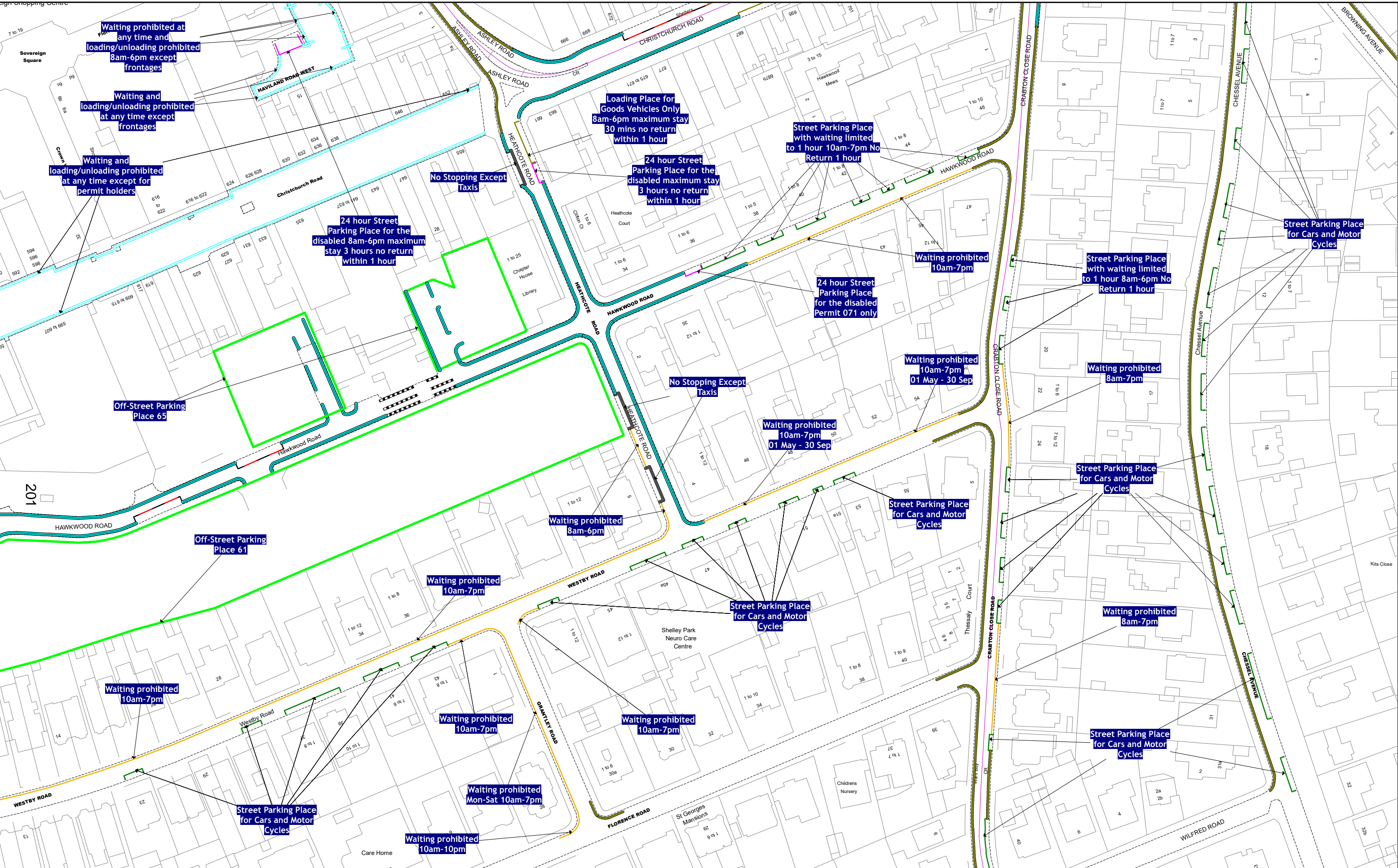
-  Bus Stand
-  Bus Stop
-  Pedestrian Crossing
-  Pedestrian Crossing Zig Zag

Note:
Exemptions to the restrictions shown in this legend are detailed in the preamble of the order or on the map tile in the restriction's label.



Bournemouth,
Christchurch
and Poole
Council

ORDER TITLE:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

▲

AJ30

◀AK29

AK31▶

AL30

▼

N



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Bournemouth, Christchurch and Poole Council
Licence No: LA0077232

SCALE	1 : 1250	@ A3
DATE	31/01/2030	
MAP	Tile Ref: AK30	
REVISION	1	

**Bournemouth, Christchurch and Poole Council
(Traffic Movement and Speed Limit Regulations)
Consolidation Order 2023 (Amendment No. xx) Order 202x**

Bournemouth, Christchurch and Poole Council ("the Council") makes the following order under sections 1, 2 and Part IV of Schedule 9 of the Road Traffic Regulation Act ("the Act") as amended and all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act.

Part 1

1. The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 is hereby varied by;
 - a) The deletion from Schedule 2 thereto of the items contained in Part 2 to this Order;
 - b) The addition to Schedule 2 thereto of the items contained in Part 3 to this Order.
2. The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 as varied on divers dates and save as expressly varied as aforesaid shall continue in full force and effect.
3. The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
4. This Order shall come into operation on the xxxxxxxx and may be cited as: The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 (Amendment No. xx) Order 202x.

Executed as a Deed by the affixing of the Common Seal

On

In the presence of

Signature

Full Name

Position

Part 2 - (Items to be deleted)

The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023

SCHEDULE 2

Map tile	Revision
AH32	0
AH33	0
AI29	1
AI30	0
AI31	0
AI32	0
AJ28	0
AJ29	0
AJ30	0
AJ31	0
AK28	0
AK29	0
AK30	0
AL27	0
AL28	0
AL29	0

Part 3 - (Items to be inserted)

The Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023

SCHEDULE 2

Map tile	Revision
AH32	1
AH33	1
AI29	2
AI30	1
AI31	1
AI32	1
AJ28	1
AJ29	1
AJ30	1
AJ31	1
AK28	1
AK29	1
AK30	1
AL27	1
AL28	1
AL29	1

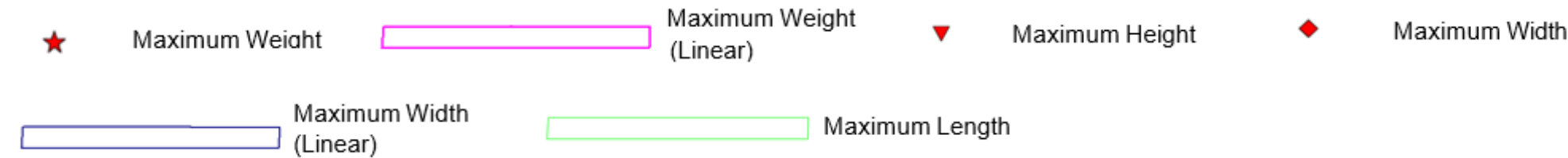
Movement Map Schedule Legend

TRO Restriction Types

Speed Limits



Structural and Environmental



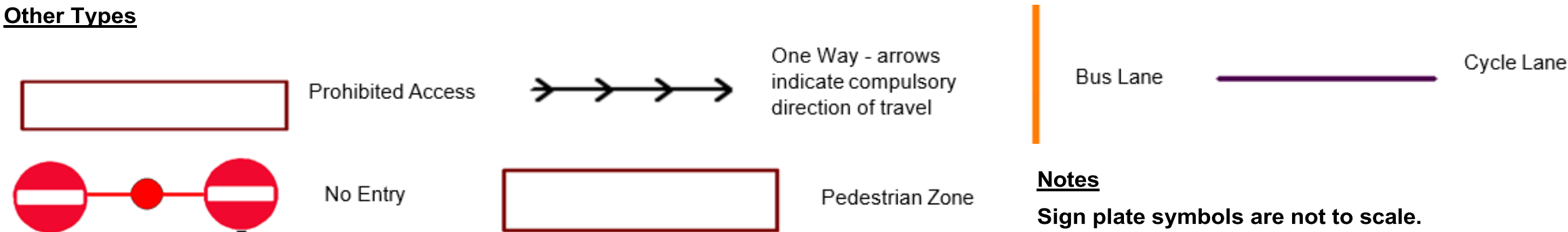
Prescribed Turns



Banned Turns



Other Types



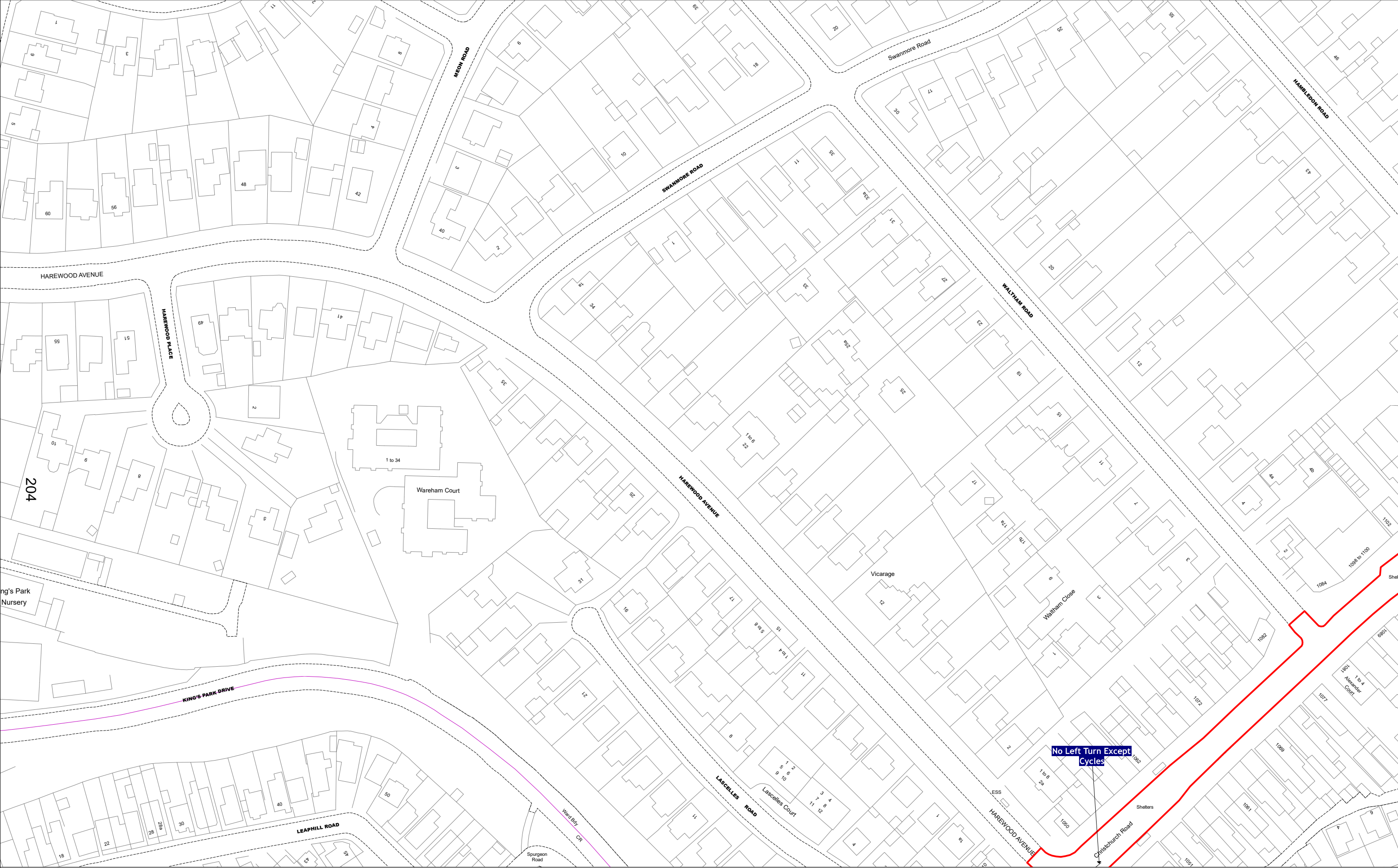
Notes


Sign plate symbols are not to scale.
Sign plate symbols may vary from those indicated in this legend, or be omitted.
Restriction types may have labels and/or sign plates on the map schedule to indicate restriction description. Labels with suffix (e) indicates Experimental Order item.

Order Title

Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023







BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

▲


AH31

AH33

▼

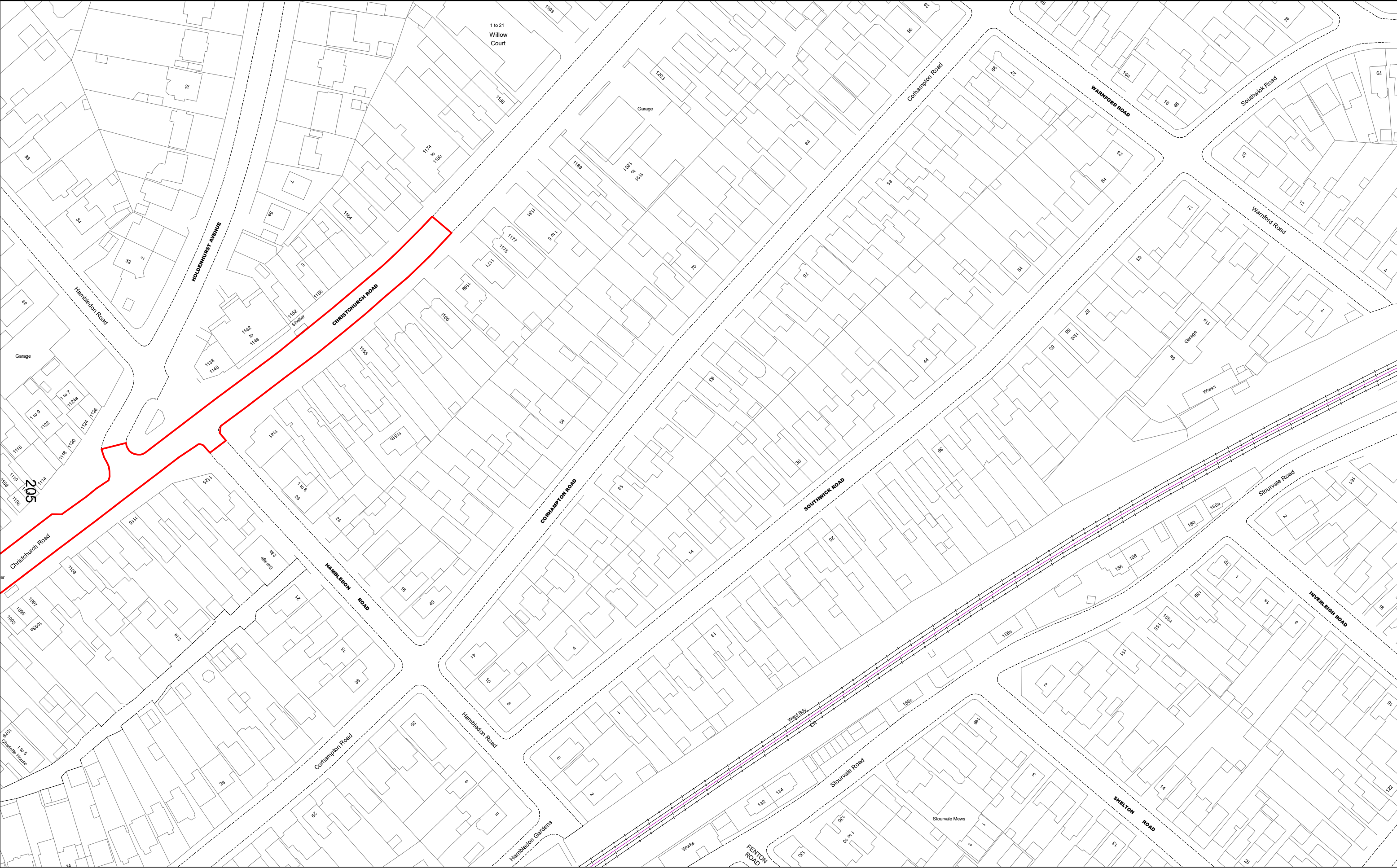
A132


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SCALE	1 : 1250 @ A3
DATE	31/01/2030
MAP	Tile Ref: AH32
REVISION	1





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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AG33

▲

▲

AH32

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▲

AH34


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▲

AI33

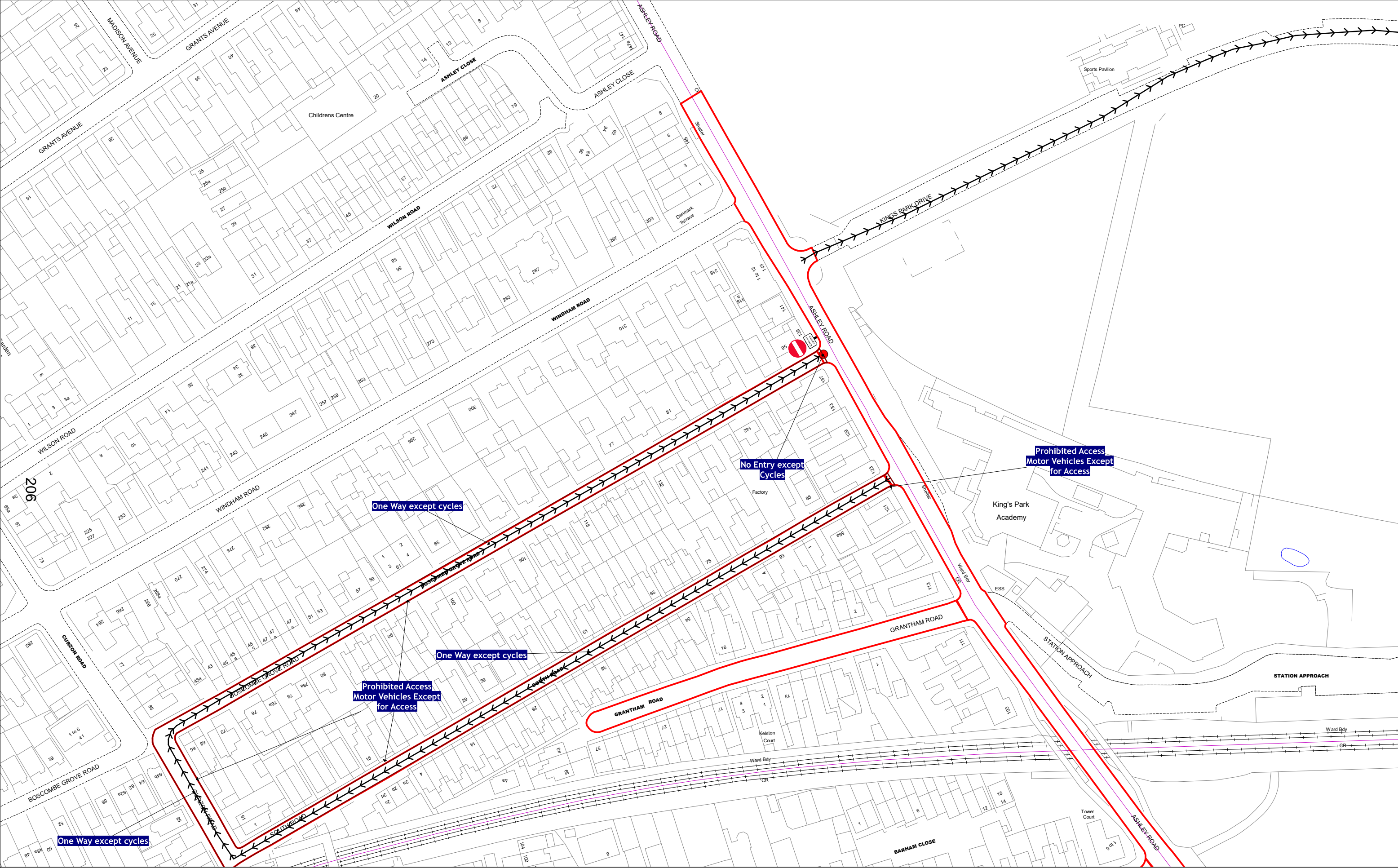
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SCALE	1 : 1250 @ A3
DATE	31/01/2030
MAP	Tile Ref: AH33
REVISION	1





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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AH29

