

Notice of Transportation Advisory Group

Date: Wednesday, 25 February 2026 at 1.30 pm

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



Membership:

Chairman:

Cllr S Bull

Vice Chairman:

Cllr S McCormack

Cllr J Bagwell
Cllr P Canavan
Cllr D Farr

Cllr L Northover
Cllr Dr F Rice
Cllr T Trent

Cllr A Hadley

All Members of the Transportation Advisory Group 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.bcp council.gov.uk/ieListDocuments.aspx?MId=6235>

If you would like any further information on the items to be considered at the meeting please contact: or email democratic.services@bcp council.gov.uk

Press enquiries should be directed to the Press Office: Tel: 01202 454668 or email press.office@bcp council.gov.uk

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

AIDAN DUNN
CHIEF EXECUTIVE

Date Not Specified

DEBATE
NOT HATE



Available online and
on the Mod.gov app

Icons for the Mod.gov app, including a smartphone, a laptop, and a tablet.

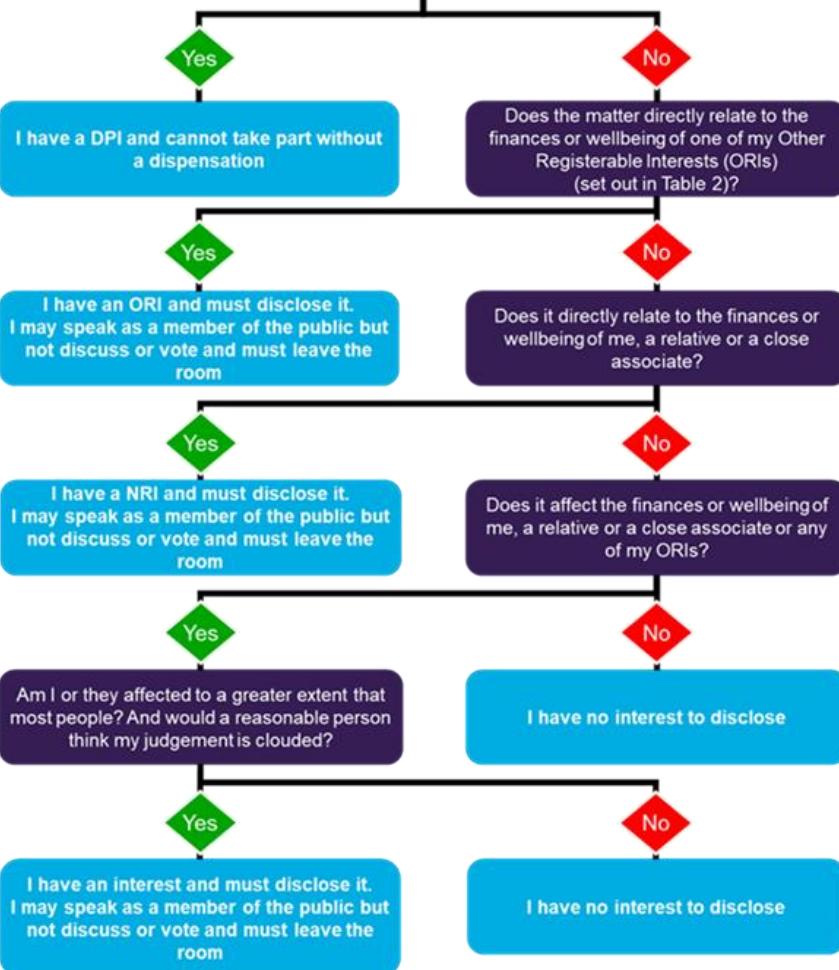
Maintaining and promoting high standards of conduct

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

Does the matter directly relate to one of my Disclosable Pecuniary Interests (DPIs) (set out in Table 1)?



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

Selflessness

Councillors should act solely in terms of the public interest

Integrity

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

Objectivity

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

Accountability

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

Openness

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

Honesty & Integrity

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

Leadership

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

AGENDA

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

1. Apologies

To receive any apologies for absence from Councillors.

2. Substitute Members

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

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

3. 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.

4. Confirmation of Minutes

1 - 8

To confirm and sign as a correct record the minutes of the Meeting held on 7 May 2025.

5. 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.bcp council.gov.uk/iListMeetings.aspx?CommitteeID=151&Info=1&bcr=1>

The deadline for the submission of public questions is midday Thursday 19 February 3 clear working days before the meeting.

The deadline for the submission of a statement is midday Tuesday 24 February the working day before the meeting.

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

ITEMS OF BUSINESS

6. Our Place and Environment: Traffic Regulation Order (TRO) for 20mph Neighbourhood Winton-Moordown (S112)

9 - 104

This report considers the outcome of the statutory public consultation for the proposed Traffic Regulation Order (TRO) which is required to

implement the proposed 20mph Winton / Moordown Neighbourhood as consulted upon in Spring 2025.

The aim is to improve safety for all road users by reducing the number of collisions within the proposed area thereby creating a safer environment, the proposal should also encourage more sustainable travel.

The report recommends full consideration of the consultation outputs and recommends implementation of the advertised speed limit changes.

7. Our Place and Environment: Local Transport Consolidated Fund Programme 2026/27

105 - 126

The Department for Transport (DfT) has set out details of the new Local Transport Consolidated Funding settlement for Local Transport Authorities (LTAs) and confirmed funding allocations for the next Spending Review period (2026/27 to 2028/29 for revenue funding and 2026/27 to 2029/30 for capital funding).

The new settlement grant conditions require the council by the 20 March 2026 to submit Local Transport Delivery Plans (LTDP) setting out the planned 2026/27 investment of the funding and an indicative programme for the future year allocations covering the period 2027/28 to 2029/30.

The council then has until the 18 September 2026 to provide greater detail on the proposed 2027/28 to 2029/30 indicative programme.

This report sets out the recommended 2026/27 programme (refer to Appendix A) for consideration and seeks approval and delegation to deliver it and to submit indicative programmes into the future to ensure compliance with the new grant conditions.

Note 1: the recommended 2027/28 programme and future year programmes thereafter shall still be brought to Council for approval annually. In the instance of the 2027/28 programme that shall be in February/March 2027.

Note 2: this report should be read in conjunction with the Active Travel Fund (ATF) and Local Authority Bus Grant (LABG) Cabinet reports.

8. Our Place and Environment: Active Travel Funding 2026/27

127 - 142

Active Travel England, the government's executive agency responsible for walking, wheeling and cycling in England, published its Active Travel Capability Ratings in December 2025. BCP Council was uprated from a Level 2 authority to a Level 3 authority.

The council is one of only 11 local authorities in the country to achieve level 3, and one of only 5 that isn't part of a large, combined authority or city region.

The increased grading has resulted in the council being allocated a larger Active Travel settlement. The council has been allocated £2,249,725 of capital funding for walking, wheeling and cycling infrastructure, per year up to and including 2029/30. Alongside this, a revenue allocation of £705,869 per year up to and including 2028/29. This represents a significant increase from the 2025/26 allocations of £1,128,857 (capital) and £330,685 (revenue).

This report recommends how the grant award should be invested and seeks delegated authority to facilitate the delivery. The recommended proposals are aligned with the Local Cycling and Walking Infrastructure Plan (LCWIP) approved by Council in May 2022.

This report should be read in conjunction with the Local Transport Consolidated Funding Programme 2026/27 Cabinet report.

9. Our Place and Environment: Local Authority Bus Grant (LABG) 2026/27

143 - 154

The council has been awarded £5.64m Local Authority Bus Grant (LABG) by the Department for Transport (DfT) for 2026/27 to continue delivery of the Bus Service Improvement Plan (BSIP).

The purpose of this paper is to seek council approval to accept and invest the grant, which is a combination of both capital and revenue funding.

A proportion of the revenue element of the grant has been allocated to support a revised subsidised bus service network in accordance with the 4 February 2026 Subsidised Bus Services Review Cabinet report.

Note: this report should be read in conjunction with the Local Transport Consolidated Funding Programme 2026/27 Cabinet report.

10. Our Place and Environment: BCP Council Lane Rental Scheme

155 - 278

The council has consulted on the potential establishment of a BCP Lane Rental Scheme (LRS) which would enable the council to charge up to £2,500 per day for works on the busiest roads at the busiest times.

This report presents the outputs of the consultation and seeks approval to apply to the Secretary of State for Transport to establish a BCP Lane Rental Scheme.

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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Agenda Item 4

- 1 -

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL TRANSPORTATION ADVISORY GROUP

Minutes of the Meeting held on 07 May 2025 at 2.30 pm

Present:-

Cllr S Bull – Chairman

Cllr S McCormack – Vice-Chairman

Present: Cllr P Canavan, Cllr D Farr, Cllr Dr F Rice and Cllr T Trent

1. Apologies

There were no apologies received for this meeting.

2. Declarations of Interest

There were no declarations of interest made on this occasion.

3. Minutes of Previous Meeting

In relation to Item 8 the following amendment was made:

The Head of Transport and Sustainable Travel advised that there had been a recent announcement regarding active travel funding called the Consolidated Active Travel Fund. The council had been indicatively allocated £1.459million which would come to a future meeting of TAG on route to Cabinet with timescales to be confirmed.

4. Public Issues

The Group was advised that there had been no public questions or statements received on this occasion.

5. Election of Chair

Nominations were sought for the election of Chair. A nomination was received and seconded for Councillor S Bull. No further nominations were received.

RESOLVED that Councillor S Bull be elected as Chair of the Transportation Advisory Group for the 2025/26 Municipal Year.

6. Election of Vice Chair

The Chair sought nominations were sought for the election of Vice Chair. A nomination was received and seconded for Councillor S McCormack. No further nominations were received.

RESOLVED that Councillor S McCormack be elected as Vice Chair of the Transportation Advisory Group for the 2025/26 Municipal Year.

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

The Head of Transport and Sustainable Travel welcomed the Senior Engineer to present a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

The Transportation Advisory Group (TAG) was advised of the report and recommendations being submitted to Cabinet at their meeting on 13 May 2025.

The Council had been allocated £1.459m Consolidated Active Travel Fund (CATF) from Active Travel England (ATE). This award comprised of £1.128m capital and £331k of revenue funding.

The report set out options of how the grant awarded would be invested.

It was proposed that as part of the funding new crossing crossings would be implemented in the following locations

Coy Pond.

Highcliffe Road, precise location TBC.

Parkstone Road

It was also stated that there was an allocation for design and programme management fees. There was a specific allocation for design development for proposals around Christchurch Infant and Junior schools to improve road safety for children walking or cycling to school.

There was a question regarding some of the funding being used to support an air pollution officer. It was stated that the air pollution officer was an officer already in post who had air pollution as 1 part of their work.

It was stated that there are some air quality monitors in place and some monitoring was done around air quality in association with School streets. TAG was informed that a secondary school tool kit, which was part funded through the DEFRA grant was being published.

As part of the funding there was £60,000 which would fund 2.5 full time equivalent posts, which was funding for the officer.

As part of the Coy Pond scheme footway improvements were factored in as the footway was very sub-standard for users who would be walking, wheeling or with a vision impairment.

A crossing at Alder Road was already planned for 2026 delivery to be funded through the Active Travel Fund 5, which was previously discussed.

RESOLVED that the report and recommendations contained within the report were noted and the Transportation Advisory Group agreed the following recommendation be forwarded to Cabinet on this item:

(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

8. Morebus App/Smartcard plus general update

The Head of Transport and Sustainable Travel introduced item and invited the Operations Director for Morebus and Go South Coast and General Manager of More Bus to update the Committee.