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AI28


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AI30

▼

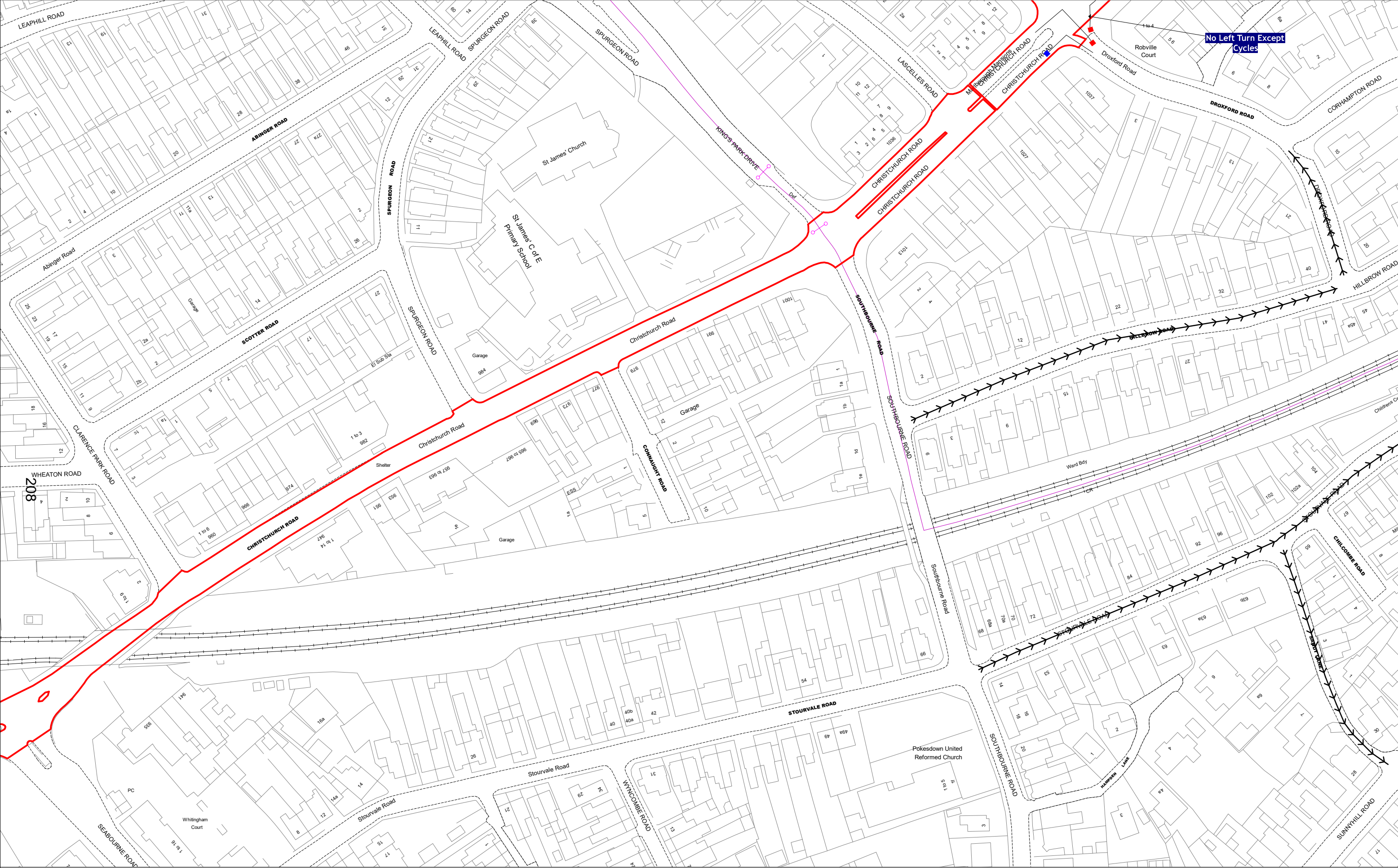
AJ29


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SCALE	1 : 1250 @ A3
DATE	31/01/2030
MAP	Tile Ref: AI29
REVISION	2






BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL


Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED


NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED




AH32



AI31



AI33

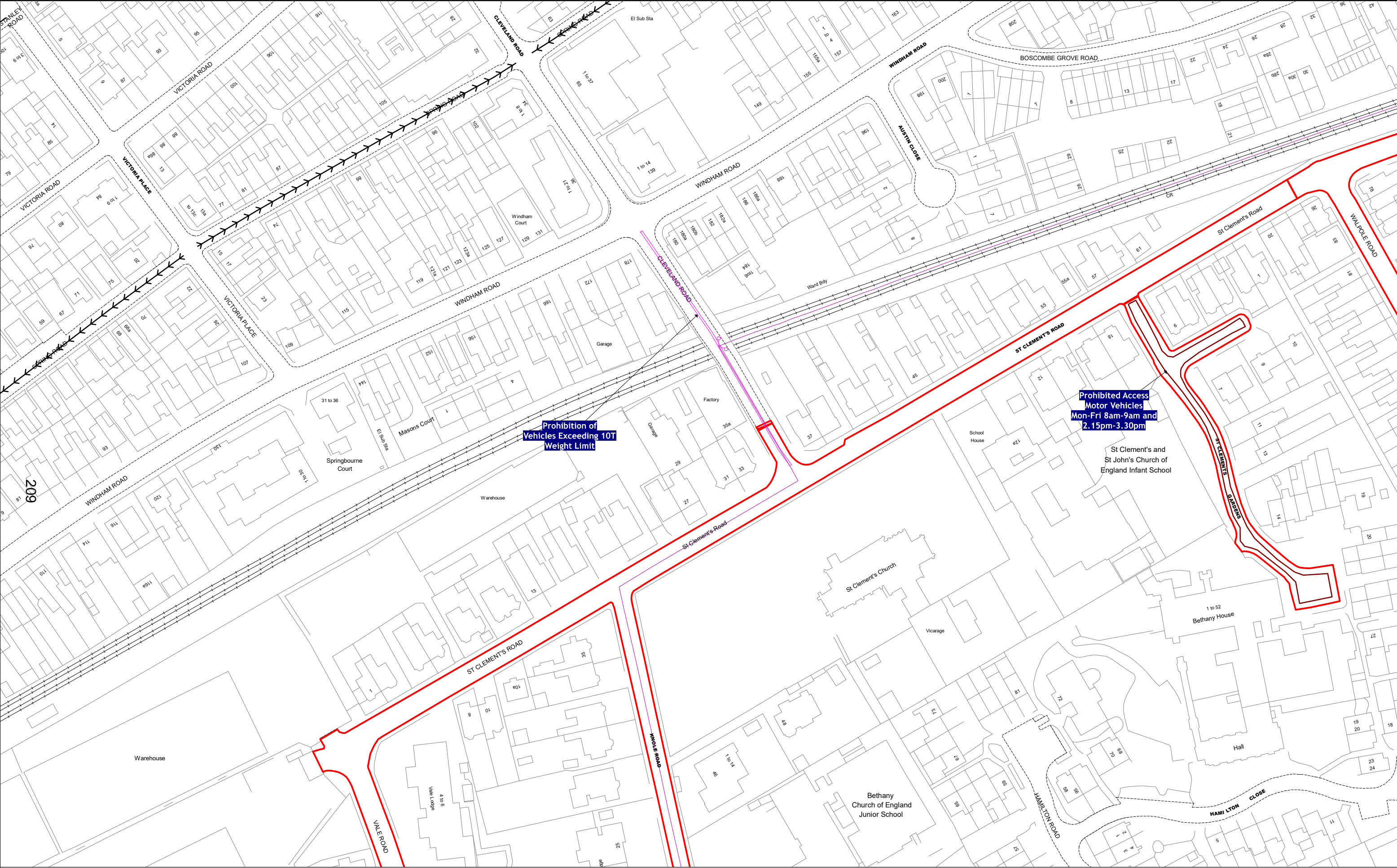




AJ32

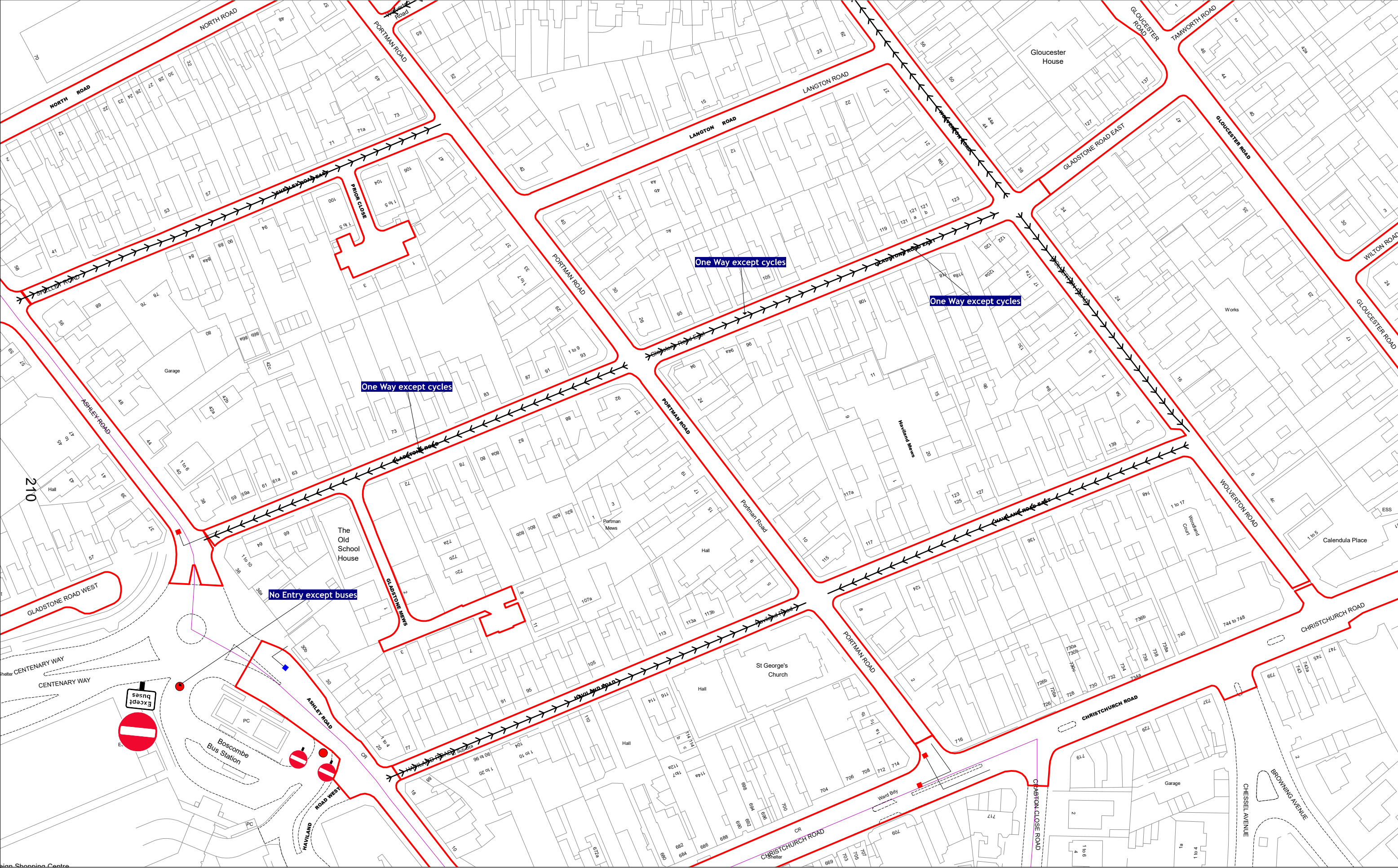
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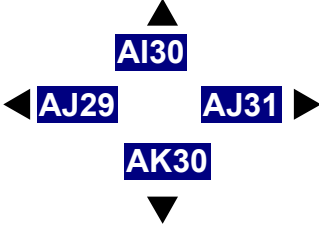

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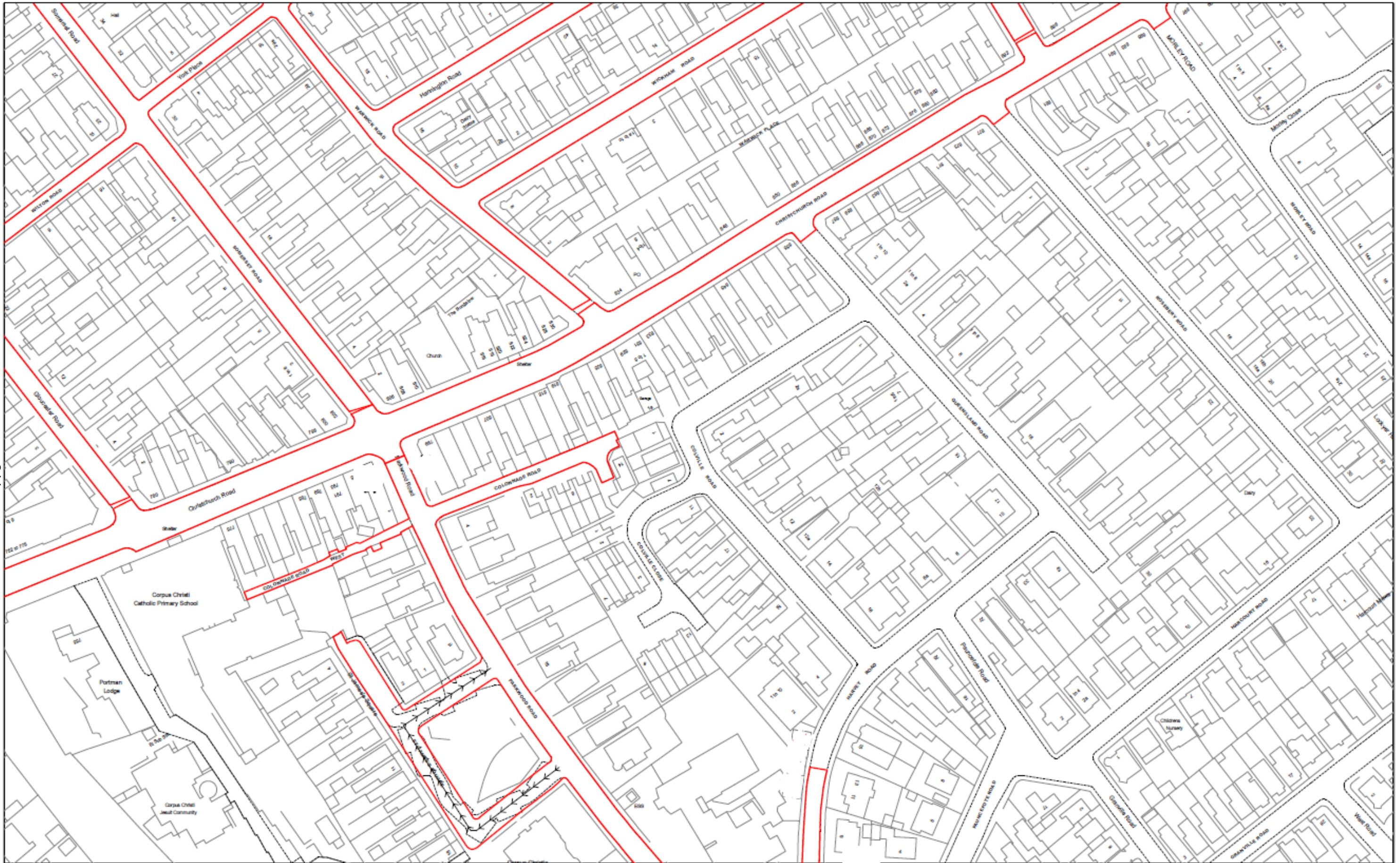
SCALE	1 : 1250 @ A3
DATE	31/01/2030
MAP	Tile Ref: AI32
REVISION	1



 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>	<div>Order Title:</div> <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023</div> <div>PROPOSED</div> <div>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</div>	<div><div><div>▲</div><div>AI28</div></div><div><div>◀</div><div>AJ27</div></div><div><div>▶</div><div>AJ29</div></div><div><div>▼</div><div>AK28</div></div></div> <div><div>N</div><div></div><div><small>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</small></div></div>	SCALE1 : 1250 @ A3	
			DATE	31/01/2030
			MAP	Tile Ref: AJ28
			REVISION	1



 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>	<div>Order Title:</div> <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023</div> <div>PROPOSED</div> <div>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</div>	<div></div> <div><div>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</div></div>	<div>SCALE</div> <div>1 : 1250 @ A3</div>
			<div>DATE</div> <div>31/01/2030</div>
			<div>MAP</div> <div>Tile Ref: AJ30</div>
			<div>REVISION</div> <div>1</div>



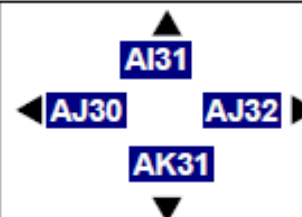
**BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL**

Order Title:

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023**

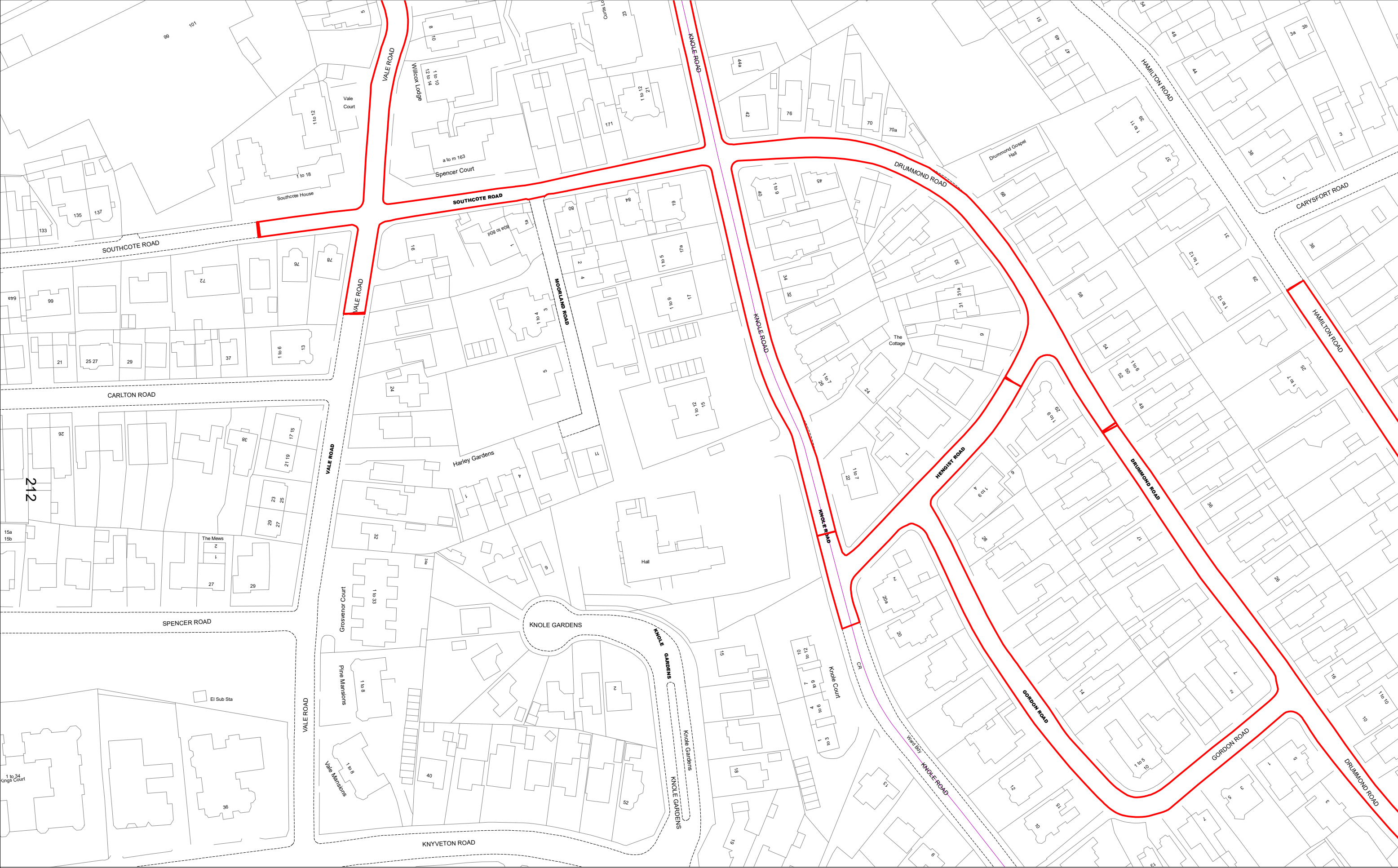
PROPOSED


NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED



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SCALE	1 : 1250 @ A3
DATE	31/01/2030
MAP	Tile Ref: AJ31
REVISION	1