At the last meeting of the Transportation Advisory Group there was a debate around the availability and cost child fares and that the child fares were only available through the app as opposed to a smart card or other option.

Handed over to Morebus to discuss.

Morebus were the largest operator in the conurbation and operate around 200 buses in and around the conurbation and into from surrounding areas.

Passenger numbers increased since 2023 by 8%.

Since 2011 until a couple of years ago a smart card ticketing option called the key was available and customers could buy tickets, upload them to the card and use them to travel.

The technology behind that system was nearly 25 years old and was unreliable to the point it wasn't reliable and the technology was not updated by the operators in the background which caused issues for customers uploading and trying to use tickets. Which caused frustration and complaints.

The app was launched around that time which enabled customers to track and plan their journeys and buy tickets.

An issue that was noted was the abuse of certain tickets by people who were not entitled to use them, such as adults using children's tickets which was fraud.

Children and Young People were able to verify their age on the app which gave greater assurance that people were travelling with the correct tickets.

There had been a lot of discussion around children having smart phones in schools and some schools wished to remove them, would mean the children would not have access to their child tickets.

TAG were informed that to try and get around this MoreBus had a meeting with Smart Card applications management which would be a potential solution, where the contactless bank card would be uploaded with a ticket as the smart card did before. There were few more things for MoreBus to look at with this option to see if it would work.

There was a £2 child fare available at the weekends, which would cover the BCP area and Upton which was available in paper form as well as the app.

A question was asked regarding pre-paid cards that young people may have such as Go-Henry and HyperJar, where young people have no ID to get those cards and it was stated that they would present a challenge that would need to be looked at to try to overcome it.

9. Traffic Regulation Orders - significant or contentious objections:

9.1 Our Place and Environment: Bus Service Improvement Plan (BSIP) – Pokesdown and Southbourne

The Head of Transport and Sustainable Travel 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.

The Transportation Advisory Group (TAG) was advised of the report and recommendations that were submitted to Cabinet at their meeting on 13 May 2025.

The report considered 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.

In 2021 the government published its national bus strategy for England called bus back better which set out their vision to transform the quality of bus services across the country. This included local transport authorities where possible pursue franchising or a statutory enhanced partnership with bus companies. BCP already had strong relationship with the bus company so went for the statutory enhanced partnership.

The BSIP aligned with the corporate strategy and the 2022 Council motion to get 50% of journeys within the BCP area to be done by walking,

scooting, cycling or public transport by 2030 and BSIP was also a funding requirement.

BCP council was only 1 of 31 local transport authorities in England to be awarded funding as part of the first phase of BSIP. BSIP sets out the aims to make buses more frequent, faster and reliable.

Pokesdown and Southbourne were identified as routes that would benefit from improvement as services regularly suffered disruption.

The section between Pokesdown Station and Carberry Avenue, was being looked at, the journey was scheduled to take 5 mins, however analysis of data showed that some journeys took over 20 minutes.

The proposals looked to remove some sections of parking at particular points along the scheme where congestion occurred and provided replacement parking on adjacent side roads as this would improve traffic flow.

A consultation was launched in January and received a total of 196 respondents commented, 59 in support, 110 in objection and 27 general comments.

The objections were from residents that highlighted concern's about the impact on businesses and residential addresses. A 2018 report highlighted the fact that those people who travelled to businesses by means other than private car, increase their spend at local businesses by as much as £32.

It was raised that 1 hour parking restrictions cause people to not stay in shops or cafes as they would need to get back for their parking, which would have a negative effect on businesses. The benefits of arriving by bus means people will stay as long as they want without the need to rush off.

The scheme had been worked on very closely with local bus operators as part of the enhanced partnership and lots of engagement with them and local businesses and obtained their views and where adjustments had been made the bus company was consulted again and they supported them.

RESOLVED that the Transportation Advisory Group (TAG) recommends to Cabinet that the scheme (as per Appendix A) is delivered as proposed.

9.2 Our Place and Environment: Bus Service Improvement Plan (BSIP) – Purewell

The Head of Transport and Sustainable Travel 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.

This report considers the outcome of the public consultation on proposed alterations to parking and restrictions in Purewell. These are aimed at improving reliability / journey times for buses and general traffic whilst balancing the needs of residents and businesses.

Purewell was also highlighted as an area which had been suffering with congestion by the bus services and was highlighted as an area for a priority bus scheme.

That journey was scheduled to take around 3 minutes but was taking up to 14 minutes. Which had a significant impact on passengers and increased costs to the operators.

Where on street parking was considered for removal, it would be replaced with no waiting restrictions. The restrictions would be enforced Monday – Saturdays day times only and no restrictions on Sunday.

A consultation was undertaken in January and received 201 responses, 20 in support and 181 in objection. A petition with over 900 signatures objecting to the proposal was also received.

The group asked that changes to the scheme were clearly documented for future committees.

RESOLVED that a revised scheme (as per Appendix A) was engaged on with ward councillors, Christchurch Town Council and the community prior to being advertised by way of Traffic Regulation Order (TRO) for future consideration.

Voting: Unanimous

9.3 Our Place and Environment: Safer Roads Fund – 20mph Boscombe and Pokesdown (S107)

The Head of Transport and Sustainable Travel 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.

This project stemmed from a nationwide study conducted by the Department of Transport and the road safety foundation which looked at collisions along roads in the UK.

As a result of that study BCP Council was invited to apply for funding to improve safety along the A35 corridor.

BCP Council were successful and was awarded 1.89m from the safer road fund. In total there have been 165 collisions resulting in 178 casualties along that stretch of road.

As part of the bid process for funding BCP Council were required to use a specialist software tool called IRAP which was provided by the Department for Transport and Road Safety foundation.

The software looked at how likely the proposal is to reduce the severity of future collisions and cost effectiveness of the scheme.

A public consultation on these proposals took place last March and April. The feedback was shared with local ward councillors, portfolio holders and the public. More information on that can be found on your say website.

Following the review of the consultation feedback and discussions with ward councillors, portfolio holders and morebus some adjustments were made to the original 20 mile zone extension proposal.

There were 56 objections to the TRA consultation, 16 in support, 37 objections and 5 general comments.

The scheme was funded by the Department of Transport through the road safety fund and was ringfenced money designed to address high casualty rates on a road.

Along that stretch of the A35 there were 165 recorded collisions and 187 casualties. The scheme supported active and sustainable travel and lined up with BCP council's goals for climate action and sustainable travel.

Pedestrian crossings were included in the money and some had already been installed in Pokesdown station towards the project.

TAG were informed that enforcement of the 20mph limit would be down to Dorset Police with their relationship with safe road partnership who BCP Council road safety team work on all speeding matters.

RESOLVED that the Transportation Advisory Group (TAG) recommends to Cabinet that the 20mph scheme is implemented as proposed.

Voting: Unanimous

10. Forward Plan

The Head of Transport and Sustainable Travel informed TAG that there were no items on the forward plan and any items that were going to Cabinet or Council would go to TAG first if appropriate.

The group was also where any contentious traffic regulation orders were discussed when there were any. There were no items on the forward plan.

It was suggested that the group could look at the speed indicator signs as there were some that were not working. TAG were informed that the road safety team looked at those as a number had been vandalised or had reached the end of their life and a programme had been formulated which assessed and repaired or replaced.

It was suggested that the group could look at the use of ANPR cameras around the conurbation whether BCP use them or not. TAG were informed that BCP did not use ANPR camera's.

There was a suggestion that the proposal around BSIP funding for school children to get cheaper fares during the school week. It was stated that would be an item better suited to scrutiny.

The meeting ended at 5.06 pm

CHAIRMAN

Transportation Advisory Group



Report subject	Our Place and Environment: Traffic Regulation Order (TRO) for 20mph Neighbourhood Winton-Moordown (S112)
Meeting date	25 February 2026
Status	Public Report
Executive summary	<p>This report considers the outcome of the statutory public consultation for the proposed Traffic Regulation Order (TRO) which is required to implement the proposed 20mph Winton / Moordown Neighbourhood as consulted upon in Spring 2025.</p> <p>The aim is to improve safety for all road users by reducing the number of collisions within the proposed area thereby creating a safer environment, the proposal should also encourage more sustainable travel.</p> <p>The report recommends full consideration of the consultation outputs and recommends implementation of the advertised speed limit changes.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p class="list-item-l1">a. the Transportation Advisory Group (TAG) recommends to Cabinet that the scheme (as per Appendix 1) is implemented as advertised.</p>
Reason for recommendations	<p>Feedback from the public consultation has been 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 safety for all road users, especially children, senior citizens, pedestrians and cyclists. • reduce the number of personal and seriously injured collisions • reduce congestion and emissions • Support improved air quality and the public realm
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 Robert Walter – Senior Traffic Technician
Wards	Winton East Wallisdown & Winton West Moordown Talbot & Branksome Woods Queens Park Redhill & Northbourne
Classification	For Decision and Information

Background

1. The development of a 20mph Neighbourhoods programme was approved at Full Council on 23 April 2024 (refer to Background Papers). The delivery of this scheme forms part of the approved Local Transport Plan (LTP) Capital Programme.
2. Winton and Moordown was identified as the highest priority 20mph neighbourhood area having assessed the Personal Injury Collisions (2019-2023) pan BCP. Following discussions with the lead cabinet members for transport, road safety and the local ward councillors a public engagement was undertaken in the Winton and Moordown area from 18 March 2025 to 28 April 2025. The formal TRO process has followed this as outlined in section 2 (Public Consultation) of this report.
3. A decision to implement a 20mph Neighbourhood Zone across Winton and the surrounding areas (as shown in **Appendix 2**) and to proceed with the statutory TRO process was taken in full consideration of the public engagement by the Director for Planning and Transport in consultation with the Portfolio Holders for Climate Response, Environment and Energy (includes Transport) and Portfolio Holder for Destination, Leisure & Commercial Operations (includes Road Safety) – link provided in the background papers section of this report.
4. As can be seen, the public engagement demonstrated that the majority of people living in the area support the proposed introduction of the 20mph Neighbourhood.

Traffic Regulation Order (TRO) Consultation

5. A formal 28-day public consultation titled “S112 Winton 20mph Zone” opened on Friday 10 October 2025 where:
 - A Notice was placed in the Bournemouth Echo.
 - Notification emails were sent to all ward 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.
 - The Deposited Documents (**Appendices 3 and 4**) (consultation documents) were published on the council’s website.

6. 209 responses were received within the formal TRO consultation (referenced in **Appendix 1**). 96 are in support, and 105 objections have been received with 8 general comments. Support included from the bus operator Morebus, who have also suggested additional improvements that will feed into the Bus Service Improvement Plan.
7. The Winton 20mph Zone covers the BH9 and BH3 postcodes. 159 residents from this area responded to the formal TRO consultation. 82 support the proposal, 70 objections have been received and 7 have provided general comments.
8. Respondents were invited via the Traffweb consultation tool to click on and submit a 'general comment', to 'agree' or to 'object', which they could do for the entire scheme. A number of responses were also received by the post. All comments have been accounted for in the detailed consultation outcome table (**Appendix 1**).
9. Prior to the Statutory Consultation the Council carried out a public engagement process for 6 weeks, from 18 March until 28 April 2025. The engagement included:
 - A public facing dedicated web portal and questionnaire
 - Notification emails to councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments).
 - A direct marketing letter drop (postcards) to residents within the area.
 - Social media messaging to direct respondents to the portal.
 - Sample door to door interviews conducted by an independent research company; Information by Design.
 - Sample face to face on-street interviews conducted by an independent research company; Information by Design
 - Two information sessions hosted at Winton Library.

Summary of Financial Implications

10. The costs associated with both the consultation and implementation of the Traffic Order is estimated to be £130,000 and is funded by the Local Transport Plan Capital Allocation for Road Safety Improvements for 20mph Schemes. Any Officer time spent on the project is re-charged to the Capital Budget.

Summary of Legal Implications

11. 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. The Road Traffic Regulation Act 1984 as amended (RTRA) provides local authorities the power to make Traffic Orders.
12. 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.
13. All representations received have been formally considered as outlined in **Appendix 1** and taken into account in making this recommendation.
14. Following advertisement and consideration of consultation representations, the options available are to: make the traffic order and implement the provisions as advertised and as set out in **Appendix 1 (this is the recommended option)**; amend and make the Order and implement only some of the advertised roads as 20mph, to be less restrictive than advertised; not to make the traffic order.

15. 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.
16. 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.
17. 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.

Summary of Human Resources Implications

18. The Road Safety and Traffic Team shall oversee the implementation of the recommended changes (if approved) is resourced.
19. Any Officer time spent on the project is re-charged to the Capital Budget.

Summary of Sustainability impact

20. A Transport for London (TfL) report⁵ suggests that 20mph zones have no net negative effect on emissions and that the resulting reduced acceleration and braking reduces brake and tyre particulate emissions. If a speed reduction is achieved, the study suggests that a noise reduction would also arise. Other studies suggest that vehicles operate less efficiently below 30mph and with higher resulting tailpipe emissions.
21. If vehicle speeds are reduced, then there is likely to be an increase in more sustainable modes of travel such as walking, wheeling, cycling and scooting this is because the average casualty collision reduction across all types of 20mph schemes across BCP is 40%. Public Health work in partnership with the Police and council to reduce road related casualties as part of the Dorset Road Safety Partnership.

Summary of Public Health Implications

22. The Local Transport Plan (LTP) 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.
23. TfL reported (see reference in section 21 above) that lowering vehicle speeds in urban areas supports a shift to walking and cycling. It refers to an evaluation of 20mph zones in Edinburgh which found the proportion of primary school children walking to school rose from 58% to 74%, cycling to school rose from 3% to 22% and taking the car to school fell from 21% to 13%. There is also some evidence in national studies that 20mph schemes help encourage active travel.
24. Active travel is strongly supported by Public Health organisations due to the positive physical and mental health and wellbeing impacts. People travelling by foot are far more likely to interact with each other.
25. The possible changes in emissions of all types are considered to be marginal as there are both positive and negative impacts that are relatively small and difficult to accurately quantify.
26. The average casualty collision reduction across all types of 20mph scheme is 40%. Public Health work in partnership with the Police and council to reduce road related casualties as part of the Dorset Road Safety Partnership.

27. Public Health Dorset (PHD) have offered their support to the proposal as a means of improving safety and enabling more people to walk, wheel and cycle (active travel). Increasing active travel offers significant opportunity for improving and protecting the health and wellbeing of people in BCP through increasing physical activity, reducing death and injury from crashes, and improving air quality. The proposal aligns with the objective of 'Building movement into daily life' in Dorset's physical activity strategy: A Movement for Movement which has been endorsed by BCP Health and Wellbeing Board. Measures to increase safety and create environments that support active travel and the public health benefits it can bring are most effective when accompanied by multi component or 'mixed' interventions to encourage behaviour change e.g. 20 mph speed limits along with School Streets programmes, travel plans, cycle skills training etc.
28. In July 2025 Transport for Wales (TfW) published a national monitoring report on the impact of Default 20mph speed limit on restricted roads. The key findings included:
 - Vehicle speeds on 20mph main through roads have fallen by an average of 3.8mph.
 - 54.0% of vehicles are now being driven at or below 24mph, compared to 20.8% before implementation. These reductions are expected to lower risk of collisions and the severity of resulting injuries.
 - Within the context of a marked overall reduction, average speeds increased marginally from winter 2023/24 (the period immediately after implementation) to winter 2024/25 (the most recent period for which speed data is available).
 - Average journey times have been assessed for 15 routes, in the morning and evening and in each direction (60 journey times in total). Average journey time increased in 57 out of 60 cases, but in majority of cases (44 out of 57) by no more than two minutes. Journey time variability has reduced in 45 out of 60 cases, providing greater certainty on how long a particular journey will take.
 - Monitoring of vehicle and pedestrian interactions at pedestrian crossings so far is inconclusive in demonstrating an effect from the new speed limit.
 - Air quality monitoring data is only currently available for the phase 1 areas where the 20mph was initially piloted, with data up to April 2024. This did not reveal any material difference in nitrogen dioxide concentrations between areas inside and outside the 20mph limit.
 - Although it is considered too early to meaningfully assess trends in pedestrian and cyclist casualties, there has been a decrease in overall road casualties, which fell by 11.8% in the four quarters after implementation of the policy.

Summary of Equality Implications

29. An equality impact assessment carried out (see September 2025 ODR within Background Papers) which shows the speed limit proposals 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 cycling thereby encouraging people to do so.

Summary of Risk Assessment

30. The implementation of the 20mph speed limits has been thoroughly engaged and consulted upon including this statutory traffic regulation order consultation, thereby satisfying the process from a legal perspective. Implementing 20mph based on the evidence reviewed shall reduce the likelihood of the public being involved in a

highway related collision. There are no significant risks associated with the installation of the 20mph speed limits, Neighbourhood Services shall deliver/oversee the work and in that regard are a competent contractor and capable of supervising and instructing capable/competent sub-contractors.

Background Papers

[September 2025 ODR 20MPH Neighbourhood: Winton and surrounding areas | BCP Council](#)

[March 2024 Cabinet Report for program of 20mph Neighbourhoods](#)

[Default 20mph speed limit on restricted roads | National monitoring report \(July 2025\) | Transport for Wales](#)

Appendices

Appendix 1 – Consultation Outcome and Recommendations

Appendix 2 – Plan of proposed 20mph Zone

Appendix 3 – S112 Winton 20mph Zone Deposit Document Part 1

Appendix 4 – S112 Winton 20mph Zone Deposit Document Part 2

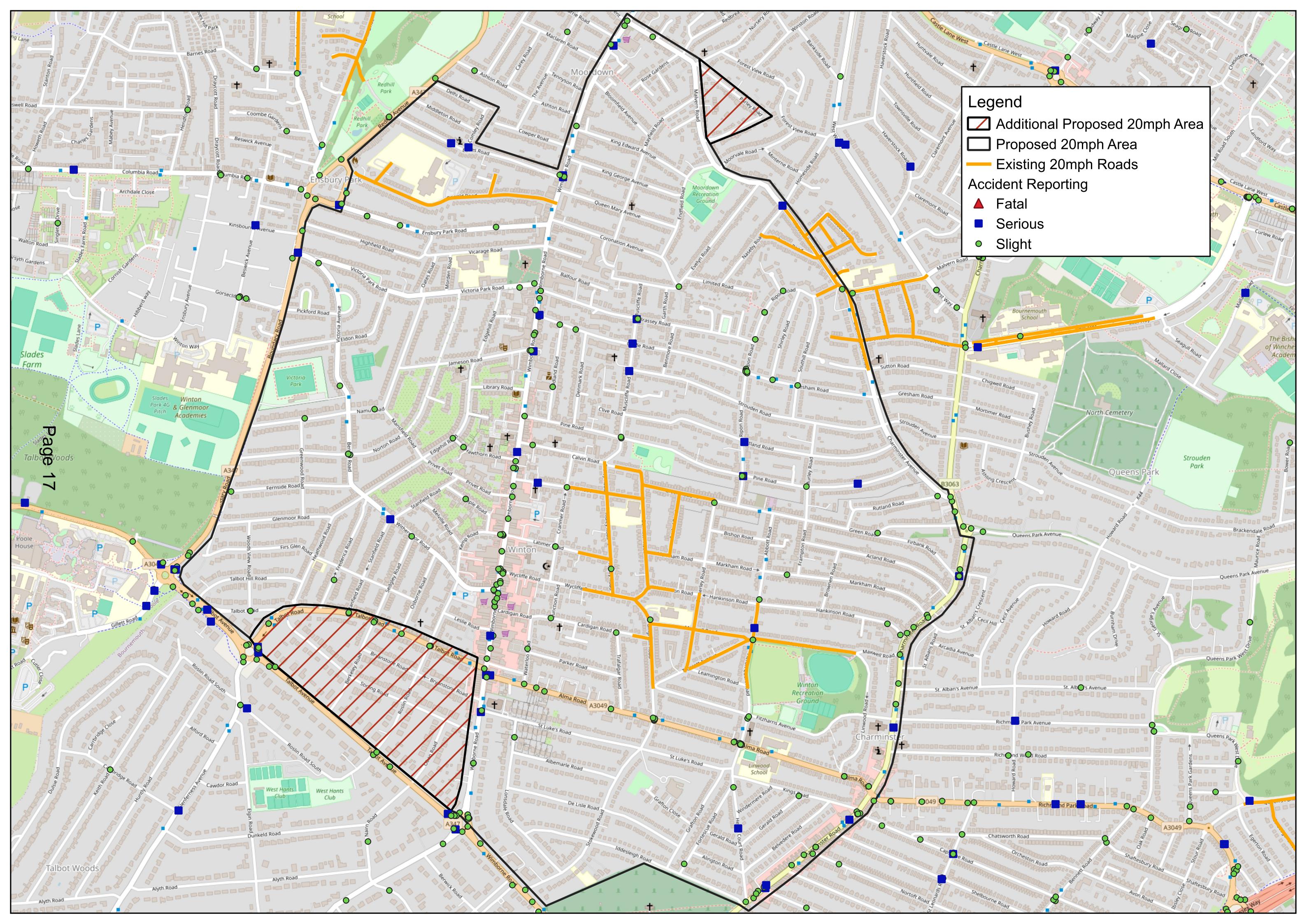
Appendix 1 - Consultation Outcome and Recommendations

Winton 20mph Zone (S112)