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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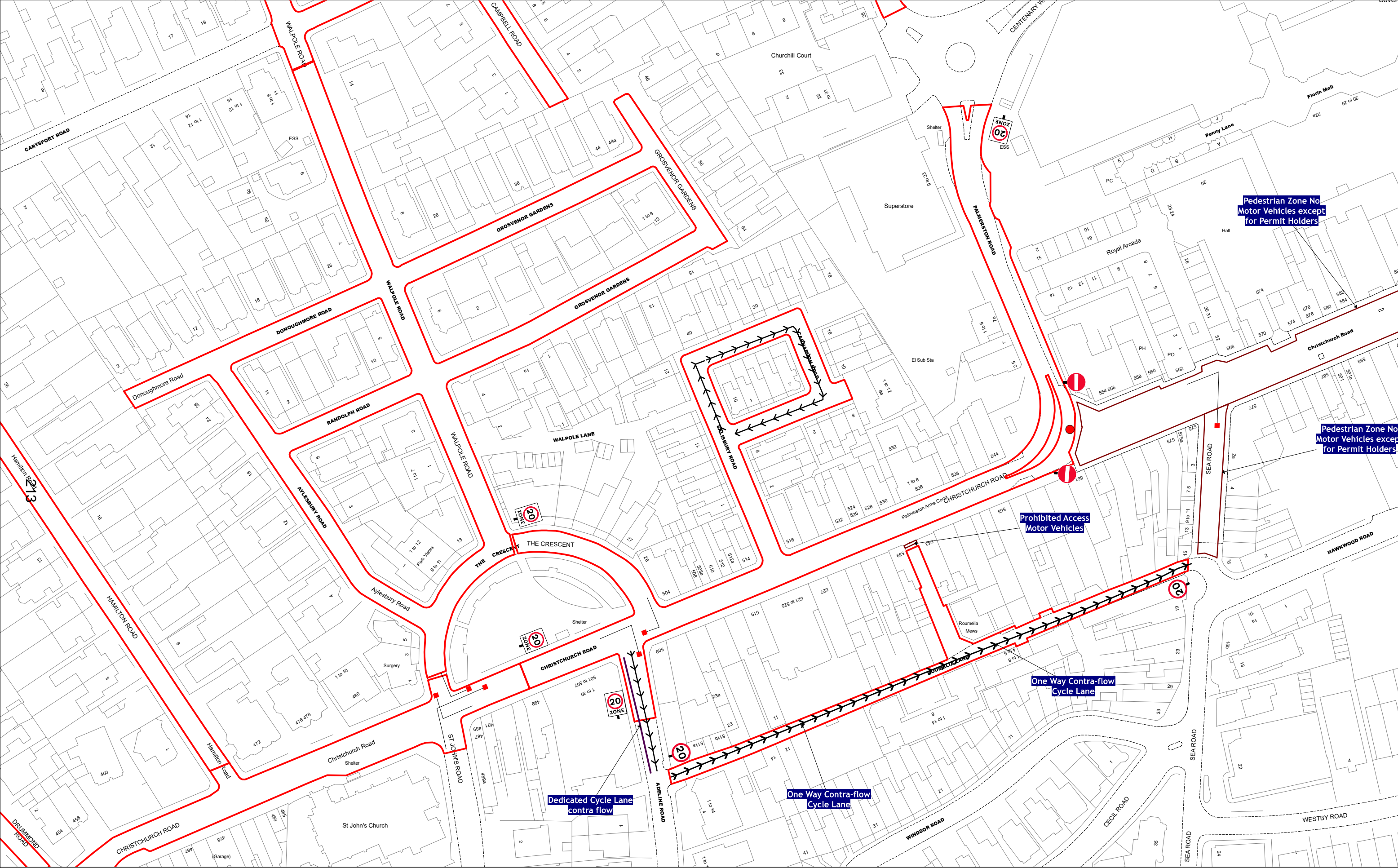
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SCALE	1 : 1250 @ A3
DATE	31/01/2030
MAP	Tile Ref: AK28
REVISION	1





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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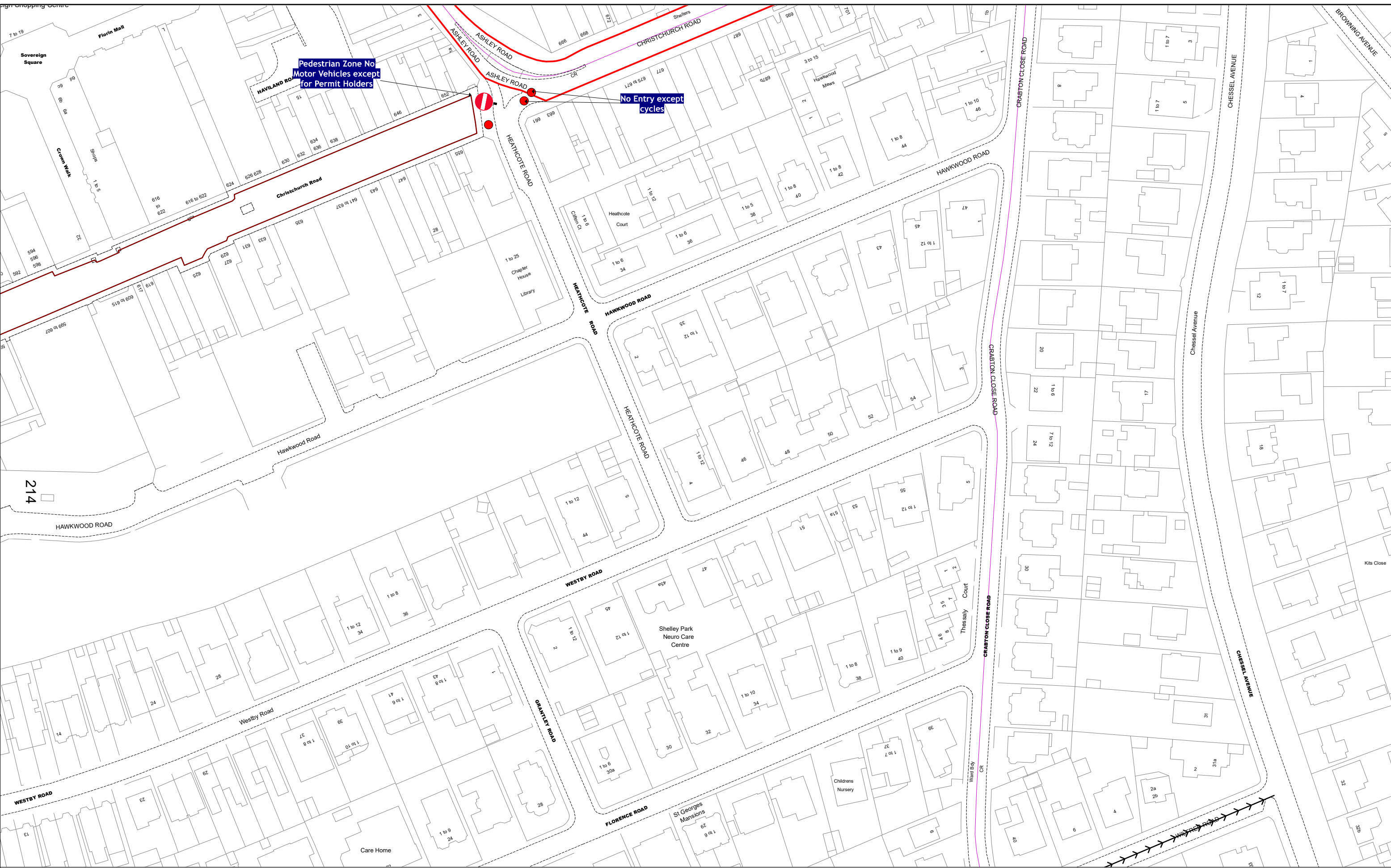
AL29



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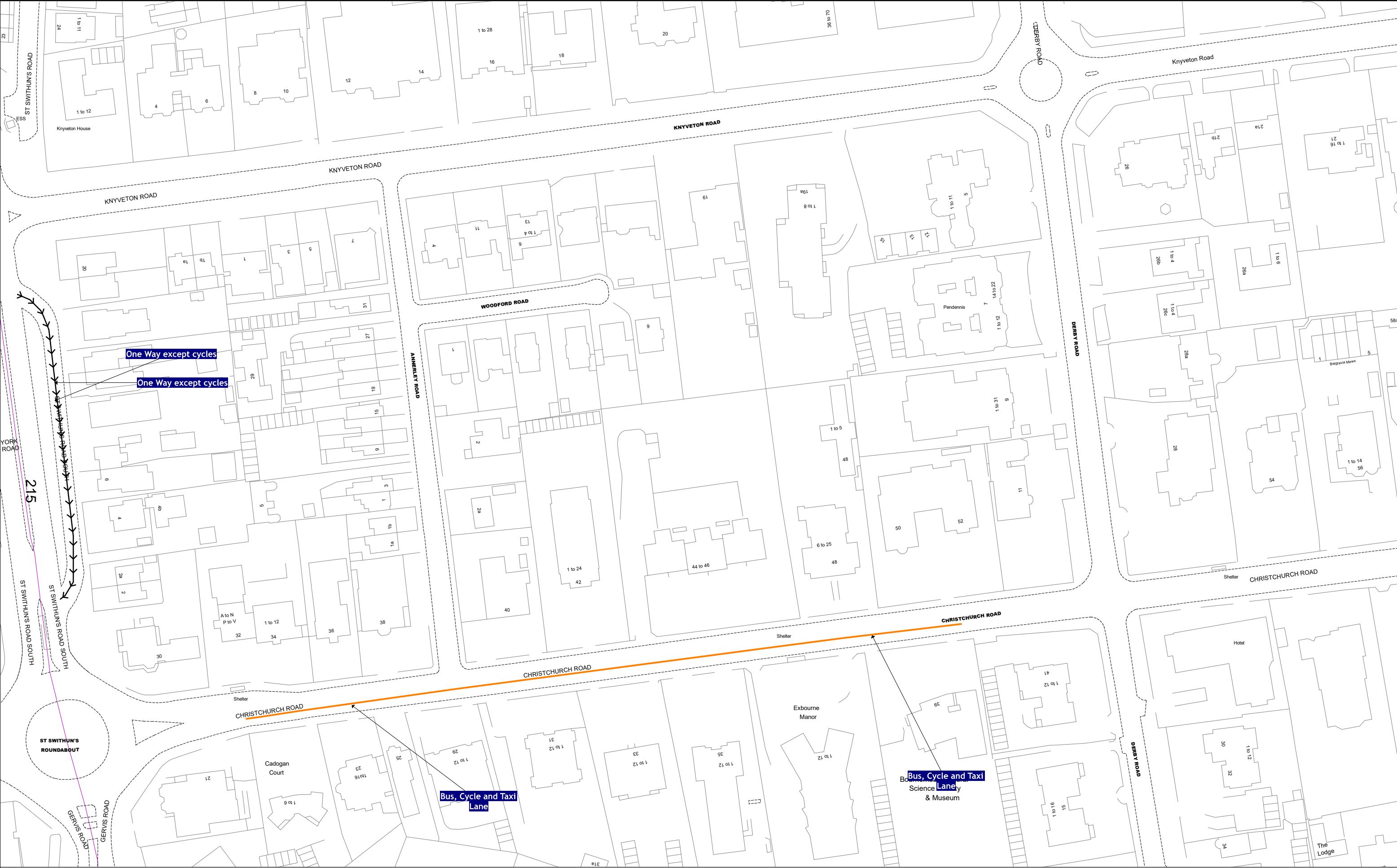



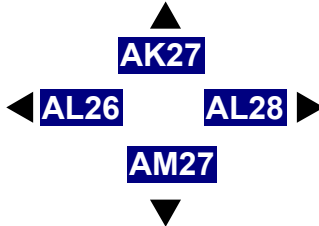

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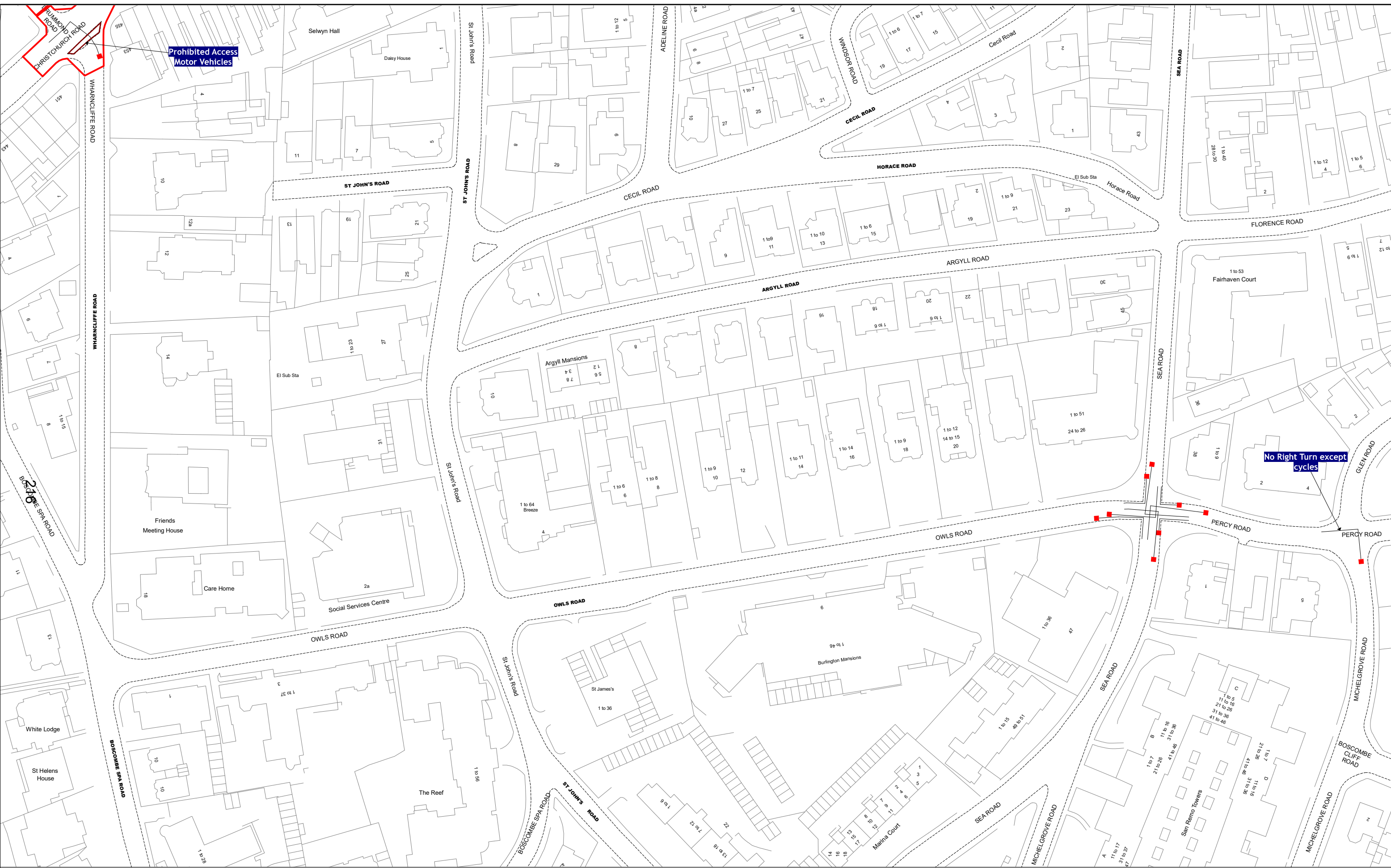
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DATE	31/01/2030
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REVISION	1




 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>	<p>Order Title: BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023</p> <p>PROPOSED</p> <p>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</p>	<div><div><div>▲</div><div>AJ30</div></div><div><div>◀</div><div>AK29</div></div><div><div>AK31</div><div>▶</div></div><div><div>▼</div><div>AL30</div></div></div>	<div><div>N</div><div></div></div> <div><small>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</small></div>	SCALE	1 : 1250 @ A3
				DATE	31/01/2030
				MAP	Tile Ref: AK30
				REVISION	1
























 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>	Order Title: BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023			 <div>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</div>	SCALE	1 : 1250 @ A3
	PROPOSED NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED				DATE	31/01/2030
					MAP	Tile Ref: AL27
					REVISION	1



 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>		Order Title: BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023 PROPOSED NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED		<div>AK29 AL28 AL30 AM29</div>		<div>N</div> <div>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</div>		SCALE	1 : 1250 @ A3
								DATE	31/01/2030
								MAP	Tile Ref: AL29
								REVISION	1

Map Schedule Legend

Traffic Order Restriction Types

-  Bus Parking Place
-  Coach Parking Place
-  Controlled Parking Zone
-  Disabled Blue Badge Holders
-  Emergency Vehicle Parking Place
-  Limited Waiting
-  Loading Place
-  Motorcycle Parking Place
-  No Stopping on School Entrance Markings
-  Other Parking Place
-  Payment Parking Place
-  Permit Holders Only Parking Place
-  Permit Parking Area
-  Restricted Parking Zone
-  Shared Use Parking Place
-  Street Parking Place
-  Taxi Rank
-  Waiting Prohibited
-  Waiting Prohibited At Any Time
-  Waiting Prohibited with Loading Ban
-  Clearway – No Stopping At Any Time

-  Off-Street Parking Place
-  Waiting and Loading Prohibited At Any Time

Other Information

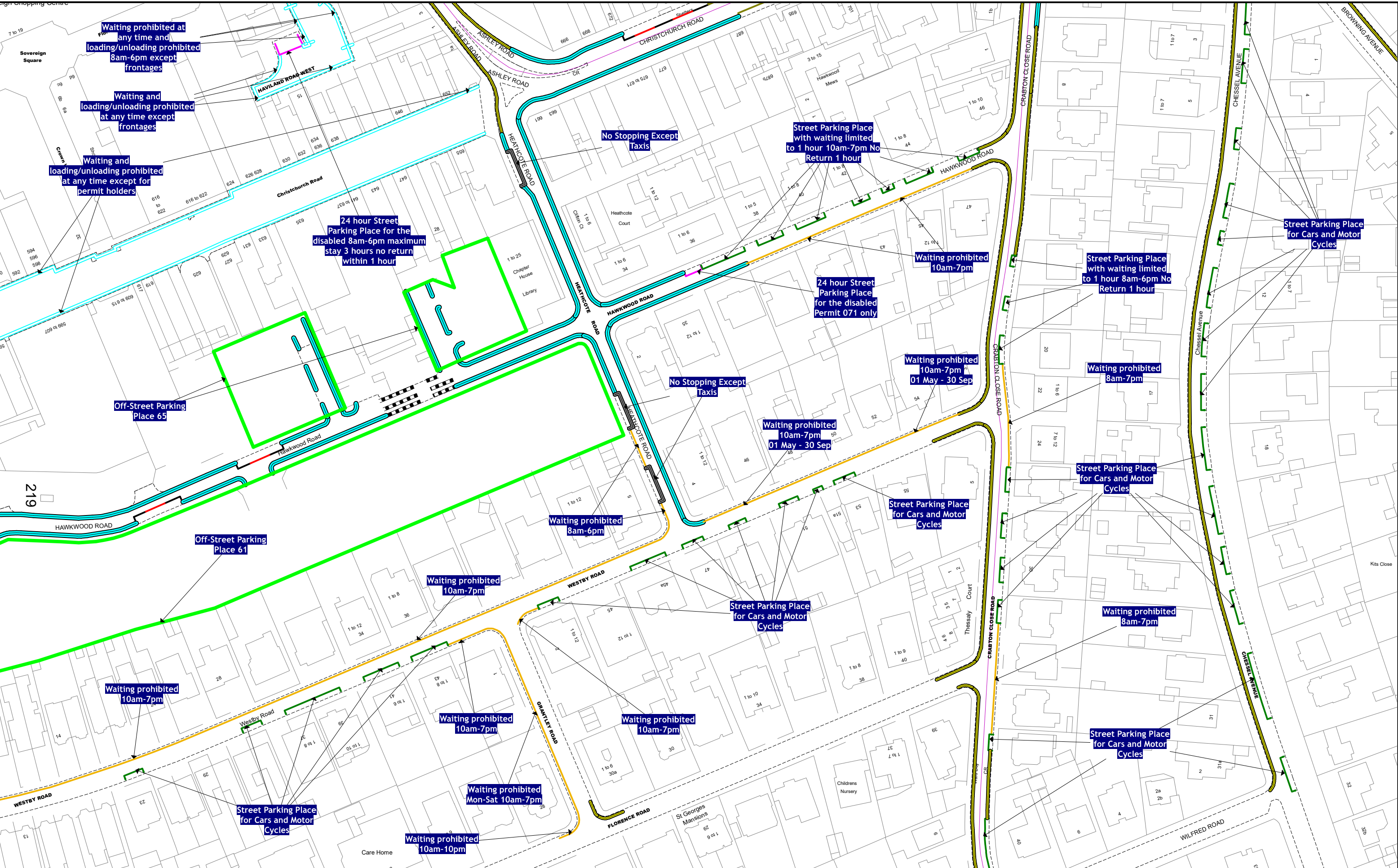
-  Bus Stand
-  Bus Stop
-  Pedestrian Crossing
-  Pedestrian Crossing Zig Zag

Note:
Exemptions to the restrictions shown in this legend are detailed in the preamble of the order or on the map tile in the restriction's label.