Consultation dates: 10 October 2025 – 7 November 2025

Item No.	Road Name(s) Location/ Description	Advertised Restriction	Existing Restriction	BCP Wards	Summary of responses (Number received & summary of points raised)	Decision
1.	<p>The proposal is to implement a 20mph Zone for the total length of the following roads unless stated otherwise:</p> <p>Abbott Road, Abbott Close, Acland Road, Albermarle Road, Alington Road, Alma Road, Alexander Gardens, Balfour Road, Belvedere Road, Bengal Road, Benmore Road, Berkeley Road, Bingham Road, Bishop Road, Bloomfield Avenue, Bonham Road, Brassey Close, Brassey Road, Brownen Road, Bryanstone Road, Calvin Road, Cardigan Road, Castle Road, Charminster Avenue (from No.71 to its junction with Charminster Road), Charminster Road (from its junction with Charminster Avenue to its junction with Iddesleigh Road), Clifford Road, Clive Road, Comley Road, Coronation Avenue, Crammer Road, Crichel Road, Crimea Road, Denmark Road, Derwent Close, Delhi Road, De Lisle Road, Easter Road, Edgehill Road, Eldon Road, Elmes Road, Endfield Road, Ensbury Park Road, Evelyn Road, Frampton Road, Fernside Road, Firbank Road, Firs Glen Road, Fitzharris Avenue, Fortescue Road, Frederica Road, Garth Road, Glenmoor Road, Grafton Close, Grafton Road, Green Road, Greenwood Road, Gresham Road (from its junction with Charminster Avenue to its junction with Castle Road), Hankinson Road, Hawthorn Road, Heathwood Road, Heron Court Road, Highfield Road, Iddesleigh Road, Iris Road, Jameson Road, Junction Road, Kemp Road, Kilmarnock Road, King Edward Avenue, King George Avenue, King's Road, Lampton Gardens, Latimer Road, Leamington Road, Leslie Road, Library Road, Limited Road, Linwood Road, Lonsdale Road, Luther Road, Malvern Close, Malvern Road (from its junction with Wimborne Road to its junction with Naseby Road), Mansfield Road, Maple Road, Markham Road, Maxwell Road, Mayfield Avenue, McWilliam Road, Melville Road, Middleton Road, Midland Road, Moorfield Grove, Morden Road, Muscliffe Road, Namu Road, Naseby Road, Norton Road, Oates Road, Oban Road, Osborne Road, Parker Road, Parley Road, Pickford Road, Pine Road, Portland Road, Privet Road, Queen Mary Avenue, Richmond Park Road (from its junction with Charminster Road for a distance of 35m in an easterly direction) Ridley Road, Ripon Road, Rosebud Avenue, Rose Gardens, Roslin Road, Rutland Road, Sedgley Road, Shirley Road, Smithfield Place, Somerley Road, Southill Gardens, Southill Road, Stanfield Road, Stirling Road, Stoke Wood Road, Strouden Road (from its junction with Charminster Avenue to its junction with Strouden Road), St Lukes Road, Sutton Road (from its junction with Charminster Avenue to its western extremity), Talbot Road, Talbot Hill Road, Trafalgar Road, Truscott Avenue, Victoria Avenue, Victoria Park Road, Waterloo Road, Wimborne Road (from its junction with Malvern Road to East Avenue Roundabout), Windermere Road, Withermoor Road, Woodend Road, Woods View Road, Wycliffe Road.</p>	20mph Zone	30mph speed limit	Wallisdown & Winton Talbot & Branksome Winton East Moordown Queens Park Redhill & Northbourne	<p>209 responses received, 96 in support, 105 objections, 8 general comments.</p> <p>159 of the respondents have a BH9 or BH3 for which the 20mph Zone covers: 82 support, 70 object, 7 general comments.</p> <p><u>Support</u></p> <ul style="list-style-type: none"> • Vehicles are regularly speeding within the Winton area. • Slower speeds will make it much safer for all road users. The traffic will flow much more freely, and it'll be safer for all, especially for pedestrians crossing the road. • 20mph is very much needed in an area used by families walking on the school run, walking to shops and parks. • Children cycle to school in this area. Most of the roads are busy with double parked cars so can be a dangerous for all road users. • Winton area is not a nice place to walk or cycle. • A 20mph speed limit would encourage more active travel walking and travel and cycling to make use of the cycling lanes that are in place across the area. This would in turn reduce congestion and improve public health overall. The environmental benefits of a 20mph limit would also reduce noise pollution and reduce vehicle emissions leading to smoother driving efficiencies as well as improving the local environment and public health overall. • Slower speeds help contribute to a safer and quieter streets leading to safer and stronger communities as people would be enjoying where they live. • The economic benefits of 20 mph limits help to reduce costs associated with the emergency services and hospitals by making it more attractive for walking and cycling. • Given the density of housing and street design there are excellent grounds for 20mph in Winton. Winton has a busy shopping area. Narrow residential roads and many parked vehicles plus increase the risk of collisions with other vehicles or pedestrians. • Limiting speeds improves the chance of avoiding incidents and collisions and reduces the amount of impact to the road network. 20mph would increase survival rates as well as reducing fatalities. • Earlier this year a boy was hit by a car after exiting the play park. • Experience cars driving too fast when walking to and from school. • Signage needs to be clear. • Morebus: In general, we don't object to the roads included in the scheme as we recognise that there should be reduce collisions which in turn should improve journey time reliability for our customers and make the route to and from bus stops safer for pedestrians. <p>The Buses Bill requires bus operators and local authorities to come together and as such, in 2021, Morebus and BCP Council formed an Enhanced Bus Partnership, which has been joined by other bus operators no longer in the area. A clear objective of this is to reduce bus journey times and make them more attractive to would be users, hence, although we do not object to the 20mph speed limit we would very much like to see a step change to restrictions and enforcement of said restrictions along the main routes through the area to achieve this objective. Specifically, in partnership with the council we'd like to review the following routes:</p> <p>Charminster Road – Lowther Road to Strouden Avenue. We especially struggle to get buses along here because of illegally parked on the eastern side of the road.</p> <p>Wimborne Road – north of Leslie Road we struggle to get buses along here because of illegally parked cars opposite long sections of parked cars.</p> <p>Alma Road - we struggle to get buses along here because of long sections of parked cars. It is very hard to accelerate a large heavy bus into a gap between cars. We recommend car parking between Heron Court Road and Wimborne Road be removed.</p>	<p>Implement as advertised.</p> <ul style="list-style-type: none"> • The reduction in speed limit aims to avoid danger to persons or other traffic using the road by preventing the likelihood of any such danger arising, including making it safer for pedestrians and cyclists. • There have been 181 personal injury collisions and 36 serious collisions along within the proposed 20mph Neighbourhood Area during the collision data analysis period 2019-2023 (verified data from the Department for Transport). • Local bus company support the scheme. • 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 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.

				<p>And recommend that they are prioritised in future year Bus Service Improvement Plan (BSIP) programmes for assessment, consultation and delivery. Morebus support a 20mph speed limit in the marked area, however the arterial routes should be excluded from the scheme.</p> <p><u>Object</u></p> <ul style="list-style-type: none">• Impractical and will slow down traffic particularly on main roads. 20mph is only justifiable outside of Schools.• Will create more congestion, chaos and traffic jams, meaning more pollution and dangerous driving by irritated people queuing.• Can understand 20mph on the side roads, but the main roads need to remain 30mph.• The size of the zone is too big.• Small 20mph zones don't work.• Businesses and the general public will suffer.• Money should be spent on road marking maintenance, better road layouts, one-way streets and traffic calming instead, especially given the financial constraints.• With the exception of Wimborne Road, the accident data shows very few incidents within the proposed zone.• The severity of accidents has not been disclosed.• The scheme is going against the local community who voted against it.• BCP Council are trying to make it difficult to drive anywhere and forcing people to use bikes.• It hasn't worked in other areas of the UK.• Waste of taxpayers money.• Money should be spent fixing roads, enough money has already been wasted on cycle lanes.• Introduce a mini roundabout on the Iddesleigh Road/ Charminster Road junction.• Money should be spent on more parking restrictions, such as yellow lines or resident permit parking. More traffic wardens to enforce parking on junctions and pavements etc.• Details of the prior engagement need to be provided.• Stop electric bikes illegal e-scooters. Also stop cyclists especially the kids cycling in the middle of road causing traffic accidents.• Various other comments made unrelated to the proposal. <p><u>General Comments</u></p> <ul style="list-style-type: none">• Speed bumps everywhere would be counterproductive.• Recommendation to include traffic calming features and speed cameras throughout the zone.• Would like the zone to be extended further and additional 20mph zones across the conurbation.• Consideration needs to be given to impact on roads that will be used more as an alternative route.• Great decision, but the repair the roads first.• Consideration should be given to more on-way streets and pedestrian crossings.• The Council should speak to the Welsh Government who have delivered a similar scheme.	
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Winton 20mph Zone (reference S112)

A.	<i>Notice of Proposals</i> to make the ORDER as sent for advertisement in the Bournemouth Echo on the 10 October 2025		
B.	A Copy of the above titled draft ORDER (map based): Bournemouth, Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 (Amendment No.XX) Order 202X		
Road (All BH1)	Proposed Restriction	Location	Map Tile Reference
Abbott Road	20mph Zone	Entire length	AE25, AE26, AF25
Abbott Close	20mph Zone	Entire length	AE25, AE26
Acland Road	20mph Zone	Entire length	AE26, AF26
Albermarle Road	20mph Zone	Entire length	AG24, AG25
Alington Road	20mph Zone	Entire length	AH25
Alma Road	20mph Zone	Entire length	AF24, AF25, AG25, AG26
Alexander Gardens	20mph Zone	Entire length	AD25
Balfour Road	20mph Zone	Entire length	AC24, AC25
Belvedere Road	20mph Zone	Entire length	AG26, AH25, AH26
Bengal Road	20mph Zone	Entire length	AD23, AE23
Benmore Road	20mph Zone	Entire length	AC25, AD25
Berkeley Road	20mph Zone	Entire length	AF23, AG23
Bingham Road	20mph Zone	Entire length	AF25, AG25
Bishop Road	20mph Zone	Entire length	AE25
Bloomfield Avenue	20mph Zone	Entire length	AA25, AB25
Bonham Road	20mph Zone	Entire length	AF24
Brassey Close	20mph Zone	Entire length	AC25
Brassey Road	20mph Zone	Entire length	AC24, AC25
Brownen Road	20mph Zone	Entire length	AE26, AF26
Bryanstone Road	20mph Zone	Entire length	AF23, AF24
Calvin Road	20mph Zone	Entire length	AD24, AD25, AE25
Cardigan Road	20mph Zone	Entire length	AF24, AF25
Castle Road	20mph Zone	Entire length	AC24, AC25, AD25
Charminster Avenue	20mph Zone	from No.71 to junction with Charminster Rd	AC26, AD26, AE26
Charminster Road	20mph Zone	from its junction with Charminster Ave to its junction with Iddesleigh Rd	AE26, AE27, AF26, AG26, AH25, AH26
Clifford Road	20mph Zone	Entire length	AC25, AC26
Clive Road	20mph Zone	Entire length	AD25
Comley Road	20mph Zone	Entire length	AA24, AB24
Coronation Avenue	20mph Zone	Entire length	AB24, AB25, AC25

Cranmer Road	20mph Zone	Entire length	AD24, AE24
Crichel Road	20mph Zone	Entire length	AE25
Crimea Road	20mph Zone	Entire length	AF24
Denmark Road	20mph Zone	Entire length	AC25, AD24, AD25
Derwent Close	20mph Zone	Entire length	AA25
Delhi Road	20mph Zone	Entire length	AA24
De Lisle Road	20mph Zone	Entire length	AG24, AG25, AH25
Easter Road	20mph Zone	Entire length	AC25, AC26
Edgehill Road	20mph Zone	Entire length	AD24, AE23, AE24
Eldon Road	20mph Zone	Entire length	AC23, AD23
Elmes Road	20mph Zone	Entire length	AB24
Endfield Road	20mph Zone	Entire length	AB25, AC25
Ensbury Park Road	20mph Zone	Entire length	AB23, AB24, AC24
Evelyn Road	20mph Zone	Entire length	AB25, AC25
Frampton Road	20mph Zone	Entire length	AE26
Fernside Road	20mph Zone	Entire length	AE23
Firbank Road	20mph Zone	Entire length	AE26
Firs Glen Road	20mph Zone	Entire length	AE23, AE24
Fitzharris Avenue	20mph Zone	Entire length	AF25, AG25, AG26
Fortescue Road	20mph Zone	Entire length	AG25, AH25
Frederica Road	20mph Zone	Entire length	AE23, AF23, AF24
Garth Road	20mph Zone	Entire length	AC25
Glenmoor Road	20mph Zone	Entire length	AE23
Grafton Close	20mph Zone	Entire length	AG25, AH25
Grafton Road	20mph Zone	Entire length	AG25, AH25
Green Road	20mph Zone	Entire length	AE25, AE26
Greenwood Road	20mph Zone	Entire length	AD23, AE23
Gresham Road	20mph Zone	from its junction with Charminster Ave to its junction with Castle Rd	AD25, AD26
Hankinson Road	20mph Zone	Entire length	AF25, AF26
Hawthorn Road	20mph Zone	Entire length	AD24
Heathwood Road	20mph Zone	Entire length	AE23, AF23
Heron Court Road	20mph Zone	Entire length	AG25, AH25
Highfield Road	20mph Zone	Entire length	AB23, AC23, AC24
Iddesleigh Road	20mph Zone	Entire length	AH24, AH25
Iris Road	20mph Zone	Entire length	AD24