Bournemouth,
Christchurch
and Poole
Council

ORDER TITLE:
Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

Bournemouth, Christchurch and Poole Council (Parking Regulation, On-Street Parking Places and Off-Street Parking Places) Consolidation Order 2024

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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Bournemouth, Christchurch and Poole Council
Licence No: LA0077232 2024

SCALE	1 : 1250 @ A3
DATE	05/02/2024
MAP	Tile Ref: AK30
REVISION	0

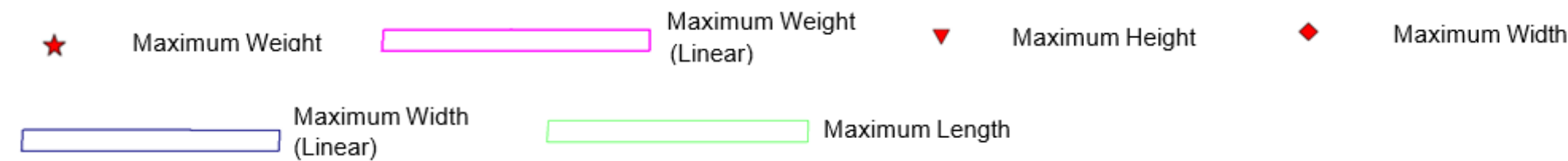
Movement Map Schedule Legend

TRO Restriction Types

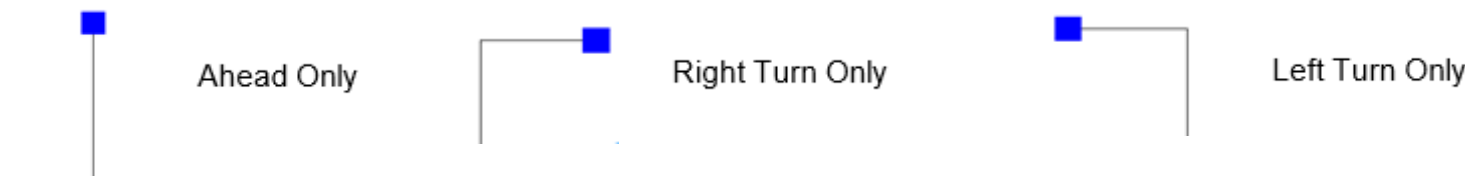
Speed Limits



Structural and Environmental



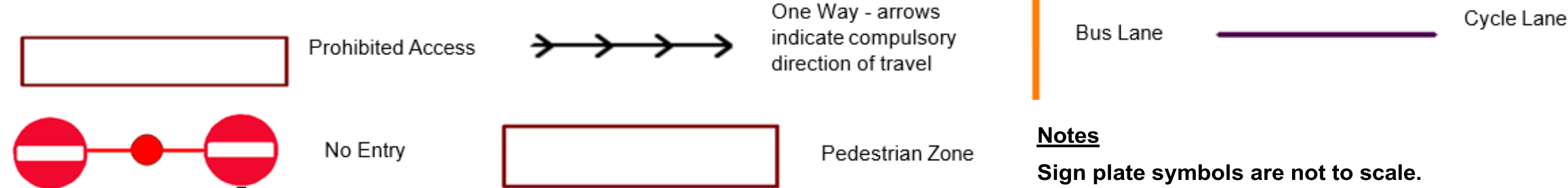
Prescribed Turns



Banned Turns



Other Types



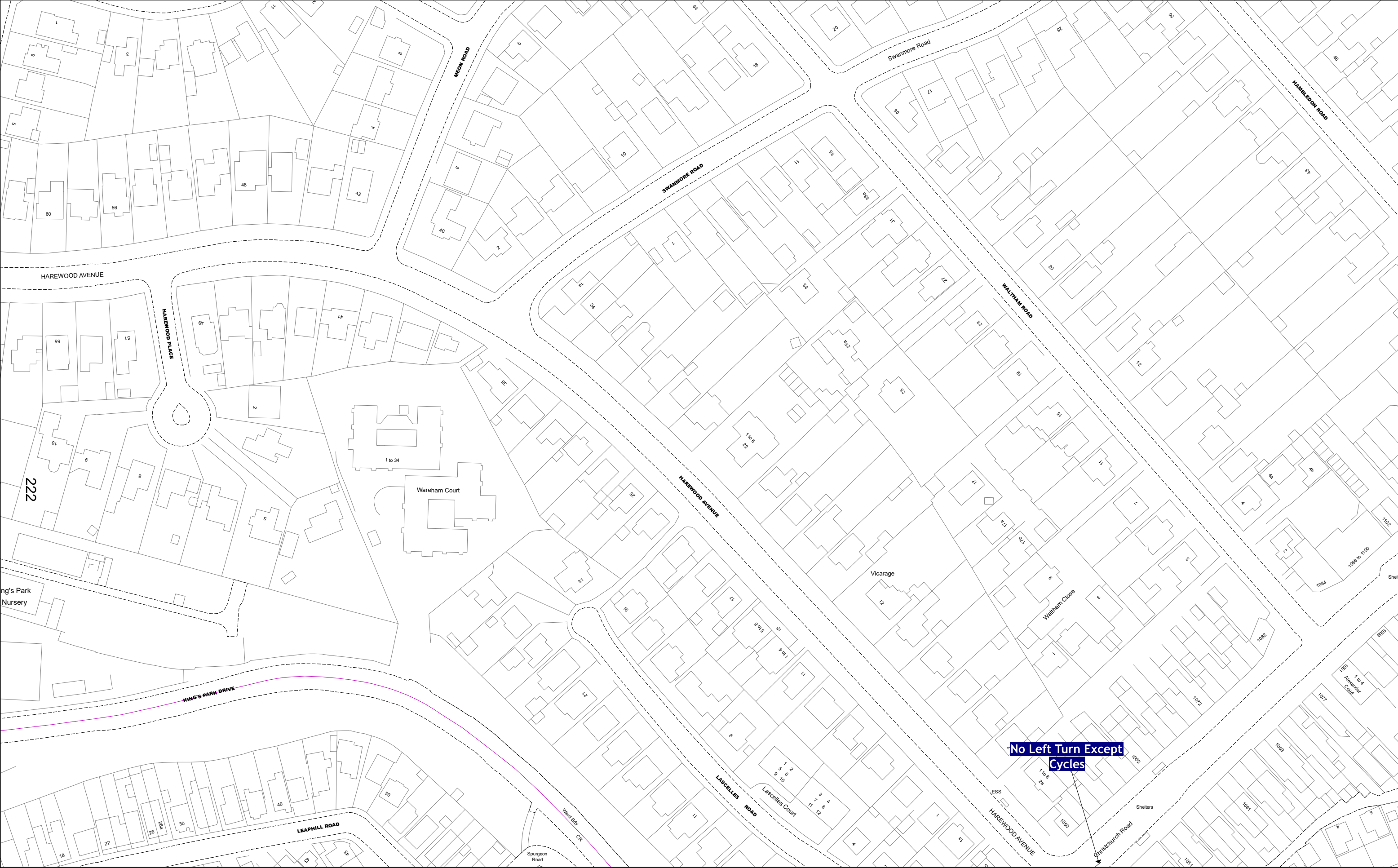
Notes


Sign plate symbols are not to scale.
Sign plate symbols may vary from those indicated in this legend, or be omitted.
Restriction types may have labels and/or sign plates on the map schedule to indicate restriction description. Labels with suffix (e) indicates Experimental Order item.

Order Title

Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023







BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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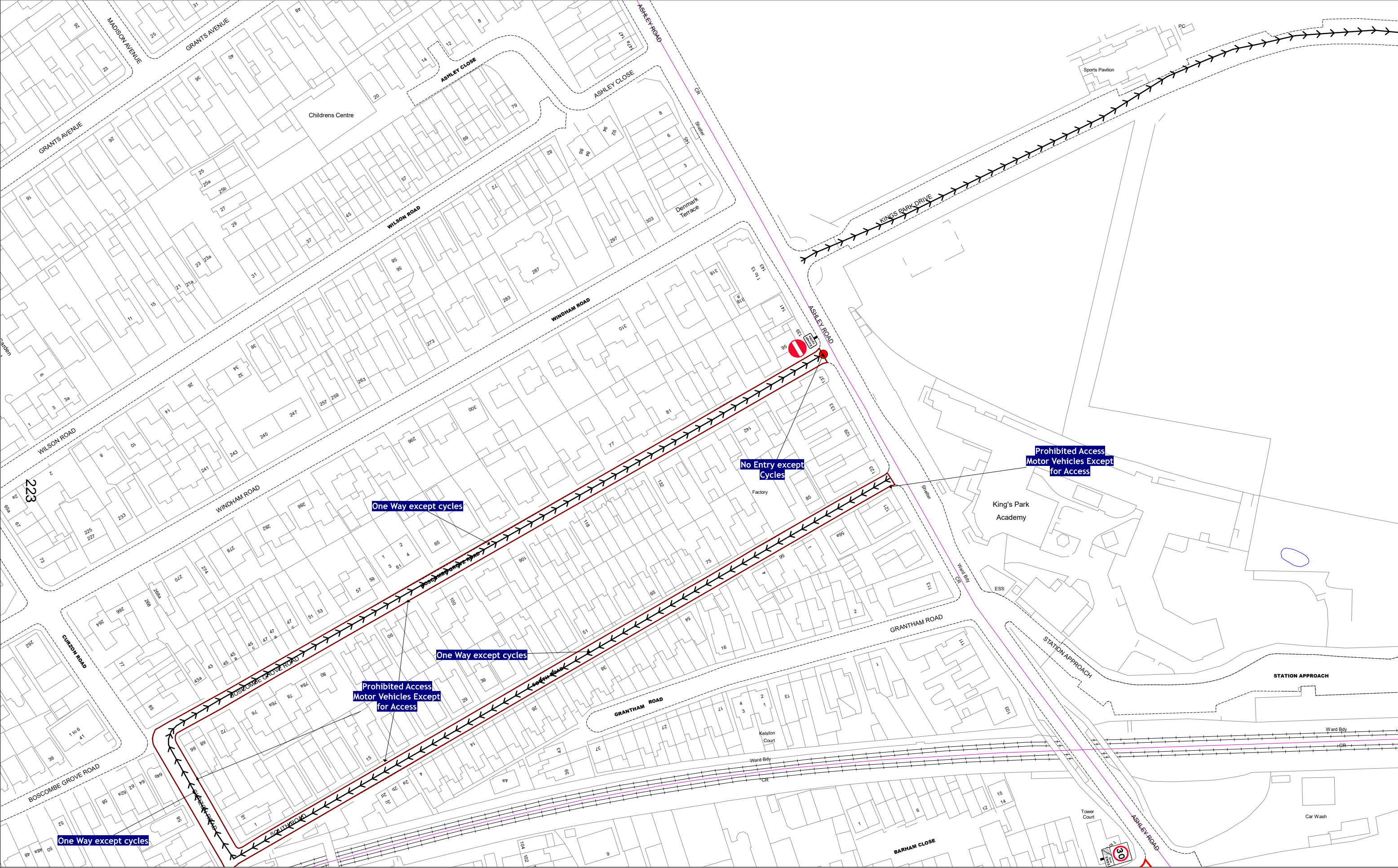
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AI32

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SCALE	1 : 1250 @ A3
DATE	21/08/2023
MAP	Tile Ref: AH32
REVISION	0





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

AH29

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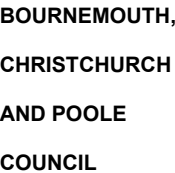
AI28

AI30

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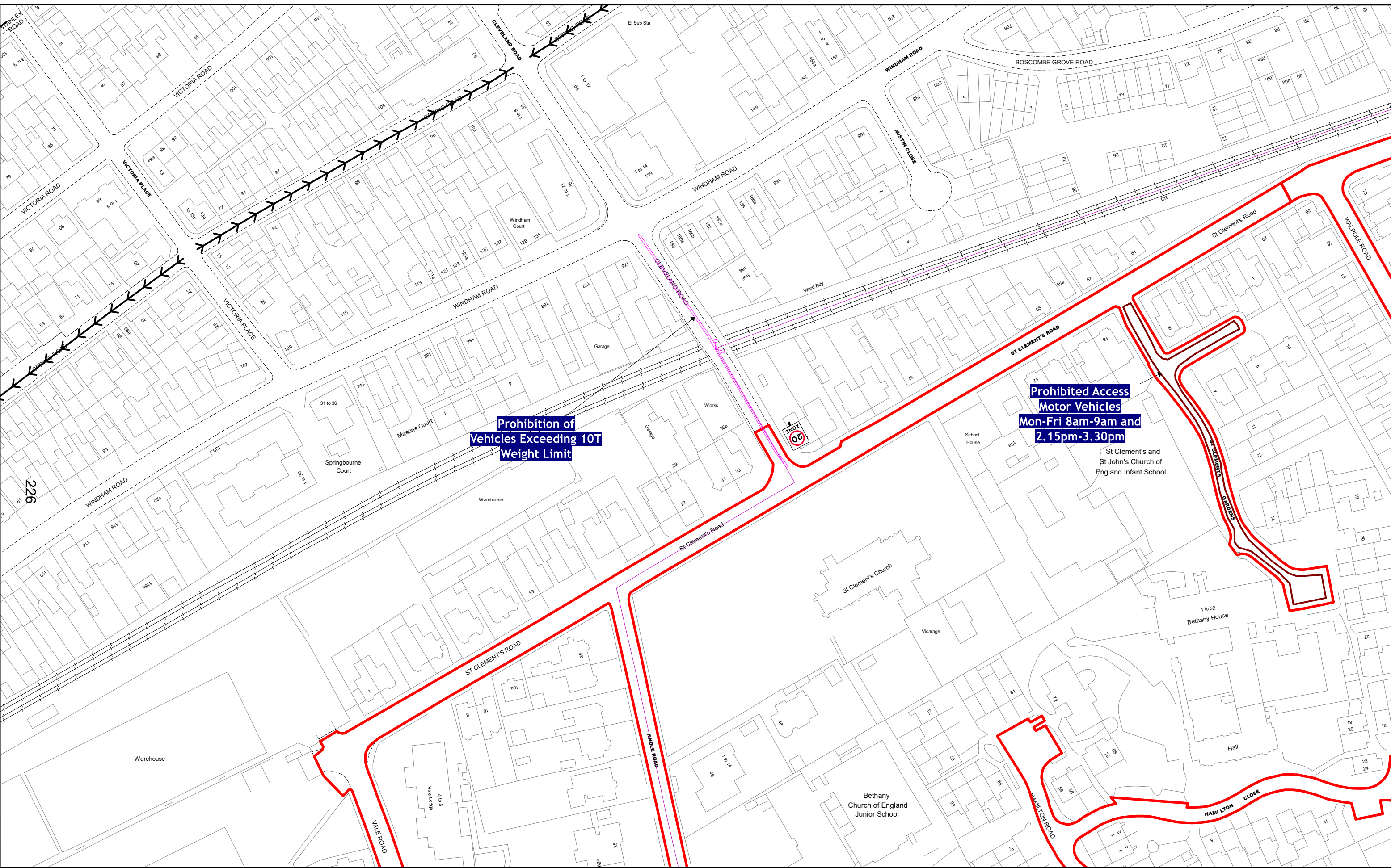





Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023
CONFIRMED
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

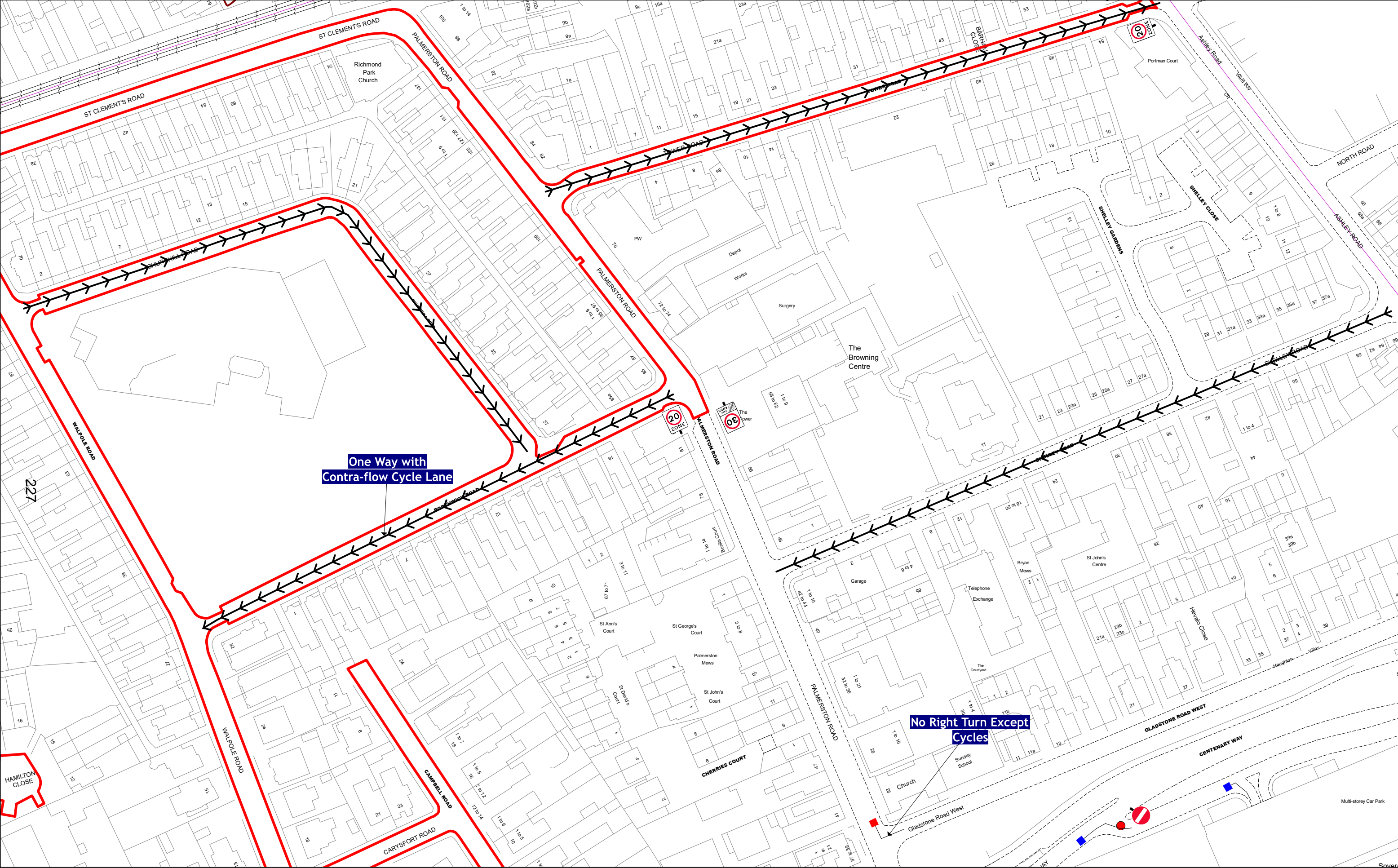




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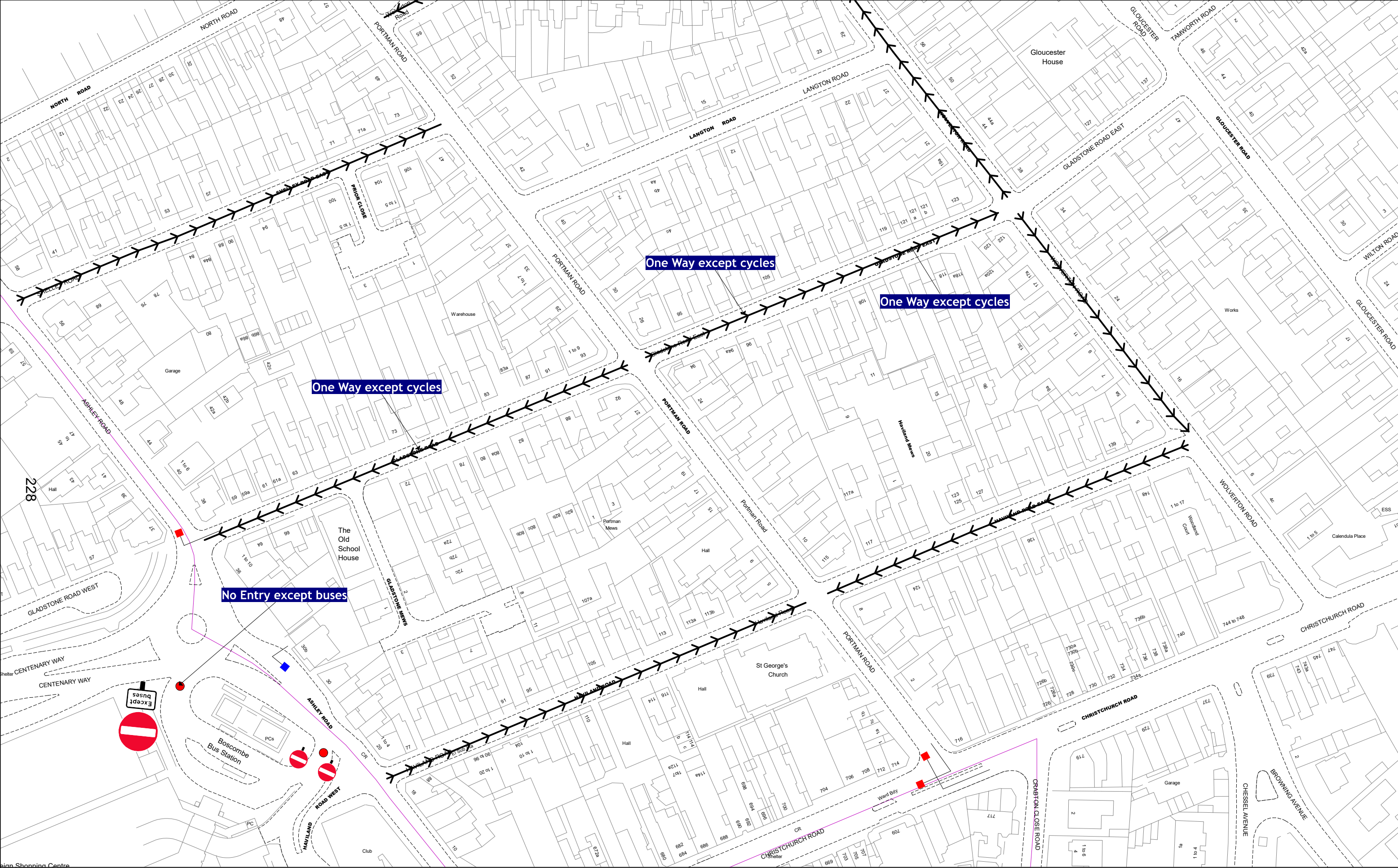
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REVISION	0