Jameson Road	20mph Zone	Entire length	AD24
Junction Road	20mph Zone	Entire length	AF24
Kemp Road	20mph Zone	Entire length	AE24
Kilmarnock Road	20mph Zone	Entire length	AD25
King Edward Avenue	20mph Zone	Entire length	AB24, AB25
King George Avenue	20mph Zone	Entire length	AB24, AB25
King's Road	20mph Zone	Entire length	AG25, AG26
Lampton Gardens	20mph Zone	Entire length	AC24
Latimer Road	20mph Zone	Entire length	AE24, AE25
Leamington Road	20mph Zone	Entire length	AF25
Leslie Road	20mph Zone	Entire length	AF24
Library Road	20mph Zone	Entire length	AD24
Limited Road	20mph Zone	Entire length	AC25
Linwood Road	20mph Zone	Entire length	AF26, AG26
Lonsdale Road	20mph Zone	Entire length	AG24, AH24
Luther Road	20mph Zone	Entire length	AE24, AE25
Malvern Close	20mph Zone	Entire length	AA25
Malvern Road	20mph Zone	from its junction with Wimborne Rd to its junction with Naseby Rd	AA25, AB25, AB26
Mansfield Road	20mph Zone	Entire length	AD23, AD24
Maple Road	20mph Zone	Entire length	AE24
Markham Road	20mph Zone	Entire length	AE25, AE26, AF26
Maxwell Road	20mph Zone	Entire length	AF26
Mayfield Avenue	20mph Zone	Entire length	AA25, AB25, AC25
McWilliam Road	20mph Zone	Entire length	AB25
Melville Road	20mph Zone	Entire length	AE24
Middleton Road	20mph Zone	Entire length	AA24, AB24
Midland Road	20mph Zone	Entire length	AC24, AD24
Moorfield Grove	20mph Zone	Entire length	AC24, AC25
Morden Road	20mph Zone	Entire length	AC24
Muscliffe Road	20mph Zone	Entire length	AC25, AD25
Namu Road	20mph Zone	Entire length	AC24, AD23, AD24
Naseby Road	20mph Zone	Entire length	AB25, AB26, AC25
Norton Road	20mph Zone	Entire length	AC24, AD23, AD24
Oates Road	20mph Zone	Entire length	AC24
Oban Road	20mph Zone	Entire length	AG24

Osborne Road	20mph Zone	Entire length	AE24, AF24
Parker Road	20mph Zone	Entire length	AF24, AF25
Parley Road	20mph Zone	Entire length	AA25, AA26
Pickford Road	20mph Zone	Entire length	AC23
Pine Road	20mph Zone	Entire length	AD24, AD25, AE25, AE26
Portland Road	20mph Zone	Entire length	AD25, AD26
Privet Road	20mph Zone	Entire length	AD24, AE24
Queen Mary Avenue	20mph Zone	Entire length	AB24, AB25
Richmond Park Road	20mph Zone	from its junction with Charminster Rd for a distance of 35m in an easterly direction	AG26
Ridley Road	20mph Zone	Entire length	AD25, AE25
Ripon Road	20mph Zone	Entire length	AD25, AE25
Rosebud Avenue	20mph Zone	Entire length	AA25
Rose Gardens	20mph Zone	Entire length	AA25
Roslin Road	20mph Zone	Entire length	AF24, AG23, AG24
Rutland Road	20mph Zone	Entire length	AE26
Sedgley Road	20mph Zone	Entire length	AE23, AE24, AF23, AF24
Shirley Road	20mph Zone	Entire length	AC26, AD25, AD26
Smithfield Place	20mph Zone	Entire length	AD24
Somerley Road	20mph Zone	Entire length	AE25, AF25
Southill Gardens	20mph Zone	Entire length	AD26
Southill Road	20mph Zone	Entire length	AC26, AD26
Stanfield Road	20mph Zone	Entire length	AE23, AE24, AF23
Stirling Road	20mph Zone	Entire length	AF23, AF24, AG24
Stoke Wood Road	20mph Zone	Entire length	AG25, AH24, AH25
Strouden Road	20mph Zone	from its junction with Charminster Ave to its junction with Strouden Rd	AD25, AD26
St Lukes Road	20mph Zone	Entire length	AG24, AG25,
Sutton Road	20mph Zone	from its junction with Charminster Ave to its western extremity	AD26
Talbot Road	20mph Zone	Entire length	AF23, AF24
Talbot Hill Road	20mph Zone	Entire length	AE23, AF22, AF23
Trafalgar Road	20mph Zone	Entire length	AF25, AF26
Truscott Avenue	20mph Zone	Entire length	AF25
Victoria Avenue	20mph Zone	Entire length	AC23, AD23
Victoria Park Road	20mph Zone	Entire length	AC23, AC24
Waterloo Road	20mph Zone	Entire length	AF24

Wimborne Road	20mph Zone	from its junction with Malvern Rd to East Ave Roundabout	AA25, AB24, AC24, AD24, AE24, AF24, AG24
Windermere Road	20mph Zone	Entire length	AG25
Withermoor Road	20mph Zone	Entire length	AE23, AE24, AE25
Woodend Road	20mph Zone	Entire length	AF24
Woods View Road	20mph Zone	Entire length	AE23, AF23
Wycliffe Road	20mph Zone	Entire length	AE24, AF24, AF25

C. A Copy of the original map-based traffic ORDER being amended (static restrictions)

D. A Statement of the Council's reasons for making the above traffic ORDER

The last date for representations on the Notice of Proposals is 7 November 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
(Traffic Movement and Speed Limit
Regulations) Consolidation Order 2023
(Amendment No. xx) Order 202x

PROPOSALS

Bournemouth, Christchurch and Poole Council propose to make traffic regulations to make changes to speed limits with the effects detailed in the Schedules to this Notice.

SUPPORTING INFORMATION

From 10 October 2025 a copy of this Notice, copies of plan illustrating the proposal, a copy of the Draft Order, the Statutory Reasons for the proposal and a copy of the Order being amended may be inspected online at: www.bcp council.gov.uk/highwayconsultations and at the Customer Services Centre, St Stephen's Road, Bournemouth, BH2 6EB (by appointment only Monday to Friday 10am to 4pm).

REPRESENTATIONS

If you wish to make representations in support of, or in objection to, the proposals please do so online at www.bcp council.gov.uk/highwayconsultations Alternatively, you may send them in writing, quoting reference S112 and specifying the grounds of any objection to: Traffic Team, BCP Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY to arrive by 7 November 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

Winton 20mph Zone – The proposal is to implement a 20mph Zone for the total length of the following roads unless stated otherwise:
Abbott Rd, Abbott Cl, Acland Rd, Albermarle Rd, Arlington Rd, Alma Rd, Alexander Gdns, Balfour Rd, Belvedere Rd, Bengal Rd, Benmore Rd, Berkeley Rd, Bingham Rd, Bishop Rd, Bloomfield Ave, Bonham Rd, Brassey Cl, Brassey Rd, Brownen Rd, Bryanstone Rd, Calvin Rd, Cardigan Rd, Castle Rd, Charminster Ave (from No. 71 to junction with Charminster Rd), Charminster Rd (from its junction with Charminster Ave to its junction with Idlesleigh Rd), Clifford Rd, Clive Rd, Comley Rd, Coronation Ave, Crammer Rd, Criche Rd, Crimea Rd, Denmark Rd, Derwent Cl, Delhi Rd, De Lisle Rd, Easter Rd, Edgehill Rd, Eldon Rd, Elmes Rd, Endfield Rd, Ensbury Park Rd, Evelyn Rd, Frampton Rd, Fernside Rd, Firbank Rd, Firs Glen Rd, Fitzharris Ave, Fortescue Rd, Frederica Rd, Garth Rd, Glenmoor Rd, Grafton Cl, Grafton Rd, Green Rd, Greenwood Rd, Gresham Rd (from its junction with Charminster Ave to its junction with Castle Rd), Hankinson Rd, Hawthorn Rd, Heathwood Rd, Heron Ct Rd, Highfield Rd, Idlesleigh Rd, Iris Rd, Jameson Rd, Junction Rd, Kemp Rd, Kilmarnock Rd, King Edward Ave, King George Ave, King's Rd, Lampton Gdns, Latimer Rd, Leamington Rd, Leslie Rd, Library Rd, Limited Rd, Linwood Rd, Lonsdale Rd, Luther Rd, Malvern Cl, Malvern Rd (from its junction with Wimborne Rd to its junction with Naseby Rd), Mansfield Rd, Maple Rd, Markham Rd, Maxwell Rd, Mayfield Ave, McWilliam Rd, Melville Rd, Middleton Rd, Midland Rd, Moorfield Gr, Morden Rd, Muscliffe Rd, Namu Rd, Naseby Rd, Norton Rd, Oates Rd, Oban Rd, Osborne Rd, Parker Rd, Parley Rd, Pickford Rd, Pine Rd, Portland Rd, Privet Rd, Queen Mary Ave, Richmond Park Rd (from its junction with Charminster Rd for a distance of 35m in an easterly direction) Ridley Rd, Ripon Rd, Rosebud Ave, Rose Gdns, Roslin Rd, Rutland Rd, Sedgley Rd, Shirley Rd, Smithfield Pl, Somerley Road, Southill Gdns, Southill Rd, Stanfield Rd, Stirling Rd, Stoke Wood Rd, Strouden Rd (from its junction with Charminster Ave to its junction with Strouden Rd), St Lukes Rd, Sutton Rd (from its junction with Charminster Ave to its western extremity), Talbot Rd, Talbot Hill Rd, Trafalgar Rd, Truscott Ave, Victoria Ave, Victoria Pk Rd, Waterloo Rd, Wimborne Rd (from its junction with Malvern Rd to East Ave Roundabout), Windermere Rd, Withermoor Rd, Woodend Rd, Woods View Rd, Wycliffe Rd.