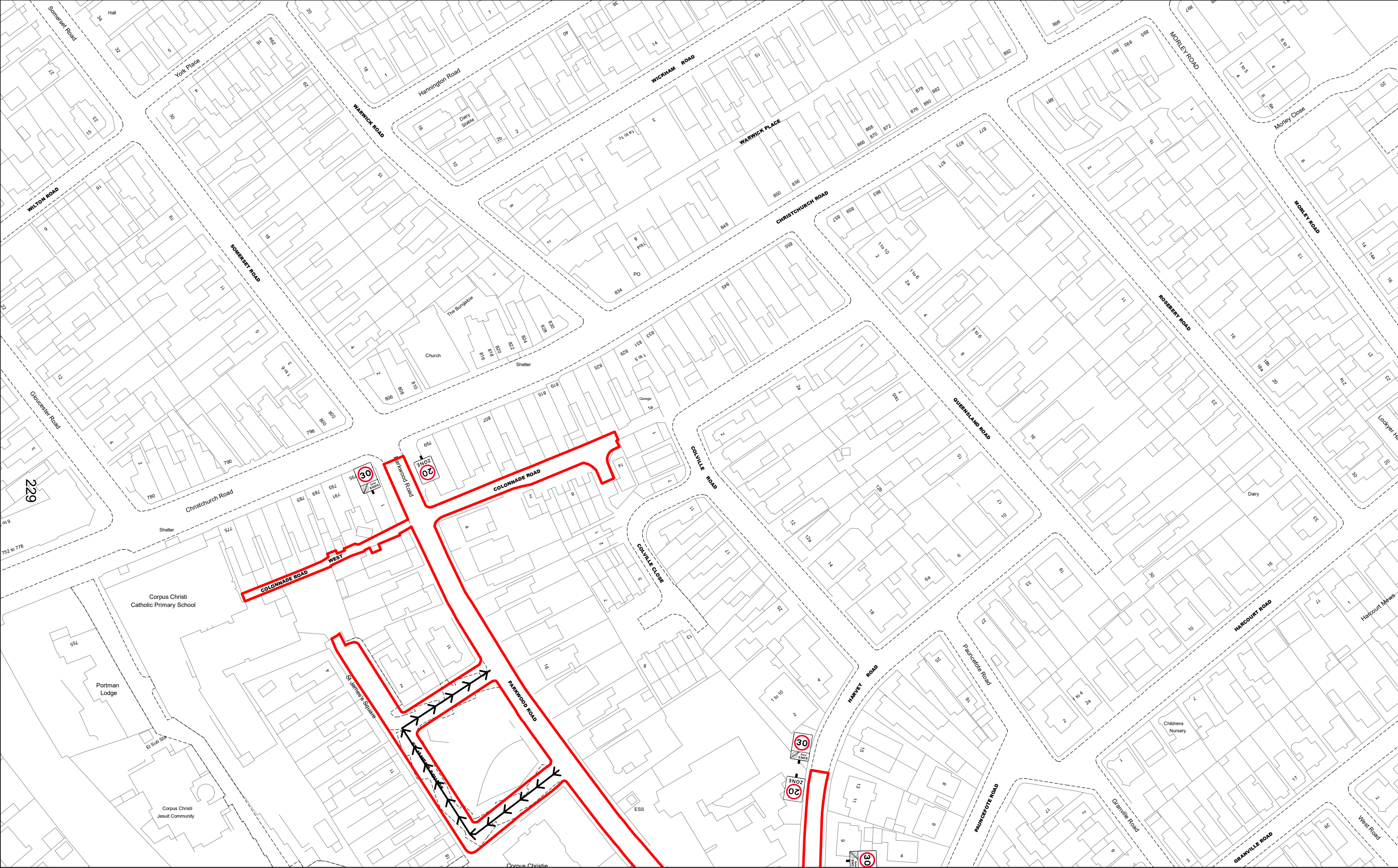
<div><div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div></div>	<div><div>Order Title: BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023</div><div>CONFIRMED</div><div>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</div></div>		<div></div> <div><div>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</div></div>	<div>SCALE</div> <div>1 : 1250 @ A3</div>
				<div>DATE</div> <div>21/08/2023</div>
				<div>MAP</div> <div>Tile Ref: AJ28</div>
				<div>REVISION</div> <div>0</div>




 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>	<div>Order Title:</div> <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023</div> <div>CONFIRMED</div> <div>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</div>	<div><div>▲</div><div>AI29</div><div>◀ AJ28</div><div>AK29 ▼</div><div>▶ AJ30</div></div> <div><div>N</div><div></div><div><small>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</small></div></div>	<div>SCALE</div> <div>1 : 1250 @ A3</div>
			<div>DATE</div> <div>21/08/2023</div>
			<div>MAP</div> <div>Tile Ref: AJ29</div>
			<div>REVISION</div> <div>0</div>



<div><div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div></div>	<div><div>Order Title:</div><div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023</div></div>	<div><div><div><div><div></div><div>AI30</div></div><div><div>AJ29</div><div>AJ31</div></div><div><div></div><div>AK30</div></div></div><div><div></div><div></div><div></div></div></div><div><div><div></div><div>N</div><div></div></div><div><div>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</div></div></div></div>	<div><div>SCALE</div><div>1 : 1250 @ A3</div></div>
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			<div><div>MAP</div><div>Tile Ref: AJ30</div></div>
			<div><div>REVISION</div><div>0</div></div>





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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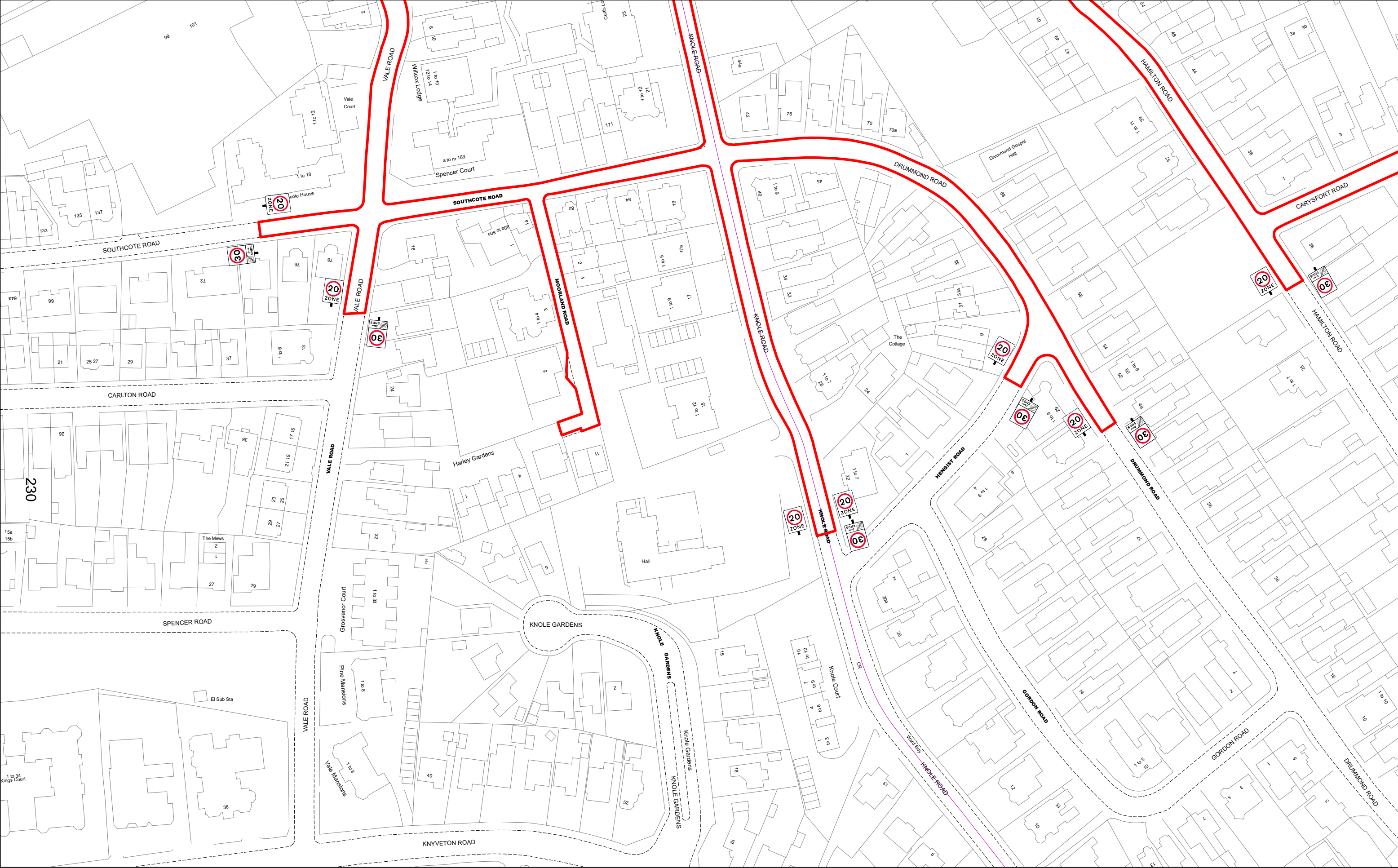
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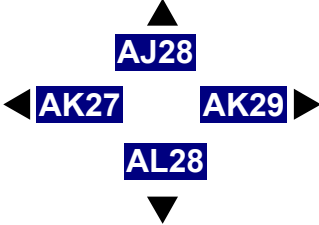

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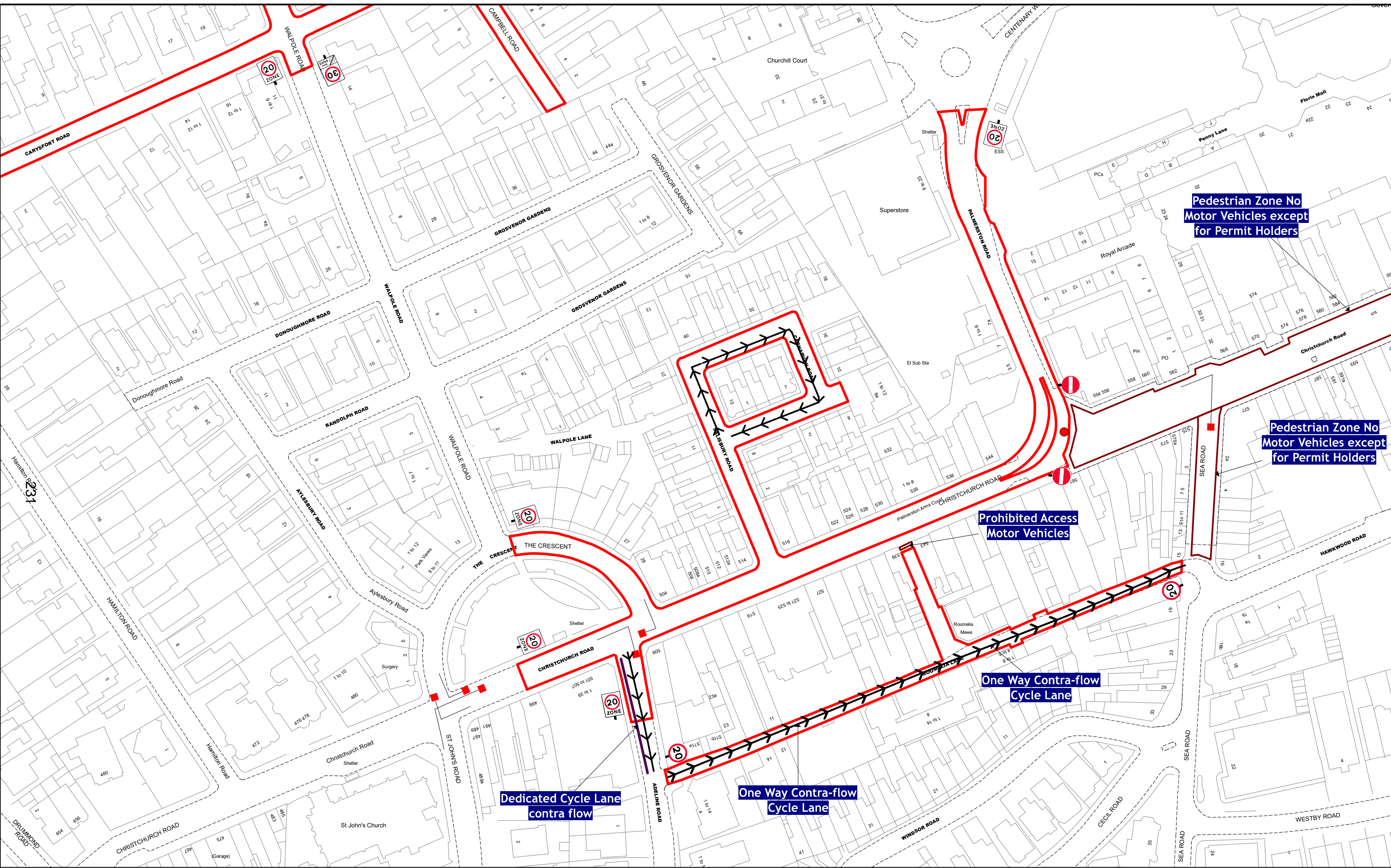
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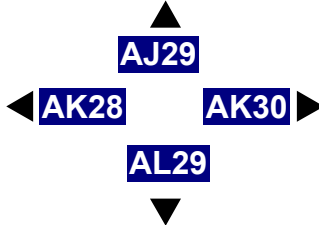

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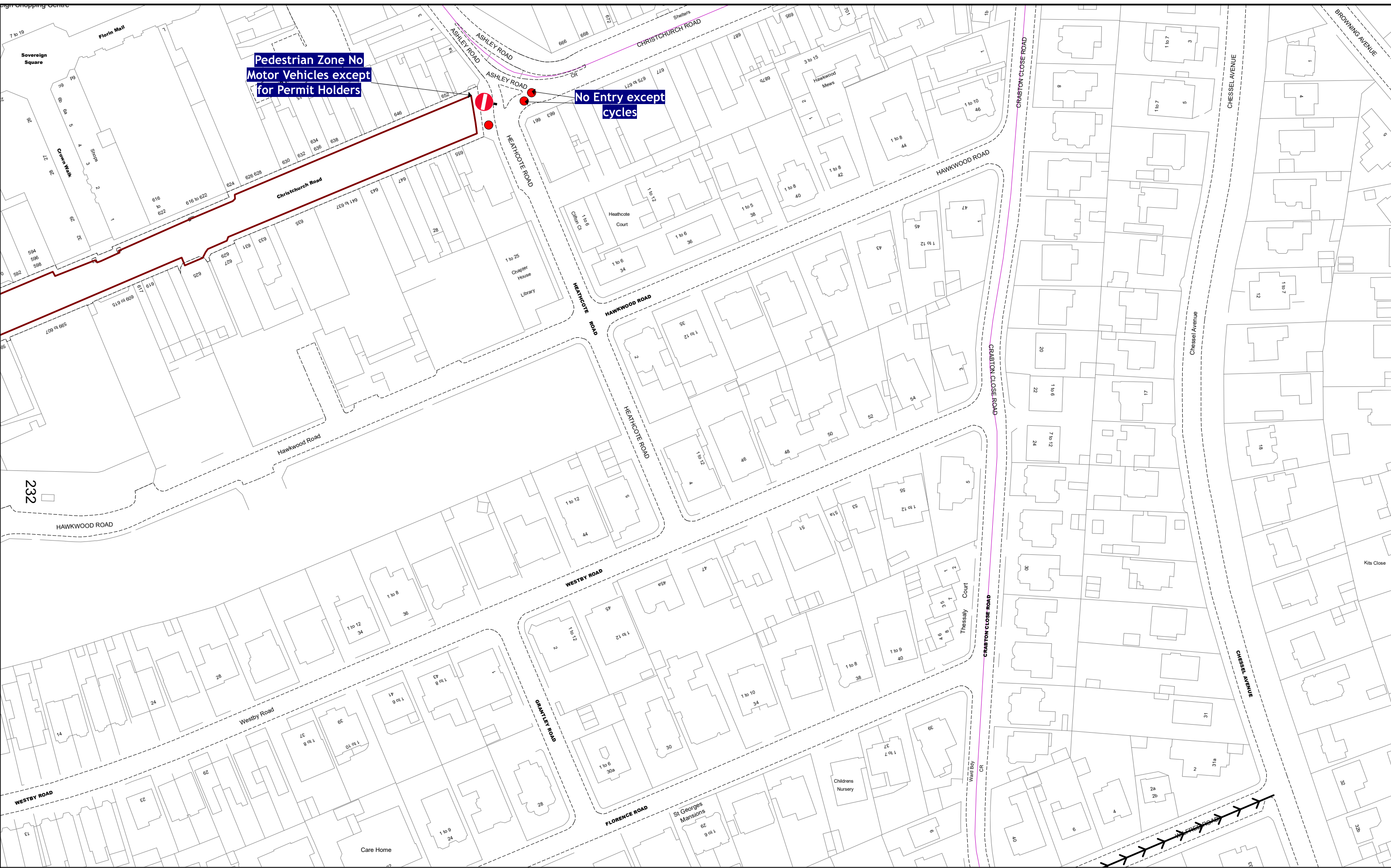
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DATE	21/08/2023
MAP	Tile Ref: AJ31
REVISION	0




 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>	Order Title: BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023		 <div>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</div>	SCALE	1 : 1250 @ A3
	CONFIRMED			DATE	21/08/2023
	NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED			MAP	Tile Ref: AK28
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 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>	<div>Order Title:</div> <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023</div> <div>CONFIRMED</div> <div>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</div>	<div></div> <div></div> <div><div>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</div></div>	SCALE	1 : 1250 @ A3
			DATE	21/08/2023
			MAP	Tile Ref: AK29
			REVISION	0





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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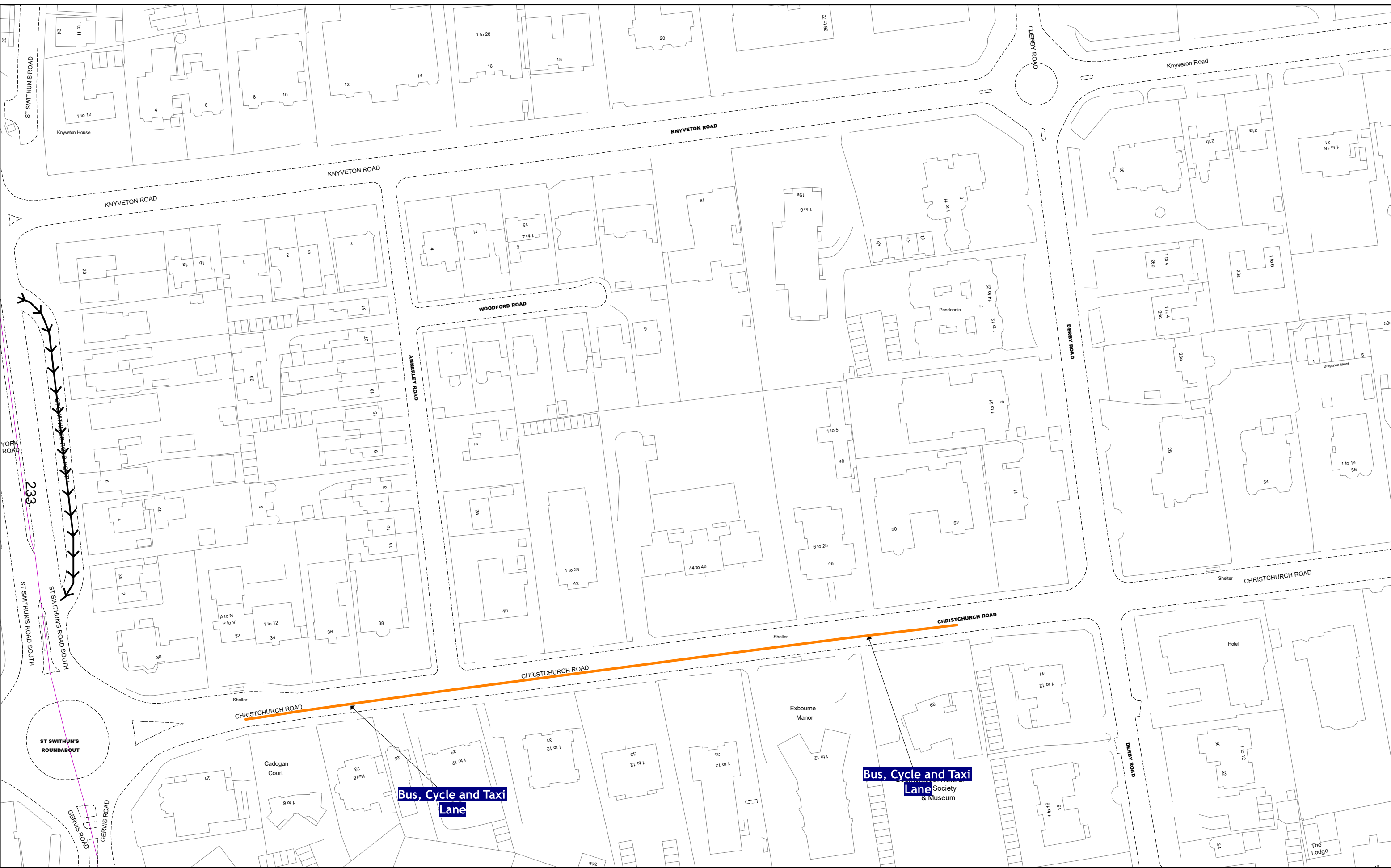
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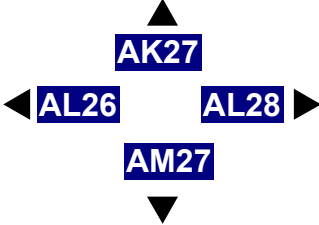

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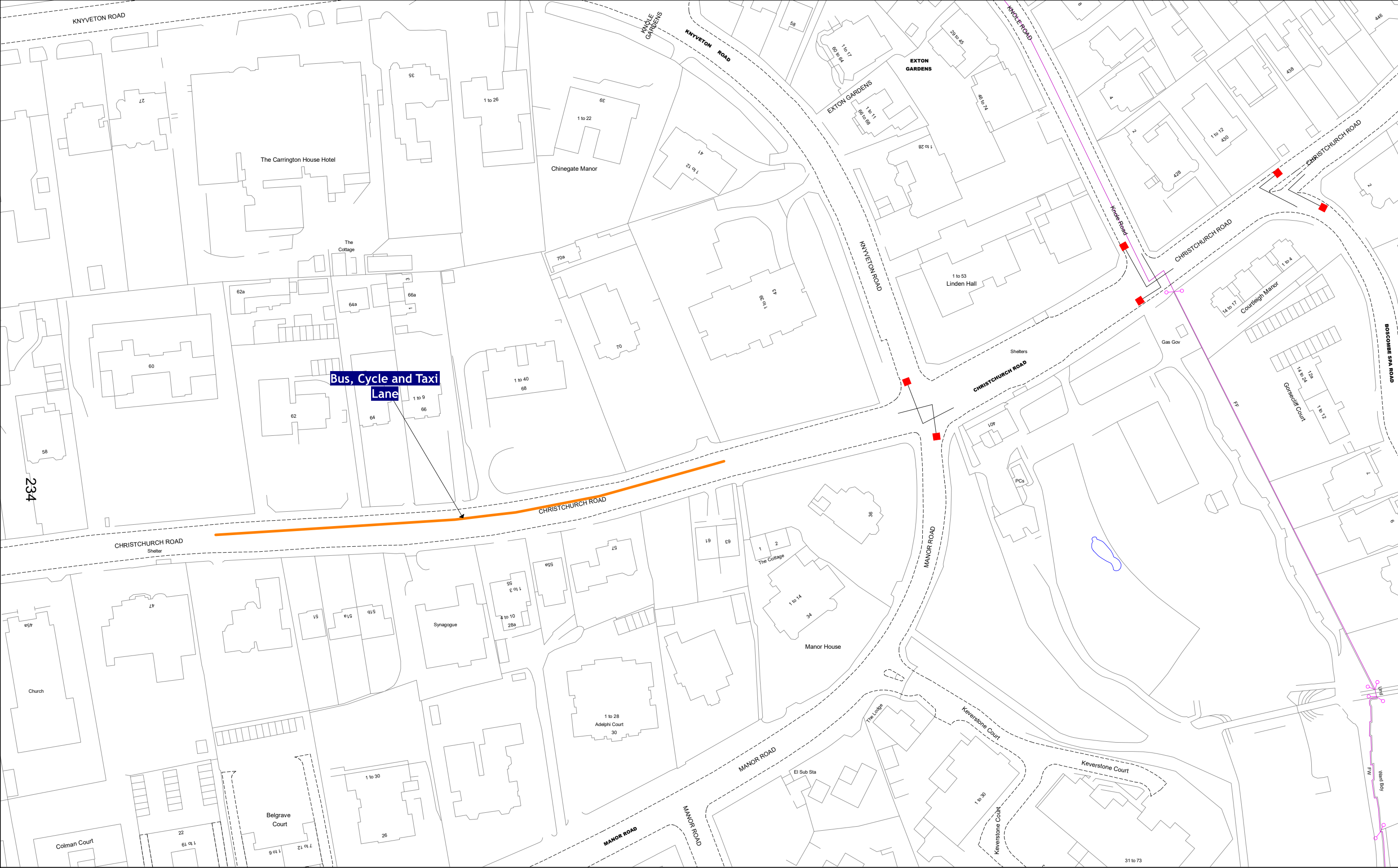



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SCALE	1 : 1250 @ A3
DATE	21/08/2023
MAP	Tile Ref: AK30
REVISION	0



 <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL</div>	<div>Order Title:</div> <div>BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023</div> <div>CONFIRMED</div> <div>NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED</div>	<div></div>	<div><div>This map is based on Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Bournemouth, Christchurch and Poole Council Licence No: LA0077232 2023</div></div>	SCALE	1 : 1250 @ A3
				DATE	21/08/2023
				MAP	Tile Ref: AL27
				REVISION	0





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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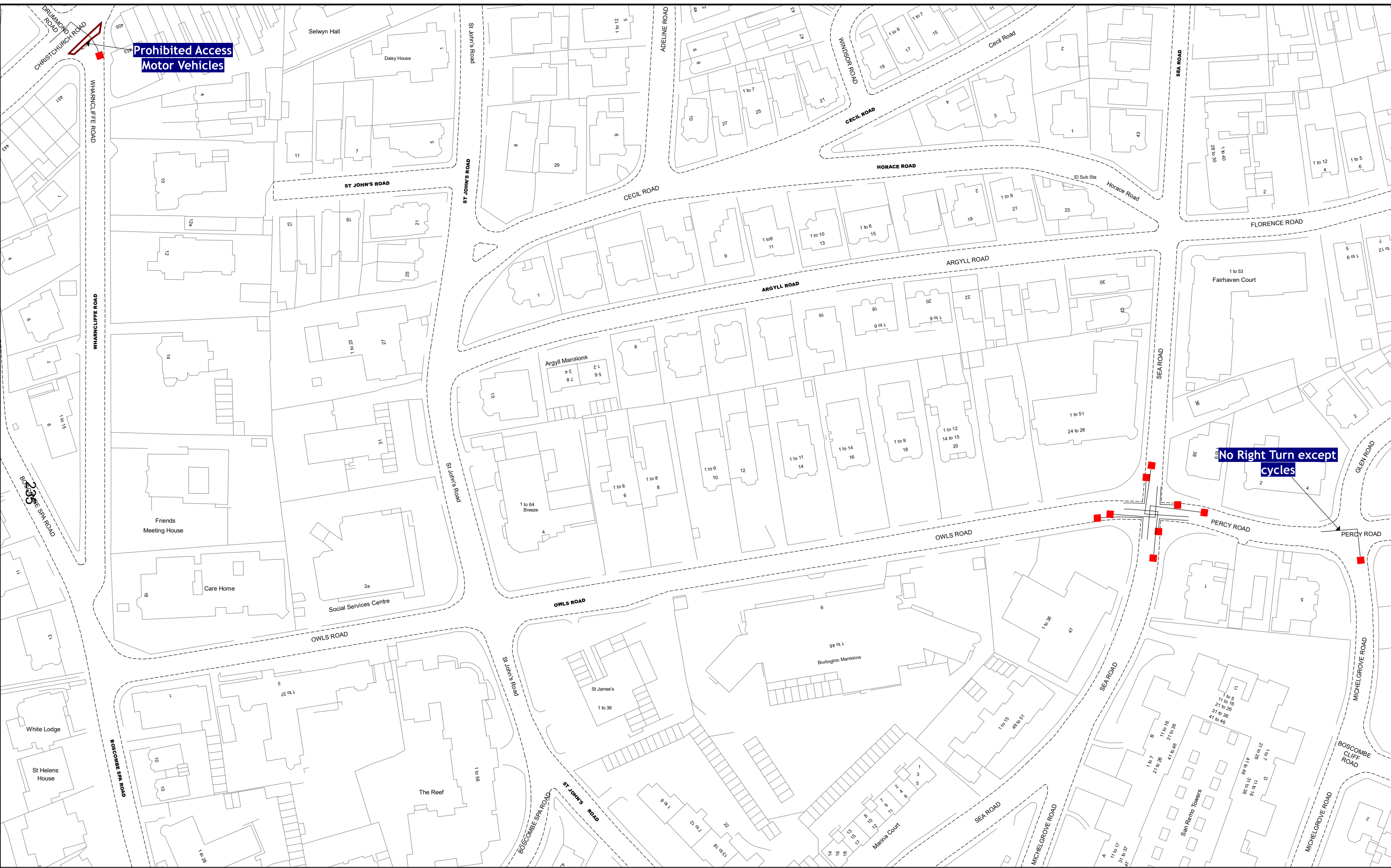
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SCALE	1 : 1250 @ A3
DATE	21/08/2023
MAP	Tile Ref: AL28
REVISION	0





BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

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SCALE	1 : 1250	@ A3
DATE	21/08/2023	
MAP	Tile Ref: AL29	
REVISION	0	

F: STATEMENT OF STATUTORY REASONS

Bournemouth, Christchurch and Poole Council as Highway Authority proposes to make the above Traffic Order in discharge of its duty under Section 122 of the Road Traffic Regulation Act 1984, “to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)”, in accordance with the provisions of Section 1(1) of the Road Traffic Regulation Act 1984 for one or more of the following reasons:

- (a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.

☒
- (b) For preventing damage to the road or to any building on or near the road.

☐
- (c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

☒
- (d) For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.

☐
- (e) For preserving the character of the road in a case where it is specifically suitable for use by persons on horseback or on foot.

☐
- (f) For preserving or improving amenities of the area through which the road runs.

☒
- (g) For any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality)

☐

Appendix B - Consultation Outcome and Recommendations

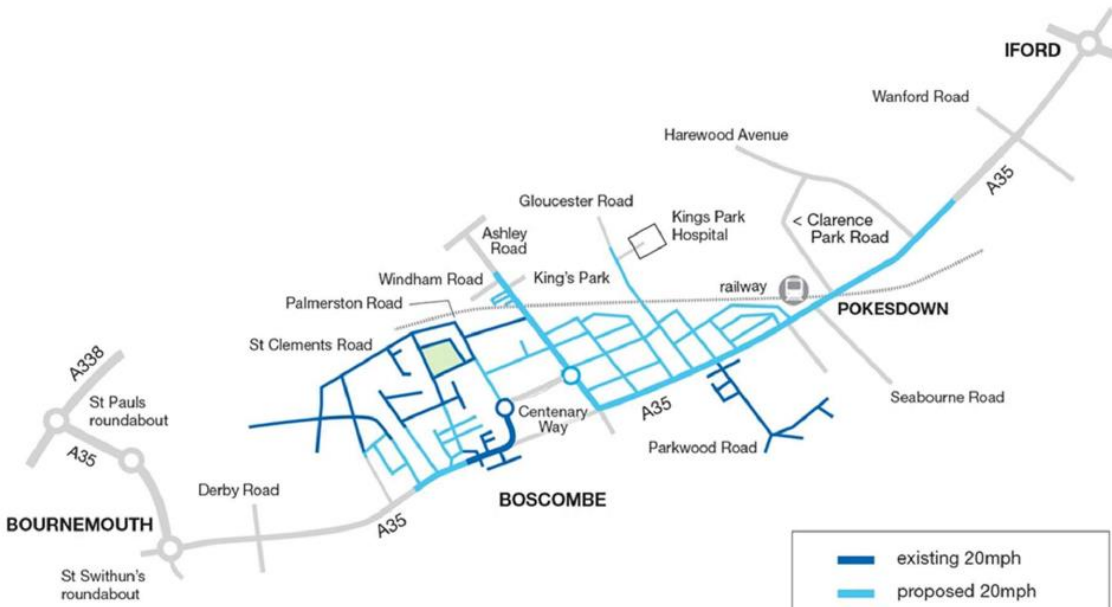
Safer Roads Fund 20mph Speed Limit (S107)

Consultation dates: 31 January 2025 – 28 February 2025

Road Name(s)	Location/Description	Advertised Restriction(s)	Existing Restriction(s)	BCP Ward	Summary of responses (Number received & summary of points raised)	Decision
Ashley Road Aylesbury Road Boscombe Grove Road Christchurch Road Christchurch Road Donoughmore Road Drummond Road Gladstone Mews Gladstone Road Gladstone Road East Gladstone Road West Gloucester Road Gordon Road Grantham Road Grosvenor Gardens Hamilton Road Hannington Grove Hannington Place Hannington Road Haviland Mews Haviland Road Haviland Road East Haviland Road West Hawkwood Road Hengist Road Knole Road Langton Road North Road Palmerston Road Portman Road Prior Close Randolph Road Shelley Close Shelley Gardens Shelley Gardens Shelley Road Shelley Road East Somerset Road South Road Tamworth Road The Crescent Victoria Court Walpole Lane Walpole Road Warwick Place Warwick Road Wickham Road Wilton Road Wolverton Road York Place	Whole length of road	20mph speed limit	30mph national speed limit	East Cliff & Springbourne Ward Boscombe East & Pokesdown Ward Littledown & lford Ward	58 responses received, 16 support, 37 objections, 5 general comment <u>Support</u> <ul style="list-style-type: none"> There are too many cars going too quickly, which makes it unsafe for my children to cycle to school. Agree with the speed limit reduction. Down to 20mph in these roads is brilliant as a lot of speeding cars. As a resident (and car driver, cyclist, pedestrian), I welcome 20mph speed limits on this and other roads in the scheme proposal. agree with this speed restriction. This area is dangerous to pedestrians and cyclists and previous interventions such as the Christchurch Road cycle lane are always blocked by parked cars. The area being considered is densely populated with families and older residents. It is also a busy area for traffic, often speeding and ignoring the traffic calming measures already installed. I agree with this speed restriction. This area is dangerous to pedestrians and cyclists and previous interventions such as the Christchurch Road cycle lane are always blocked by parked cars. <u>Object</u> <ul style="list-style-type: none"> Why money would be wasted on such a project that has already failed in the BCP area. Will increase journey times and traffic congestion. Lower speeds can sometimes increase emissions. Object to the 20mph limit on A roads, it is unnecessary and disproportionate. It is a waste of money. It will increase traffic fumes, congestion, and frustration. It will increase journey times and slow down buses. Lack of evidence for effectiveness. Limited evidence that simply lowering the limit without substantial enforcement and infrastructure changes leads to a meaningful reduction in accidents. There's no evidence 20mph limits improve air quality or congestion. Councillor Lawrence Williams has objected: I object to the portion of the A35 being reduced to 20 mph. There has already been speed mitigation put in place on the stretch from Kings Park gates to lford Roundabout millions were spent by Bournemouth Borough Council including the very expensive traffic lights at the junction with Holdenhurst Avenue, this is a waste of tax payers money and will achieve nothing <u>General comments</u> <ul style="list-style-type: none"> Need better signage to help enforce the new speed limits. Extend the 20mph limit to additional roads, such as Seabourne Road and Southbourne Grove. Support the 20mph limit with enforcement measures such as cameras and digital signs. Recommend implement 20mph limits only in specific areas, such as near schools and high-footfall pedestrian zones, rather than a blanket limit. Focus on better enforcement of existing speed limits, improved pedestrian crossings, and road safety education. fix potholes, improve road design, and address parking issues near junctions to enhance safety without reducing speed limits 	Implement as advertised. <ul style="list-style-type: none"> Local bus company support the scheme. The Safer Roads Fund provides capital specifically for improving road safety on priority routes, as identified by national collision data. Nationally, similar schemes funded through this grant have seen up to a 40% reduction in killed or seriously injured (KSI) casualties The proposed limits apply only to specific sections of A roads where there are higher risks due to pedestrian presence, schools, or a history of collisions. These locations are identified through casualty data and site assessments as suitable for reduced speed, in line with DfT Circular 01/2013 on Setting Local Speed Limits (revised March 2024). Studies show that 20mph limits have a minimal impact on journey times and can actually improve traffic flow by reducing stop-go driving pattern. Also that 20mph limits typically result in negligible changes in journey time, especially in residential and mixed-use areas (DfT TRL Report PPR243). The evidence on emissions suggests that smoother driving at 20mph reduces harsh acceleration and braking, which are key contributors to fuel use and emissions. The proposed 20mph limit along the A35 is part of a comprehensive road safety approach, designed to build on previous measures and maximize benefits for the community by reducing accidents in this high-risk area. While enforcement and infrastructure changes enhance the effectiveness of 20mph limits, studies throughout the UK have shown that even without these measures, lower speed limits can lead to reductions in accidents and casualties.