**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 the provisions of the Road Traffic Regulation Act 1984 ("the Act") as amended and all other enabling powers available to the Council, and after consultation with the Chief Officer of Police in accordance with 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. As varied the Bournemouth Christchurch and Poole Council (Traffic Movement and Speed Limit Regulations) Consolidation Order 2023 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 ~~xxxxxxxxxxxxxxxxxxxx~~ 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)

SCHEDULE 2

Map tile	Revision
AA24	0
AA25	0
AB23	0
AB24	0
AB25	0
AB26	0
AC23	0
AC26	0
AD23	0
AD25	1
AD26	0
AE23	0
AE24	0
AE25	1
AE26	0
AE27	0
AF22	0
AF23	0
AF24	0
AF25	0
AF26	0
AG24	0
AG26	0
AH24	0
AH25	0

Part 3 - (Items to be inserted)

SCHEDULE 2

Map tile	Revision
AA24	1
AA25	1
AB23	1
AB24	1
AB25	1
AB26	1
AC23	1
AC24	0
AC25	0
AC26	1
AD23	1
AD24	0
AD25	2
AD26	1
AE23	1
AE24	1
AE25	1
AE26	1
AE27	1
AF22	1
AF23	1
AF24	1
AF25	1
AF26	1
AG23	0
AG24	1
AG25	0
AG26	1
AH24	1
AH25	1
AH26	0

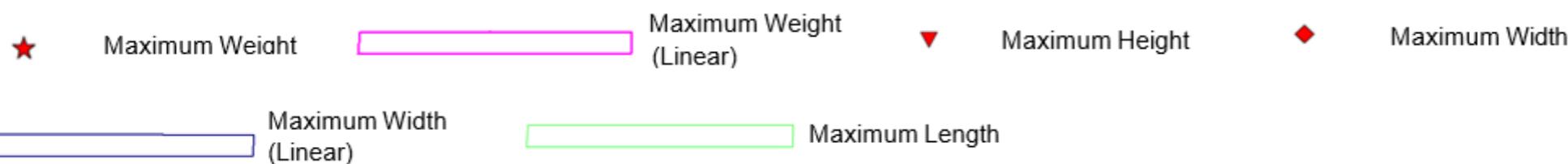
Movement Map Schedule Legend

TRO Restriction Types

Speed Limits



Structural and Environmental



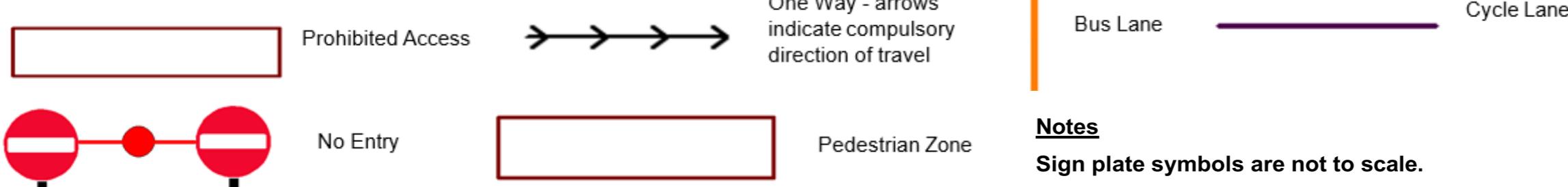
Prescribed Turns



Banned Turns



Other Types



Notes

Sign plate symbols are not to scale.

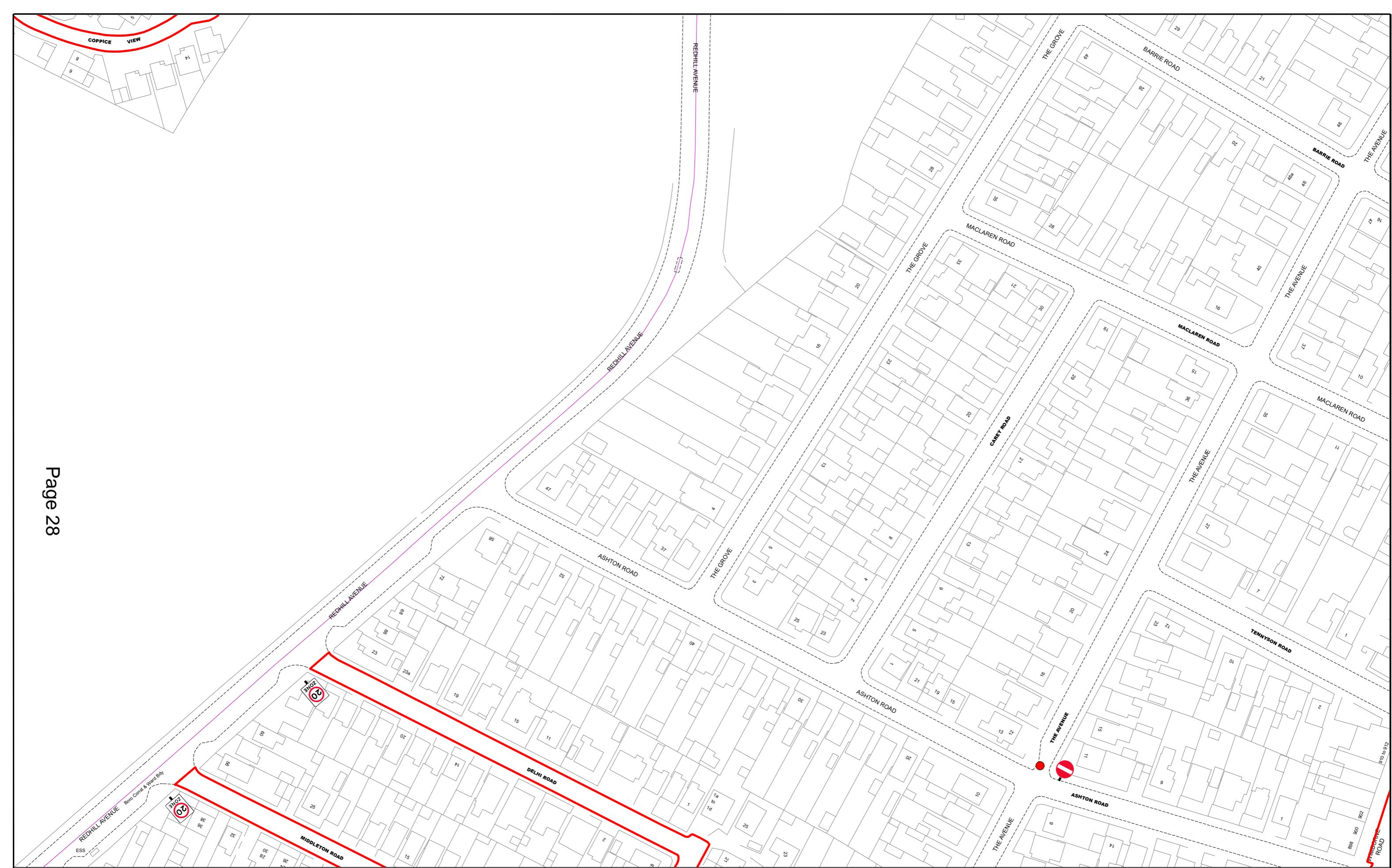
Sign plate symbols may vary from those indicated in this legend, or be omitted.

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,
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AND POOLE
COUNCIL

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

PROPOSED

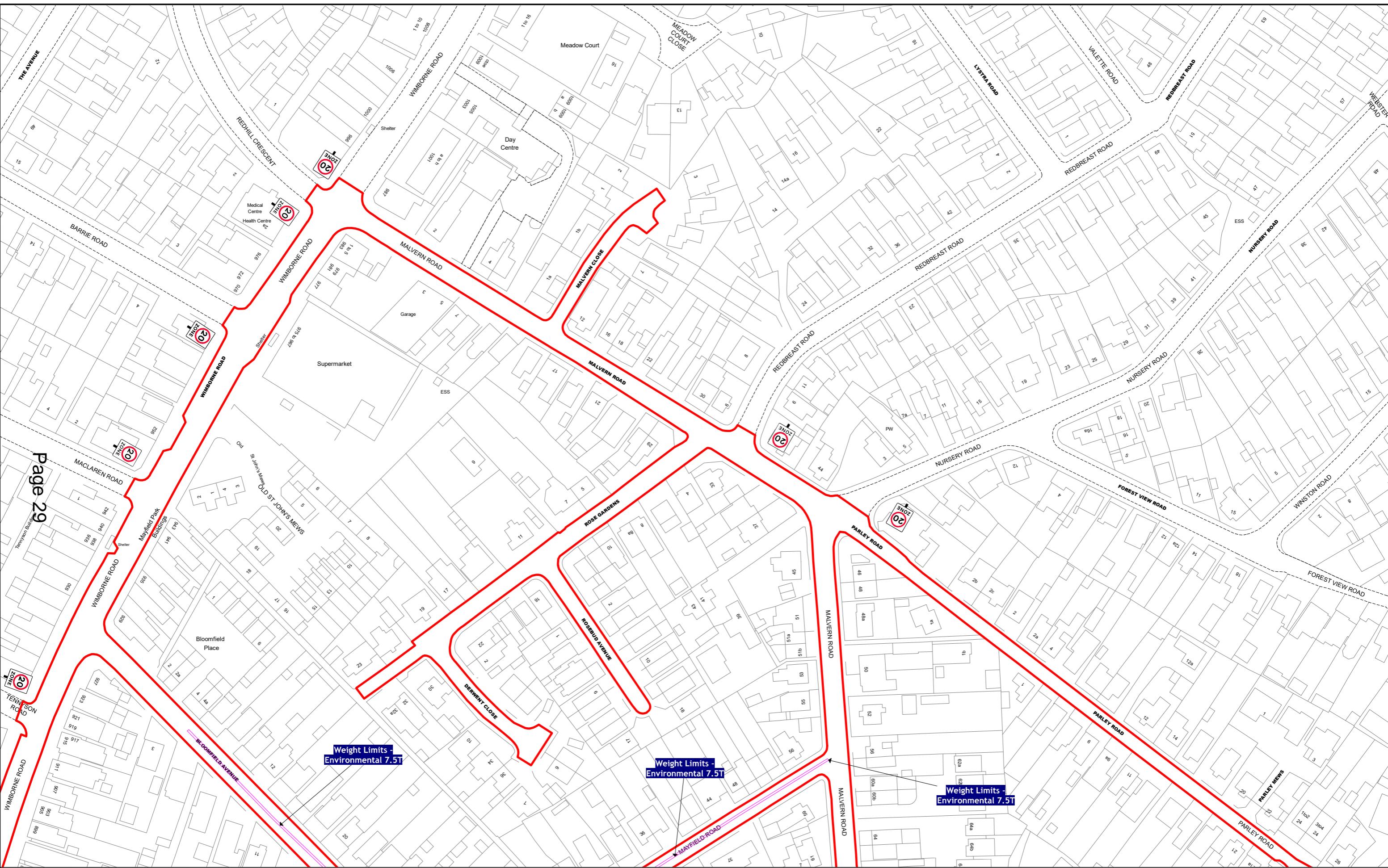
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Z24
AA23 AA25 AB24