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Equality Impact Assessment: Conversation Screening Tool

<p>What is being reviewed?</p>	<p>Safer Roads Fund: Boscombe and Pokesdown 20mph</p> <p>The Department for Transport (DfT) in partnership with the Road Safety Foundation commissioned a nationwide study to identify roads with high casualty rates. In April 2023, following a successful bid for funding, the Council was allocated £1.89m of Safer Roads Fund grant by the DfT for road safety improvement works along the A35 between Iford roundabout and St Pauls roundabout.</p> <p>Between 2017 and 2021 there were 165 collisions along this route resulting in 187 casualties.</p> <p>Several highway safety improvements are being installed as part of the project and the speed reduction from 30 to 20mph is one of the proposals. The 20mph proposal extends the existing 20mph limit as per the following diagram:</p> 
<p>What changes are being made?</p>	<p>Reduction of the speed limit from 30mph to 20mph.</p>
<p>Service Unit:</p>	<p>Planning & Transport</p>
<p>Participants in the conversation:</p>	<p>Damian Lush – Road Safety Team Leader Claire Heaton – Senior Road Safety officer (Education) Richard Barnes – Senior Transport Planner</p>
<p>Conversation date/s:</p>	<p>April 2025</p>
<p>Do you know your current or potential client base? Who are the key stakeholders?</p>	<p>Residents, business owners and organisations on the statutory consultation list for Traffic Orders including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability and local bus companies.</p>

<p>Do different groups have different needs or experiences?</p>	<p>The reduction in speed limit should benefit all road users, those that live locally including families, visitors to the area, the young, persons walking and cycling, the elderly and those with mobility issues who use the shared cycleway/ footway.</p> <p>BCP Council is committed to comply with its commitment under Equality legislation and all staff employed within the Council are obliged to follow this commitment. These changes will follow BCP Council's Equality and Diversity Policy and commitment in order to ensure that everyone who uses BCP Council's information, facilities, and services, including those that are provided by others on our behalf, that the Council recognizes that people including all employees are treated fairly, and appropriate consideration is given to individuals who have protected characteristics. The legal duty is to:</p> <ul style="list-style-type: none"> • Eliminate (stop or prevent) unlawful discrimination • Advance (keep working to improve and promote) equality of opportunity • Foster (create and maintain) good relationships between people who have a protected characteristic and those who do not. <p>Disability The proposed changes impact all those using the highway. This includes any individuals with disabilities that could include physical or mental disabilities, learning difficulties, etc. Some individuals may be less able to cross a road because of the speed at which they can travel or the degree to which they can process risk and harm. Therefore, the reduction in speed limit will help these individuals.</p> <p>Socio-economic status In some more socially deprived areas, car ownership may be lower, and this may limit travel choices such that in these areas more people are likely to walk. In more deprived areas there could be a risk that in particular younger children are less likely to be accompanied on their journey to school by an adult although we are not aware of statistics to support that theory. The 20mph limit will make the journey to and from school for these children safer.</p> <p>People from all socio-economic status using sustainable modes of travel will benefit from the proposed speed limit reduction as it will provide them with a safer environment to travel in the area at all times of the day and night every day throughout the year.</p> <p>Gender There is likely to be an equal male – female split in the area and therefore both males and females will be impacted equally.</p> <p>Males of all ages are known to be at greater risk of injury on our roads and this includes pedestrians. Research into this suggests a range of factors however, regarding this specific scenario it is worth noting that this is because males have a greater propensity to take risk and/or may be less able to appreciate the implications of taking such risks.</p> <p>People of all genders will benefit from the proposed speed limit reduction.</p> <p>Age (young/old) Road users of all age groups will travel through this area. Therefore, all age groups are likely to benefit from the proposed speed limit reduction.</p>
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	<p>Other</p> <p>Pregnant women will travel through this area. Therefore, they will benefit from the proposed speed limit reduction.</p> <p>Race and Religion</p> <p>Parishioners visiting any religious establishment in this area, will benefit as it will provide them with a safer environment to use at all times of the day and night, every day throughout the year.</p>
Will this change affect any service users?	This will not negatively affect service units. The positive is that this creates a safer environment for all road users and pedestrians and cyclists using the cycleway/ footway.
What are the benefits or positive impacts of the change on current or potential users?	<p>A reduced speed limit will create a safe road environment for all road users.</p> <p>Reducing the speed limit to 20-mph, is a key factor in reducing the number and severity of collisions according to the Royal Society for the Prevention of Accidents - ROSPA. At 20-mph a pedestrian has a 97.5% chance of survival when struck by a vehicle. At 30-mph the chance of survival falls to 80%.</p> <p>Road traffic collisions disproportionately impact the more vulnerable in society – the very young (children), younger, elderly and disabled people. Women who are pregnant and people with young children are also more vulnerable. As an example - in BCP the 2021 Road Safety Report cites the 16-25 yr age group are the most likely to be involved in a Killed or Seriously Injured - KSI Accident, at 27% of all such accidents– yet they form 12% of the total BCP population.</p> <p>Vulnerable Road Users are both more likely to be involved in a collision and also more likely to be hurt more seriously and take longer to recover. Where the speed limit is reduced in an area prone to collisions a positive impact will result for those more vulnerable to collisions. As some evidence suggests, people - especially children who live in more deprived areas are more prone to being involved in a road traffic collision. Where a scheme is implemented in areas of higher social deprivation, benefits are likely to be greater due to a higher collision rates. This is a positive for such areas and their residents.</p> <p>A reduced speed limit will encourage more sustainable travel which will help improve air quality</p>
What are the negative impacts of the change on current or potential users?	Some persons have cited that journey times will be longer and that there could be re-routing through non-20mph areas. However, where the 20mph speed limits have been introduced in other areas of BCP this has not been found to materialise. There are no known negative impacts.
Will the change affect employees?	No.
Will the change affect	Yes. It will provide a safer environment for residents and visitors to the area plus businesses, schools and religious establishments at all times of the day and night.

the wider community?	
What mitigating actions are planned or already in place for those negatively affected by this change?	Reducing the speed limit may result in a minor increase in journey times. This could be offset by encouraging more people to use sustainable transport thus reducing existing congestion in the area.
Summary of Equality Implications:	<p>In summary, the 20mph proposal will ensure that all road users will benefit from an increased level of road safety resulting from the reduction in speed limit. Lower traffic speeds are expected to make people feel safer when walking and wheeling, thereby encouraging more people to do so for local journeys.</p> <p>The proposal falls in line with BCP Council's targets for carbon reduction and improving facilities for encouraging people to use more sustainable modes of transport.</p>

Form Version 1.2

Appendix D - Safer Roads Fund

Traffic Regulation Order Consultation Summary and
Recommendations for: 20mph Zone extension presentation

Safer Roads Fund

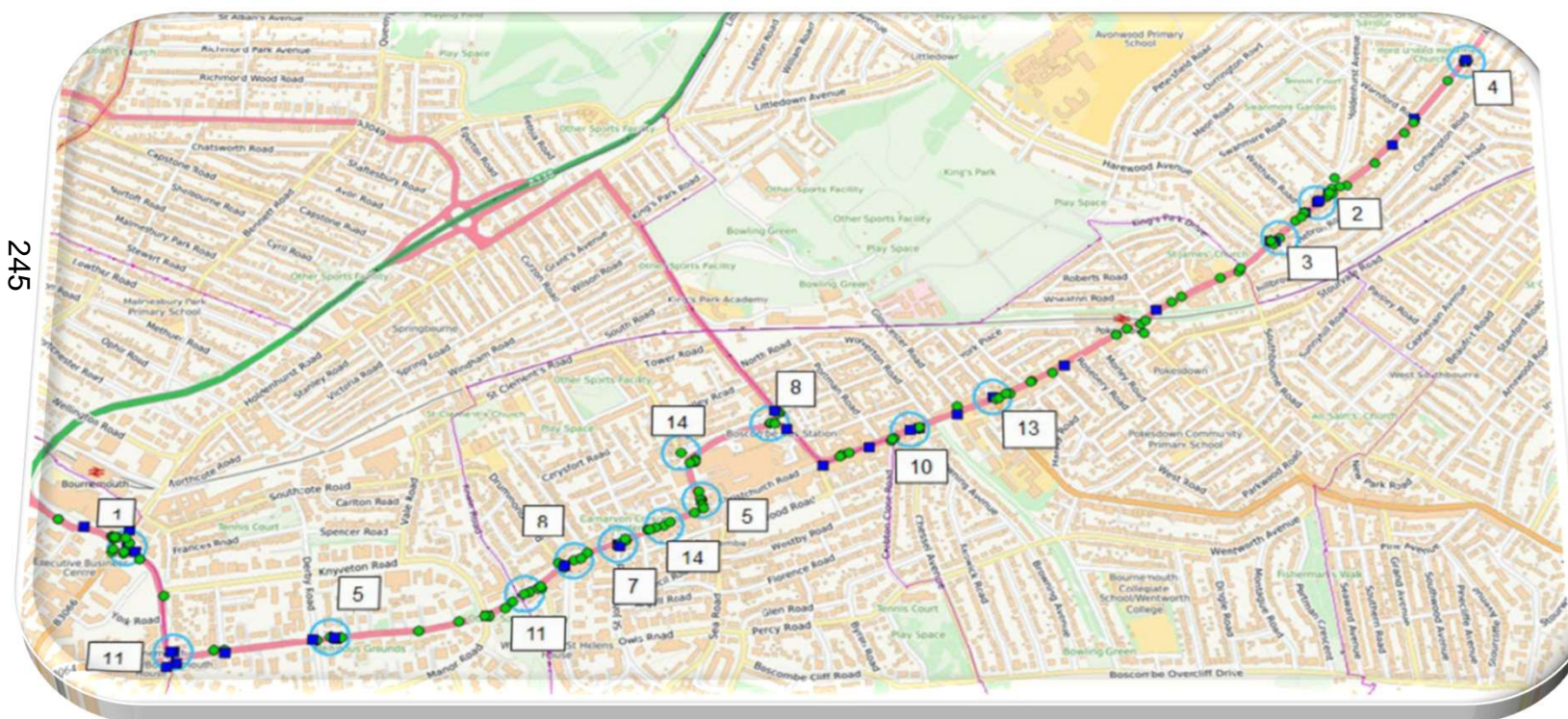
244 TRO for 20mph Zone Extension

Agenda

- Project Overview
- Previous Project Engagement
- Traffic Regulation Order Consultation
- Summary

Project Overview

In April 2023, the Council was awarded £1.89million of SRF grant by the Department for Transport (DfT) for road safety improvement works along the A35, between Iford roundabout and St Pauls roundabout.



This map indicates the collision analysis used by the DfT to support road safety investment in this section of the A35.

Analysis from 2017 to 2021

165 collisions, resulting in 187 casualties. Of which, 46 Serious and 141 slight

Note: This analysis excludes collisions that occurred on St Pauls and Iford Roundabouts at either end of the route

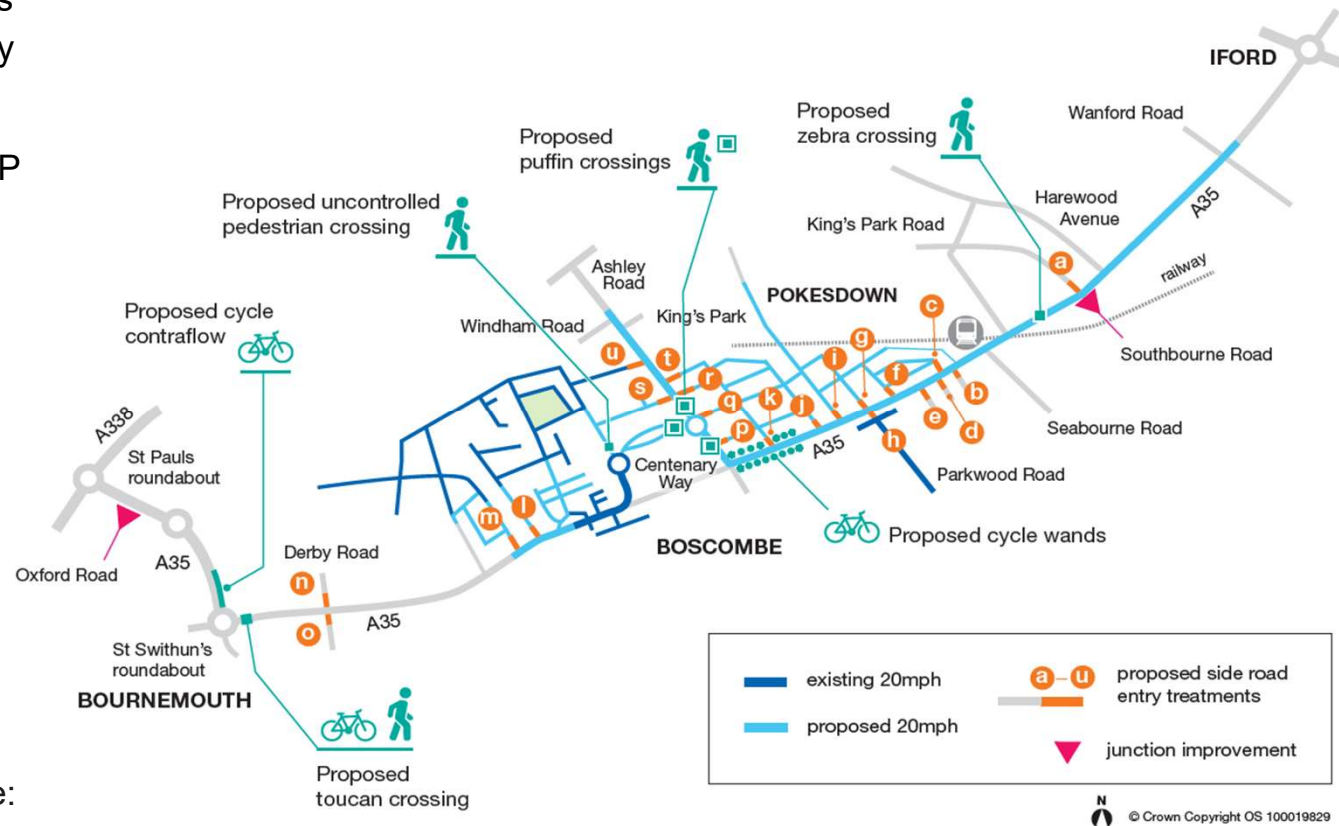
Previous Engagement

Several highway safety proposals were developed as part of the bid process and advanced to the feasibility design stage.

Initial engagement was conducted internally with BCP officers and councillors to agree on the scheme objectives and processes. Further engagement was held with Portfolio Holders (PFHs) and Ward Councillors regarding the feasibility proposals for consultation.

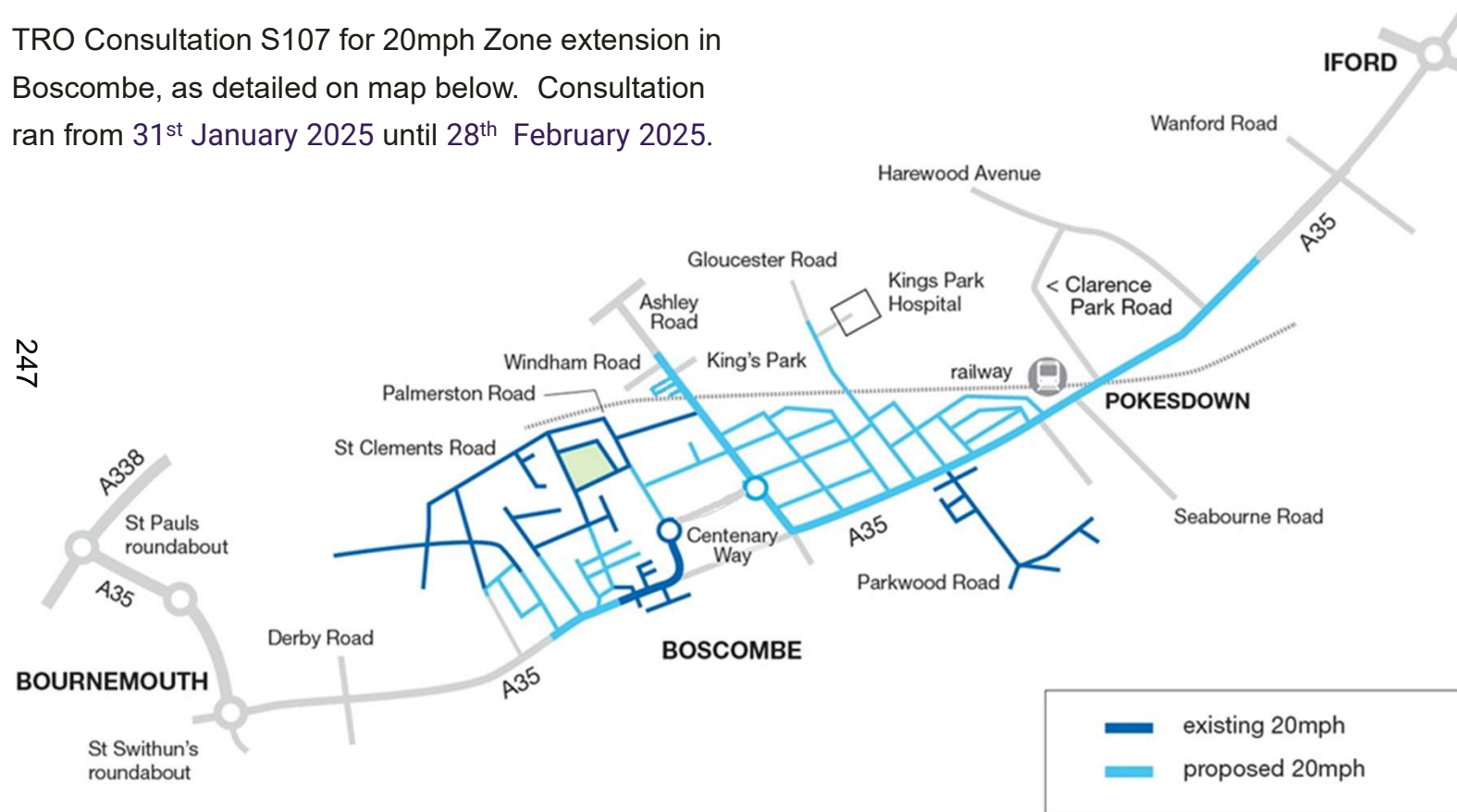
The initial public consultation on the proposals was open from 22 March 2024 until 23 April 2024. The results and recommendations have been presented to PFHs and Ward Councillors for their consideration.

Results and recommendations agreed from this engagement are published on have your say website: haveyoursay.bcpccouncil.gov.uk/saferroads



Traffic Regulation Order Consultation

TRO Consultation S107 for 20mph Zone extension in Boscombe, as detailed on map below. Consultation ran from 31st January 2025 until 28th February 2025.



TRO proposal to reduce the existing speed limit from 30mph to 20mph on the following roads:

A35 Christchurch Road from 444 Christchurch Road to existing 20mph Zone. And from 661 to 1162 Christchurch Road.

A3049 Ashley Road from north of the junction with Heathcote Road to north of the junction with Windam Road.

Traffic Regulation Order Consultation

Side roads included within the proposed 20mph zone are:

Aylesbury Road	Gordon Road	Haviland Road Mews	Shelley Close	Walpole Lane
Boscombe Grove Road	Grosvenor Gardens	Haviland Road	Shelley Gardens	Warwick Place
Donoughmore Road	Gladstone Mews	Hawkwood Road	Shelley Road East	Warwick Road
Gladstone Road	Hannington Road	Langton Road	Shelley Road	Wickham Road
Gladstone Road East	Hannington Grove	North Road	Somerset Road	Wilton Road
Grantham Road	Hannington Place	Portman Road	South Road	Wolverton Road
Gladstone Road West	Haviland Road East	Prior Close	Tamworth Road	York Place
Gloucester Road	Haviland Road West	Randolph Road	Victoria Court	

Side roads with existing 20mph sections to be extended within the proposed 20mph zone are:

Drummond Road	Knole Road	The Crescent	Hengist Road	Hamilton Road
Palmerston Road	Walpole Road			

Traffic Regulation Order Consultation

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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
 Bournemouth, Christchurch and Poole Council
 (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023
 (Amendment No. xx)
 Order 202x

PROPOSALS
 Bournemouth, Christchurch and Poole Council proposes to make traffic regulations to control speed with the effects detailed in the Schedule to this Notice

SUPPORTING INFORMATION
 From 07 February 2025 a copy of this Notice, copies of plans illustrating the proposals, copies of the Draft Orders, the Statutory Reasons for the proposals and copies of the Orders being amended may be inspected online at: haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations and at the Customer Services Centre, St Stephen's Road, Bournemouth, BH2 6EB (by appointment only Monday to Friday 10am to 4pm).

REPRESENTATIONS
 If you wish to make representations in support of, or in objection to, the proposals please do so online at haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations. Alternatively, you may send them in writing, quoting reference **S107** specifying the grounds of any objection to: Traffic Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY to arrive by 28 February 2025. Please take note that all representations received will be available for public inspection.

W Lane, Director: Planning and Transport

SCHEDULES
 Bournemouth, Christchurch and Poole Council
 (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023
 (Amendment No. xx) Order 202x

	Road Name(s)	Proposed Restriction	Location/Description
48.	Christchurch Road, BH1 4AY	20mph speed limit	From outside No. 444 Christchurch Road to existing 20mph Zone
49.	Ashley Road, BH1 4LL	20mph speed limit	From north of the junction with Heathcote Road to north of the junction with Windham Road
50.	Christchurch Road, BH7 6DY	20mph speed limit	From outside No. 1162 heading west to its junction with Heathcote Road

Engagement Methodology

- Notices were mounted on existing lighting columns within the proposal area highlighting the consultation.
- An advert was placed in the Bournemouth Echo.
- The proposal was detailed on the BCP Have your say website for Highway consultations. [Safer Roads Fund 20mph S107 P114 | Have Your Say Bournemouth, Christchurch and Poole](https://haveyoursay.bcpccouncil.gov.uk/hub-page/highway-consultations)

TRO Consultation Responses



Response

A total of 56 responses were received to the TRO consultation for extending the 20mph speed limit, of these 16 support the proposal, 37 object to the proposal and general comments.

Public comments of support include:

- “There are too many cars going too quickly, which makes it unsafe for my children to cycle to school.”
- “Agree with the speed limit reduction.”
- “Down to 20mph in these roads is brilliant as a lot of speeding cars.”
- “As a resident (and car driver, cyclist, pedestrian), I welcome 20mph speed limits on this and other roads in the scheme proposal.”
- “Agree with this speed restriction. This area is dangerous to pedestrians and cyclists and previous interventions such as the Christchurch Road cycle lane are always blocked by parked cars.”
- “The area being considered is densely populated with families and older residents. It is also a busy area for traffic, often speeding and ignoring the traffic calming measures already installed.”
- “I agree with this speed restriction. This area is dangerous to pedestrians and cyclists and previous interventions such as the Christchurch Road cycle lane are always blocked by parked cars.”

TRO Consultation Responses



Comments received and Officer responses

“Why money would be wasted on such a project that has already failed in the BCP area.”

Response:

The Safer Roads Fund provides capital specifically for improving road safety on priority routes, as identified by national collision data. While earlier schemes in BCP have had varying outcomes, they have contributed valuable lessons and infrastructure. Nationally, similar schemes funded through this grant have seen **up to a 40% reduction in killed or seriously injured (KSI) casualties** ([DfT Evaluation of Safer Roads Fund, 2022](#)).

25
151 *“Will increase journey times and traffic congestion.”*

Response:

Evidence suggests that 20mph limits have a minimal impact on journey times and can actually improve traffic flow by reducing stop-go driving pattern. In urban areas, typical average speeds are often already below 25mph due to traffic signals, pedestrian crossings, and junctions. Studies show that 20mph limits typically result in **negligible changes in journey time**, especially in residential and mixed-use areas ([DfT TRL Report PPR243](#)).

“Lower speeds can sometimes increase emissions.”

Response:

The evidence on emissions is mixed but suggests that **smoother driving at 20mph reduces harsh acceleration and braking**, which are key contributors to fuel use and emissions. A 2023 review by Imperial College London found **no significant increase in emissions** from vehicles complying with 20mph in steady-flow conditions ([Imperial College – 20mph Review, 2023](#)).

TRO Consultation Responses



“Object to 20mph on A roads – unnecessary and disproportionate.”

Response:

The proposed limits apply only to **specific sections of A roads** where there are higher risks due to pedestrian presence, schools, or a history of collisions. These locations are identified through casualty data and site assessments as suitable for reduced speed, in line with **DfT Circular 01/2013 on Setting Local Speed Limits** (revised March 2024).

“It’s a waste of money.”

Response:

This scheme is funded through a national capital grant (Safer Roads Fund) and is not drawn from local council revenue. The aim is to reduce risk on roads with the highest harm rates. The cost of road traffic casualties to the economy is estimated at £36 billion annually ([DfT, Reported Road Casualties Great Britain, 2022](#)) — Investing in road safety through the Safer Roads Fund has proven benefits, including reducing accidents and fatalities, which ultimately saves costs related to emergency services, healthcare, and societal impacts.

“ It will increase traffic fumes, congestion, and frustration.”

Response:

Research shows that 20mph limits can reduce emissions by promoting smoother driving and reducing the need for frequent acceleration and braking. Evidence also suggests that it can improve driver behaviour and encourage walking and cycling — all of which contribute to reducing overall emissions and improving the urban environment .

TRO Consultation Responses



“It will increase journey times and slow down buses.”

Response:

Bus services often operate at **average speeds of 10–15mph in urban areas**. A uniform 20mph limit can smooth traffic flow and **reduce variability**, improving reliability and helping passengers feel safer when accessing and using public transport ([Transport for London, 2021](#)).

“Lack of evidence for effectiveness.”

Response:

Multiple studies, including the DfT’s 2018 evaluation of 20mph limits, found that while speed reductions may be modest, there is **a consistent reduction in casualties** and an **increase in public perception of safety**, especially for children and vulnerable road users ([DfT 20mph Research Study, 2018](#)).

“ Limited evidence that limits alone reduce accidents without enforcement or infrastructure.”

Response:

While enforcement and infrastructure changes enhance the effectiveness of 20mph limits, [studies](#) throughout the UK have shown that even without these measures, lower speed limits can lead to reductions in accidents and casualties, such as:

- [Scottish Trial](#): A trial in Scotland at 78 sites found that 20mph speed limits led to reductions in speed and casualties, with killed and serious injuries declining from 20% to 14%.
- Research by University of Westminster on injury risk on London’s found that the introduction of 20mph limits (alone) is linked to 21% lower injury odds for people who are cycling compared to 30mph roads.

TRO Consultation Responses



“There’s no evidence that 20mph improves air quality or congestion.”

Response:

While air quality improvements depend on multiple factors, 20mph zones can encourage walking, cycling, and safer driving — which in turn reduce car dependency and support **local air quality strategies**. The **Welsh Government and Bristol City Council** both found localised air quality improvements linked to reduced vehicle activity and speed ([Welsh 20mph Evaluation, 2023](#), [Bristol 20mph Impact Report](#)).

Objection by Councillor Lawrence Williams: *“I object to the portion of the A35 being reduced to 20 mph. There has already been speed mitigation put in place on the stretch from Kings Park gates to Iford Roundabout millions were spent by Bournemouth Borough Council including the very expensive traffic lights at the junction with Holdenhurst Avenue, this is a waste of taxpayer's money and will achieve nothing.”*

Response:

The A35 has previously benefited from cycle and pedestrian interventions along some segments of the route. The proposed 20mph limit is part of a comprehensive road safety approach, designed to build on previous measures and maximize benefits for the community by reducing accidents in this high-risk area. Furthermore, the proposed limit was included in the Department for Transport (DfT) bid process for the Safer Roads Fund, ensuring a thorough cost-benefit analysis and maximizing the impact of investments for the community.

TRO Consultation Responses

General Comments Include:

- “Need better signage to help enforce the new speed limits.”
- “Extend the 20mph limit to additional roads, such as Seabourne Road and Southbourne Grove.”
- “Support the 20mph limit with enforcement measures such as cameras and digital signs.”
- “Recommend implement 20mph limits only in specific areas, such as near schools and high-footfall pedestrian zones, rather than a blanket limit.”
- “Focus on better enforcement of existing speed limits, improved pedestrian crossings, and road safety education.”
- “Fix potholes, improve road design, and address parking issues near junctions to enhance safety without reducing speed limits.”

Summary



Funded by a National Grant (Safer Roads Fund)

- The scheme is funded by the Department for Transport's Safer Roads Fund, a ring-fenced capital grant awarded to address the high casualty rates.

Evidence-Based Safety Need

- The A35 corridor recorded 165 collisions and 187 casualties (2017–2021), with 46 serious injuries.

Consultation Insights

- 28% of consultation responses supported the proposal, with strong public support in areas with schools, shops, and residential housing.
- Objections noted are opposed by evidence showing that 20mph limits improve safety, reduce collisions, and don't reduce traffic flow.
- Supportive comments highlighted key safety concerns from residents; some comments included calls for stronger enforcement.
- Some objections reflect concerns about change or perceived inconvenience, road safety schemes should be guided by evidence, not vote count

Proven Effectiveness of 20mph Limits

- National and international studies show that 20mph limits reduce the number and severity of road traffic casualties.
- The DfT's own evaluation of Safer Roads Fund schemes found up to a 40% reduction in killed or seriously injured (KSI) casualties.

Supports Active and Sustainable Travel

- Lower speeds create a safer, more attractive environment for walking and cycling, particularly for children, older adults, and less confident road users.
- Encourages healthier, low-carbon modes of transport in line with BCP's Climate Action and Local Transport Plans.

CABINET FORWARD PLAN – 1 JUNE 2025 TO 30 SEPTEMBER 2025

(PUBLICATION DATE – 10 June 2025)



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 Air Festival	This report provides an update on the progress of the agreed options from the report presented to Cabinet on 2 October 2024, to seek external support to deliver and fund an Air Festival from 2026 onwards and recommends a way forward in relation to the future delivery of the Air Festival.	Yes	Cabinet 18 Jun 2025	All Wards			Amanda Barrie, Helen Wildman	Open
Corporate Performance Report - Q4	Progress update on performance against key measures in the Corporate Strategy.	No	Cabinet 18 Jun 2025	All Wards	n/a	n/a	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)?
Bournemouth Development Company - Winter Gardens project	To provide Cabinet with an assessment of the options for funding the pre-construction work on a new Winter Gardens development project through the Bournemouth Development Company joint venture.	Yes	Overview and Scrutiny Board 9 Jun 2025 Cabinet 18 Jun 2025 Council 22 Jul 2025	Bournemouth Central	s151 Officer Cabinet Member for Finance BCP members of BDC board		Rob Dunford, Amena Matin	Open
Our Place and Environment: Bus Service Improvement Plan (BSIP) – Pokesdown and Southbourne	To inform Councillors of the outputs of public consultation regarding proposed measures to improve journey times on public transport through Pokesdown and Southbourne. Cabinet decision required following advertisement of Traffic Regulation Orders.	No	Transportation Advisory Group 7 May 2025 Cabinet 18 Jun 2025	Boscombe East & Pokesdown; West Southbourne			John McVey, Richard Pincroft	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)?
Our Place and Environment: Safer Roads Fund – 20mph Boscombe and Pokesdown	Present Traffic Regulation Order (TRO) consultation outputs for proposed 20mph speed limits in Boscombe and Pokesdown as part of Safer Roads Fund Programme. For decision.	No	Transportation Advisory Group 7 May 2025 Cabinet 18 Jun 2025	Boscombe East & Pokesdown; Boscombe West; Bournemouth Central; East Cliff & Springbourne; Littledown & Iford			Richard Pincroft	Open
Financial Outturn 2024/25	To provide the outturn information 2024/25	No	Cabinet 16 Jul 2025 Council 14 Oct 2025	All Wards	CMB	n/a	Nicola Webb	Open
Poole Civic Centre - Soft Market Testing	To consider Poole Civic Centre - Soft Market Testing	No	Cabinet 16 Jul 2025	Poole Town			Sarah Culwick	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)?
Roeshot Hill land disposal	To consider the disposal of land at Roeshot Hill	No	Cabinet 16 Jul 2025 Council 22 Jul 2025				Adam Richens	Open
Pay and Reward	Provide project update and decision on implementation costs	No	Cabinet 16 Jul 2025 Council 22 Jul 2025	All Wards			Liz Bowman	Open
BCP Homes Tenant Satisfaction Measures and Housing Regulatory Compliance Update	To ensure that Cabinet has assurance that the outcomes of the Regulatory Consumer Standards are being delivered.	No	Cabinet 16 Jul 2025	All Wards			Kelly Deane	Open

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Cross-Pavement Electric Vehicle (EV) Charging Trial	To establish a trial of cross-pavement gully charging of privately owned EVs in residential areas without off-street parking. To support the take up of electric vehicles.	No	Cabinet 16 Jul 2025	All Wards			John McVey	Open
Transport CIL 2025/26 to 2027/28 – Port of Poole Bridges Programme	To secure approval for the allocation of the £6m of CIL to Transport to the 'Port of Poole Bridges Programme' and allow commencement of delivery.	Yes	Cabinet 16 Jul 2025 Council 22 Jul 2025	Hamworthy; Poole Town	Portfolio Holder for Climate Response, Environment and Energy	None	Rhys Bright Matti Raudsepp	Open
Designation of Neighbourhood Forum and Area	Cabinet to assess options, considering feedback from the consultation, and take the decision on the most appropriate forum and area to be formally designated.	No	Cabinet 16 Jul 2025	Bournemouth Central; East Cliff & Springbourne	Planning and Transport, Legal		Rebecca Landman	Open

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Nitrogen Mitigation for Poole Harbour Land Purchase	To consider contribution towards a land purchase to be used for nitrogen mitigation for Poole Harbour.	Yes	Cabinet 16 Jul 2025	Alderney & Bourne Valley; Bearwood & Merley; Broadstone; Canford Cliffs; Canford Heath; Creekmoor; Hamworthy; Newtown & Heatherlands; Oakdale; Parkstone; Penn Hill; Poole Town; Talbot & Branksome Woods			Caroline Peach	Fully exempt

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Nitrogen Mitigation for Poole Harbour Supplementary Planning Document	To consider an updated strategy for the management of nutrient mitigation.	Yes	Cabinet 16 Jul 2025	Alderney & Bourne Valley; Bearwood & Merley; Broadstone; Canford Cliffs; Canford Heath; Creekmoor; Hamworthy; Newtown & Heatherlands; Oakdale; Parkstone; Penn Hill; Poole Town; Talbot & Branksome Woods			Caroline Peach	Open

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Local Area Energy Plan	To present the Bournemouth, Christchurch and Poole Local Area Energy Plan for approval by Cabinet	No	Environment and Place Overview and Scrutiny Committee 9 Jul 2025 Cabinet 16 Jul 2025	All Wards			Neil Short	Open
Poole Museum Update	To update Cabinet on the progress of Poole Museum and transition to next stage.	No	Cabinet 16 Jul 2025	Poole Town			Jaine Fitzpatrick	Open

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Adult Social Care Fulfilled Lives Transformation Programme	<p>In July 2024, BCP Cabinet and Full Council agreed:</p> <p>1. To support the business case for a new Adult Social Care (ASC) transformation delivery model to improve outcomes for residents and to achieve financial efficiencies and savings.</p> <p>2. Establishment of a formal Adult Social Care four-year transformation programme called Fulfilled Lives, approving in principle a total investment of up to £2.9m across the first three years.</p> <p>3. The release of an initial £1.79m was approved for the first year of the programme to facilitate mobilisation, completion of the design and scope stage, and to commence the delivery phase from January 2025.</p> <p>4. The Health and Adult Social Care Overview and Scrutiny Committee would provide regular scrutiny of progress towards benefits and sustainable change.</p> <p>The programme entered its delivery phase in January 2025 and is making good progress towards implementing the necessary changes to achieve the anticipated benefits, and savings of £3.5m recurring by year four.</p> <p>This report provides an update on progress with recommendations for investment in the next phase of the programme.</p>	No	Cabinet 16 Jul 2025	All Wards			Betty Butlin	Open

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SEND Budget Pressures	To better assess the impact on children, young people and families of any potential budget overspend in the SEND service budget	No	Children's Services Overview and Scrutiny Committee 10 Jun 2025 Cabinet 16 Jul 2025	All Wards			Kerrie Ainley, Tanya England, Rachel Gravett, Cathi Hadley, Lisa Linscott, Shirley McGillick	Open
Corporate Performance Report - Q1	Progress update on performance against key measures in the Corporate Strategy.	No	Cabinet 3 Sep 2025	All Wards	n/a	n/a	Isla Reynolds	Open
Investment & Development Directorate - Regeneration Programme	To provide a bi-annual update on the progress of the Council's regeneration programme	No	Overview and Scrutiny Board 26 Aug 2025 Cabinet 3 Sep 2025	All Wards			Amena Matin, Jonathan Thornton	Open

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BCP Council Domestic Abuse Strategies	To gain agreement by Cabinet to publish the Prevention of Domestic Abuse Strategy, Safe Accommodation Strategy and the Perpetrator Strategy including delivery plans.	Yes	Cabinet 3 Sep 2025	All Wards	People with lived experience, Health, Social Care, Police, third sector specialist organisations, Local Providers have all been consulted prior to the Public consultation.	Public consultation 09-03-25 to 28-04-25 O&S Safe Accommodation Working Group.	m	Open
BCP Council Libraries – Proposed Library Strategy	To present the key elements of the new draft Library Strategy ahead of a second stage consultation process.	Yes	Overview and Scrutiny Board 26 Aug 2025 Cabinet 3 Sep 2025	All Wards			Lynda Anderson, Matti Raudsepp	Open

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Community Governance Review - Final Recommendations	To consider the proposals of the Task and Finish Group and to recommend to Council the final recommendations for the review of community governance for Bournemouth, Christchurch and Poole	Yes	Cabinet 1 Oct 2025 Council 14 Oct 2025	All Wards	Existing parish and town councils, local representatives, local community and residents' groups, residents within the areas proposed for any new local councils	This is defined as stage 3 of the process and will include a 12 week consultation period for any interested party to respond using both online and paper forms.	Janie Berry, Richard Jones	Open
BCP Homes Annual Complaints Performance and Service Improvement Report	To provide an overview of complaint handling performance, lessons learned and compliance against the Housing Ombudsman Complaint Handling Code.	No	Cabinet 1 Oct 2025	All Wards	BCP Homes residents will have been provided with regular information on complaint handling performance through published information and resident panels.		Seamus Doran	Open

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Poole Bay, Poole Harbour & Wareham FCERM Strategy Review	To seek cabinet approval to commence the project delivery and delegate authority to Director level for project delivery to the point we can bring an updated Strategy to cabinet for approval and adoption	Yes	Cabinet 29 Oct 2025	Boscombe East & Pokesdown; Boscombe West; Bournemouth Central; Canford Cliffs; Creekmoor; East Cliff & Springbourne; East Southbourne & Tuckton; Hamworthy; Oakdale; Parkstone; Penn Hill; Poole Town; West Southbourne; Westbourne & West Cliff			Alan Frampton	Open

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Local Transport Plan 4 (LTP4)	To present outputs from Local Transport Plan 4 (LTP4) consultation and to present proposed LTP4 Policy Document complete with Implementation Plan for approval/adoption.	Yes	Overview and Scrutiny Board 17 Nov 2025 Cabinet 26 Nov 2025 Council 9 Dec 2025	All Wards	Residents (BCP and neighbouring authorities), partners, organisations and businesses that operate/exist in BCP area and are impacted by transport.	Exact dates tbc, but 6 to 8 week public consultation required, note: LTP4 engagement was facilitated in Spring 2024.	Wendy Lane, Richard Pincroft	Open
Corporate Performance Report - Q2	Progress update on performance against key measures in the Corporate Strategy.	No	Cabinet 26 Nov 2025	All Wards	n/a	n/a	Isla Reynolds	Open

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Waste Strategy for Bournemouth, Christchurch and Poole	To approve the ambitions, principles and a delivery framework to manage waste produced from homes and businesses across Bournemouth, Christchurch and Poole for the next 10 years.	Yes	Environment and Place Overview and Scrutiny Committee 19 Nov 2025 Cabinet 26 Nov 2025 Council 9 Dec 2025	All Wards	Residents, businesses, special interest groups,		Georgina Fry	Open

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Bus Subsidy Review	To consider the outcome of a full network review of the council's subsidised local bus services and to recommend changes to Council to support budget setting for 2026/27 as well as informing the Medium Term Financial Plan.	Yes	Cabinet 17 Dec 2025 Council 24 Feb 2026	All Wards	Bus Passengers Bus Passenger Representative Organisations (including groups representing older people and people with disabilities) Schools Bus Operators Neighbouring authorities	Public consultation 16 June to 27 July 2025. On-line plus on-bus paper surveys.	John McVey, Richard Pincroft	Open
Corporate Performance Report - Q3	Progress update on performance against key measures in the Corporate Strategy.	No	Cabinet 4 Mar 2026	All Wards	n/a	n/a	Isla Reynolds	Open

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Junction Road Development	To seek approval to develop a section of green space and garage area to provide 4 new affordable rent homes as part of BCP Homes housing stock	Yes	Cabinet Council Dates to be confirmed	Hamworthy			Jonathan Thornton	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
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

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