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

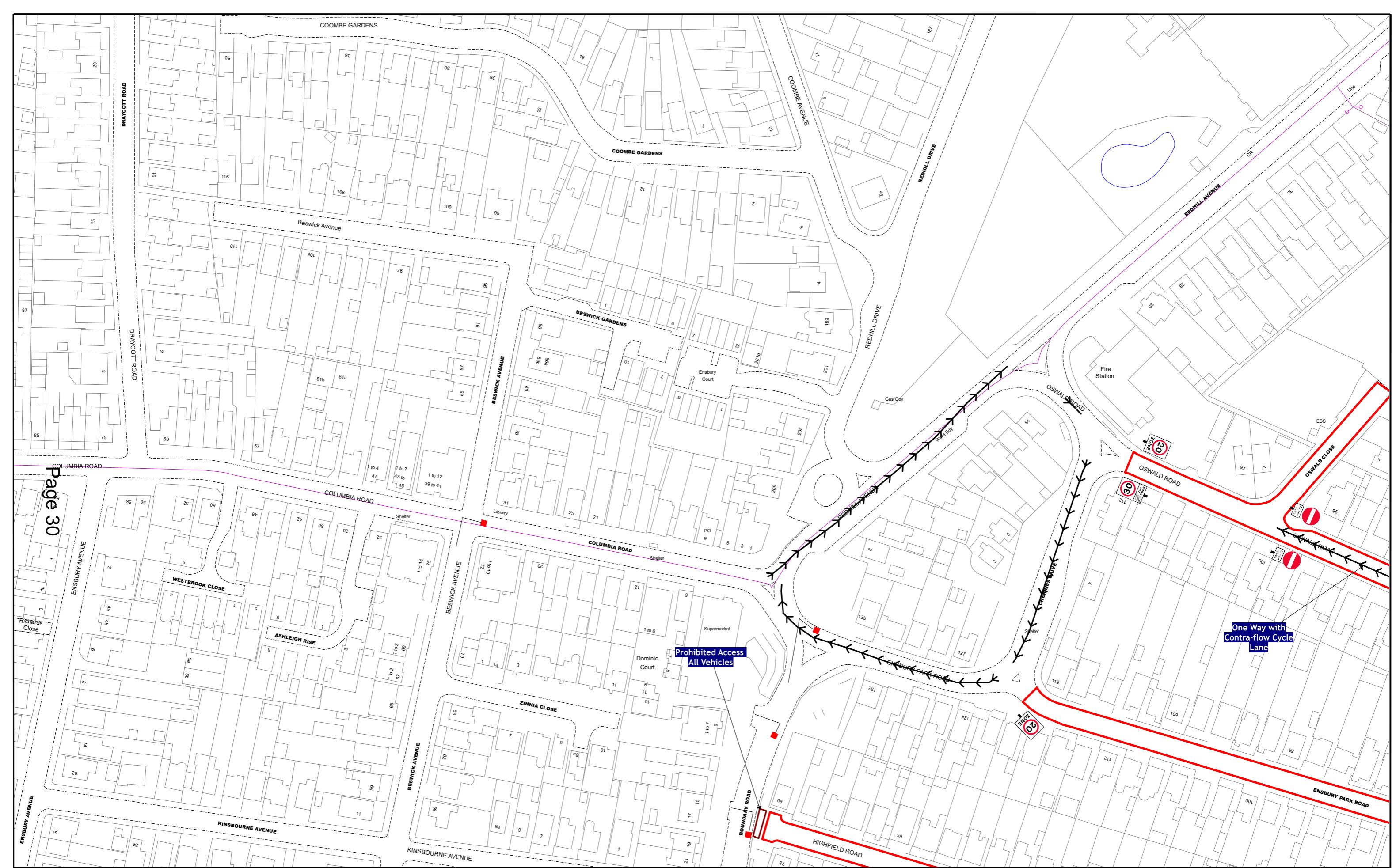
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▲ AA24 AA26 AB25 ▼

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Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
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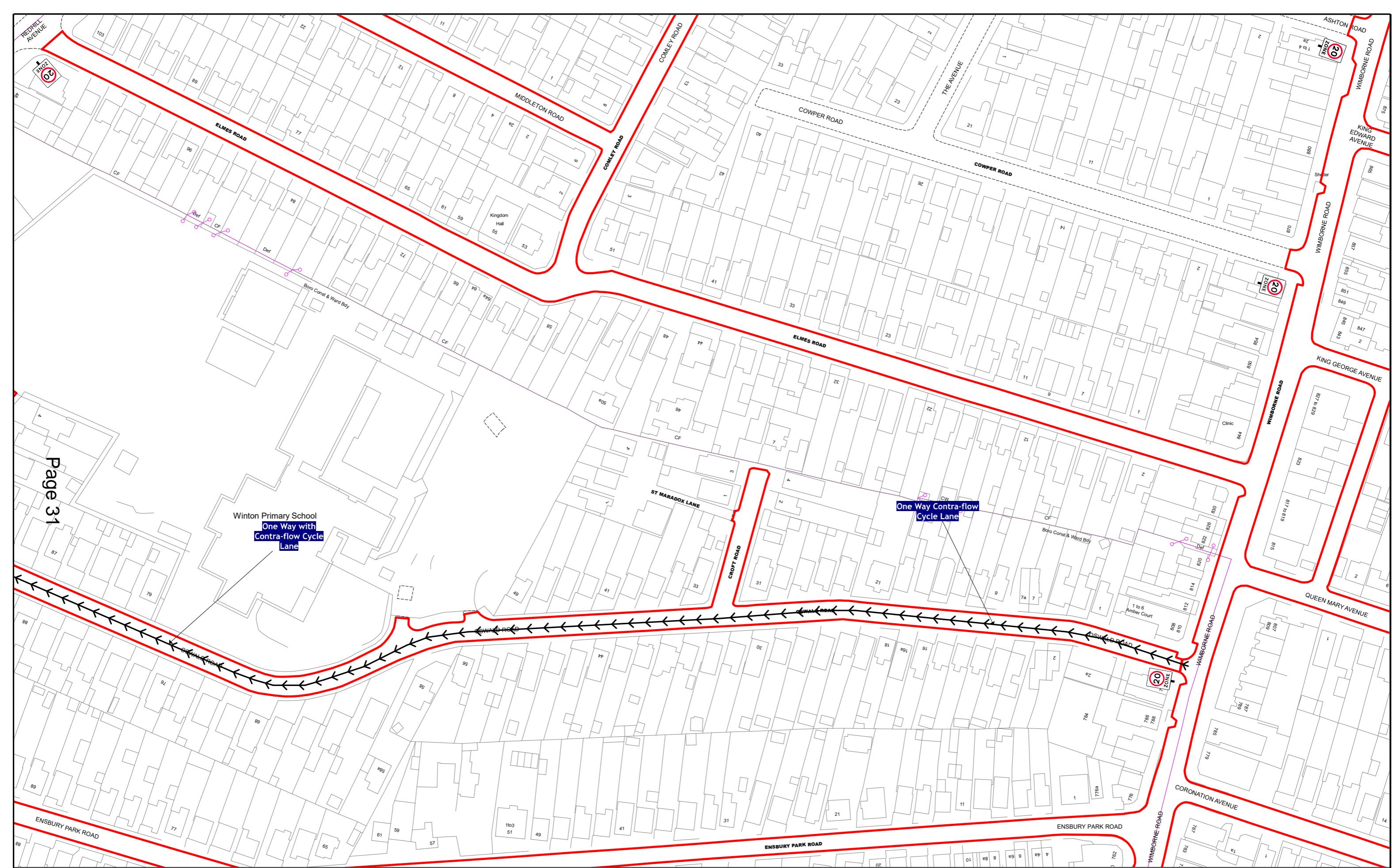
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AA23
AB24
AC23

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

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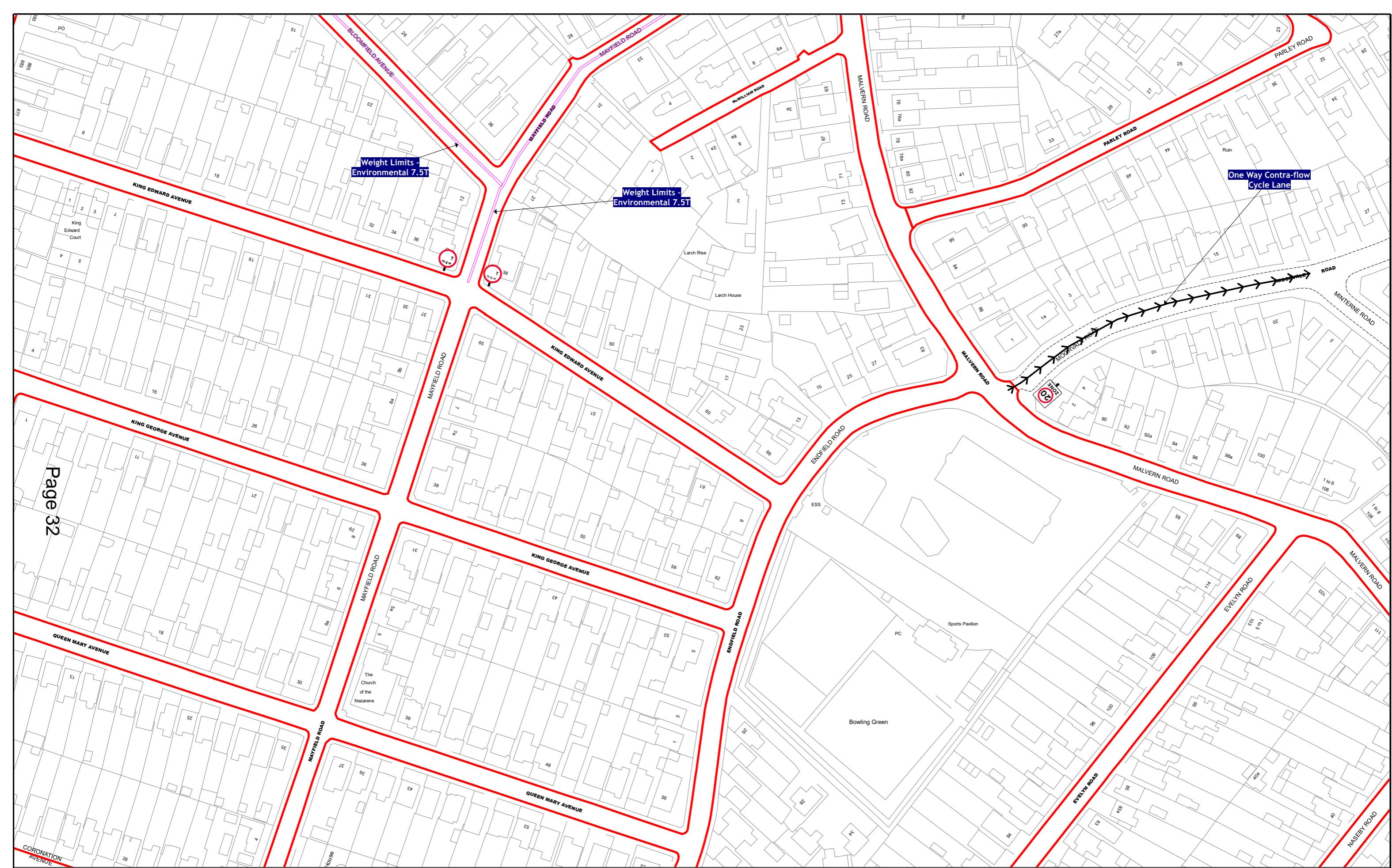
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AA24
AB23 AB25
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Order Title:

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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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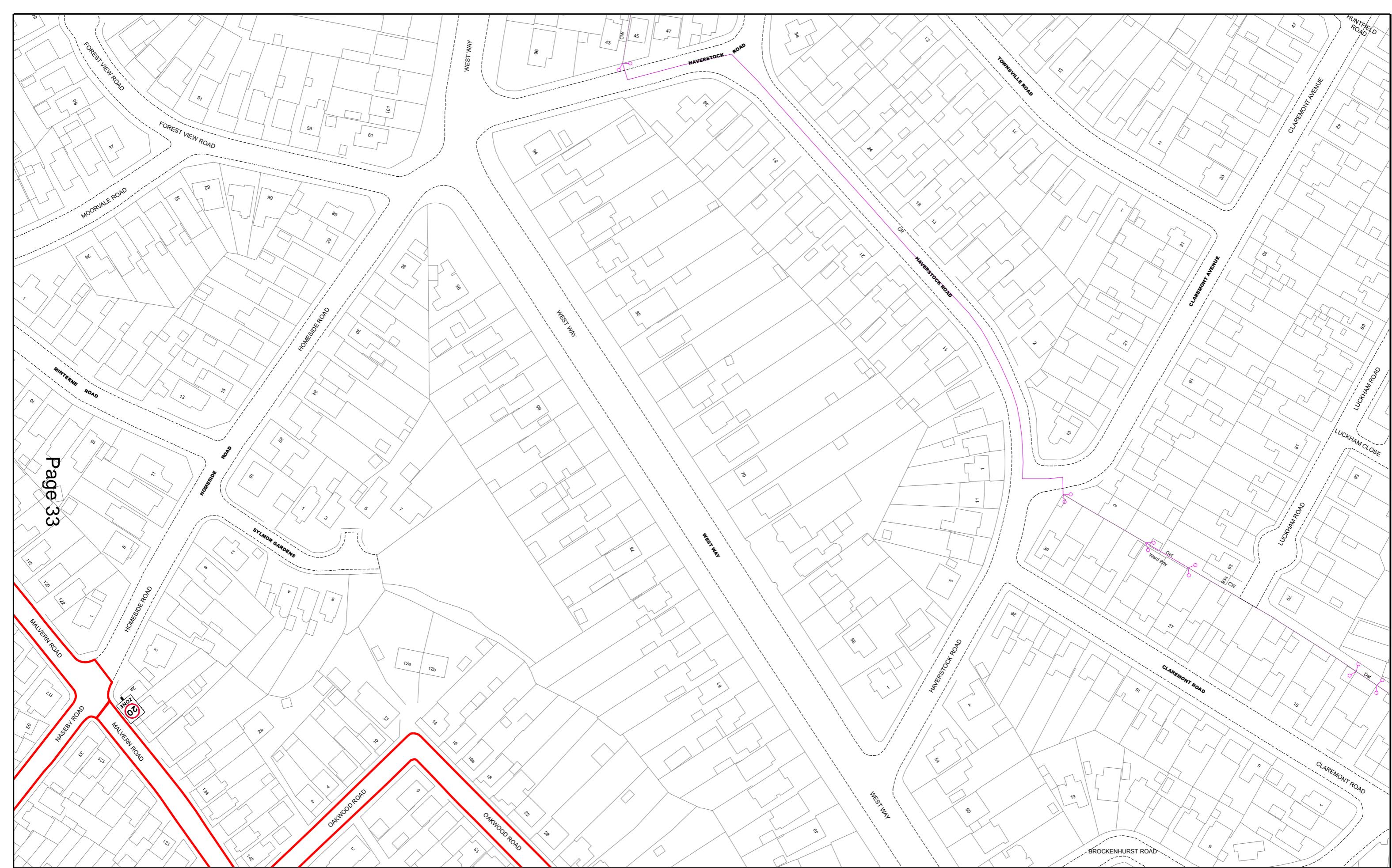
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AA25
AB24 AB26 AC25



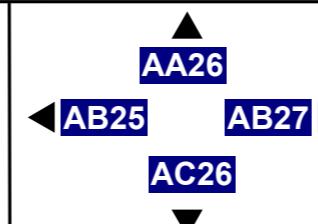
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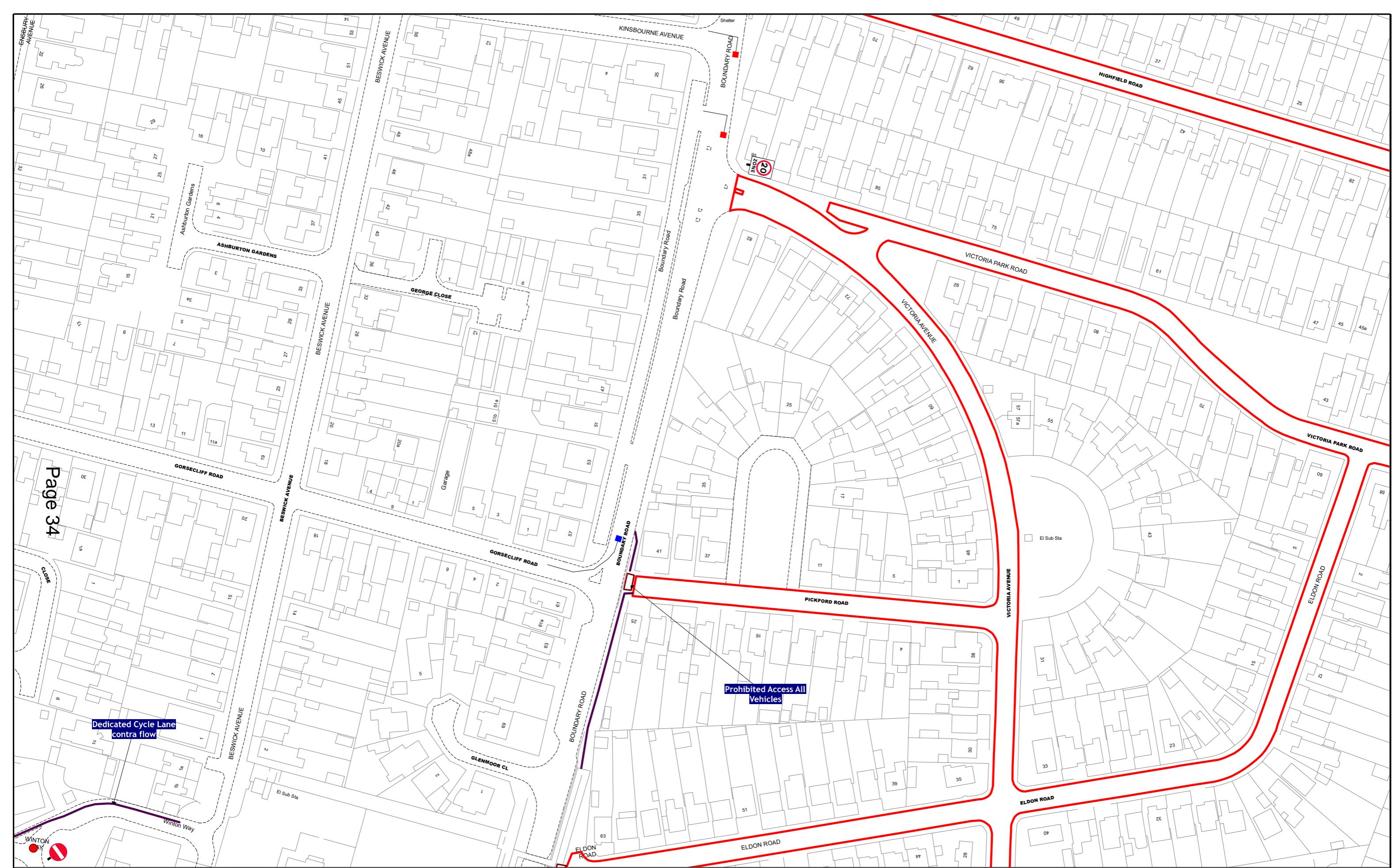
**BOURNEMOUTH,
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Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
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AB23

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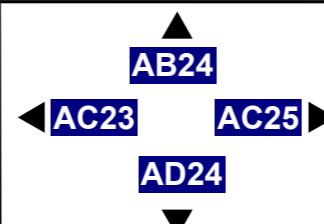
BOURNEMOUTH,
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AND POOLE
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Order Title:

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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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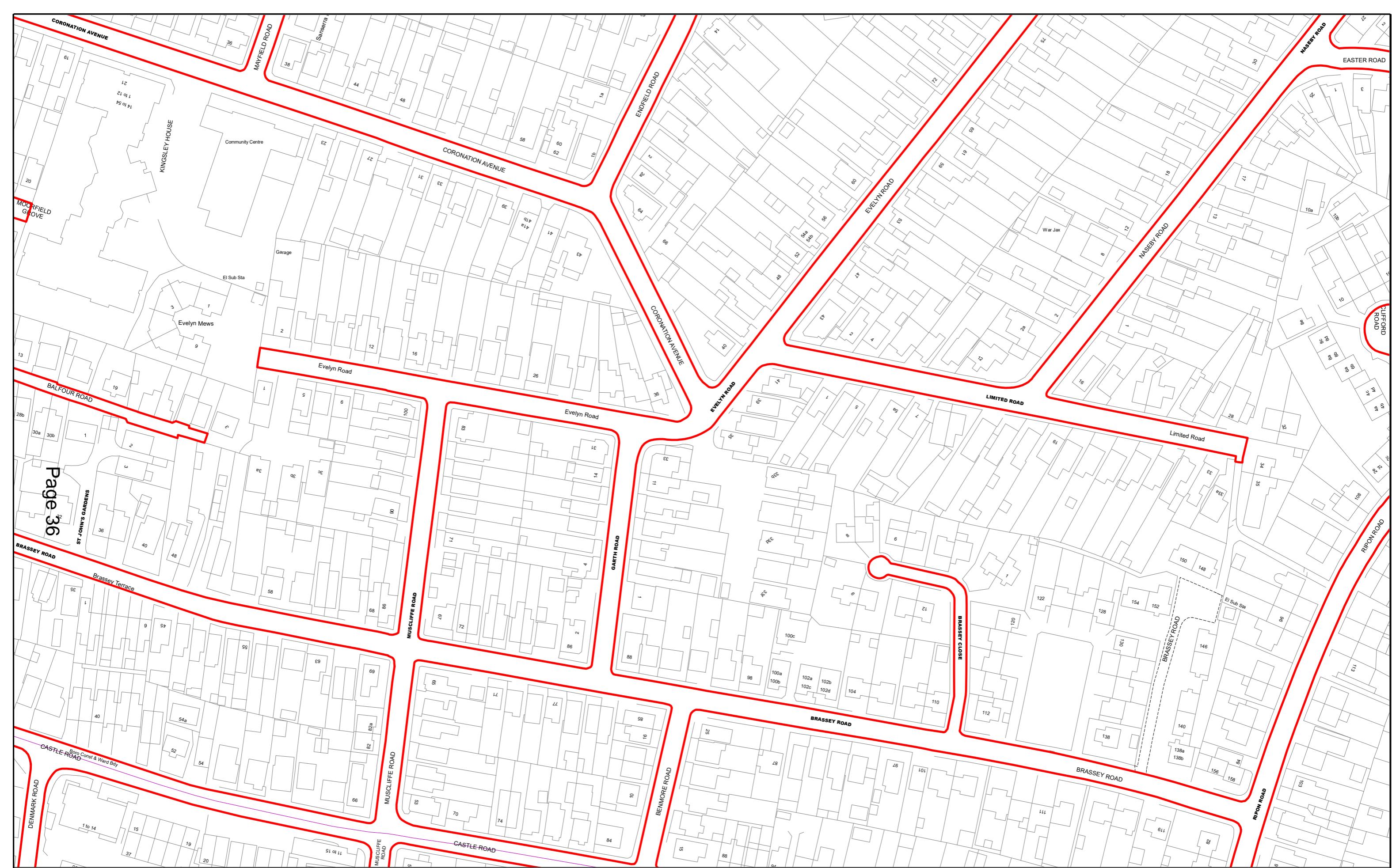
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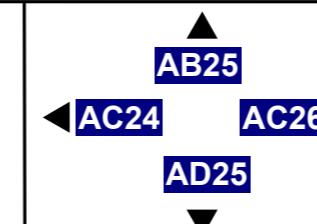
BOURNEMOUTH,
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Order Title:

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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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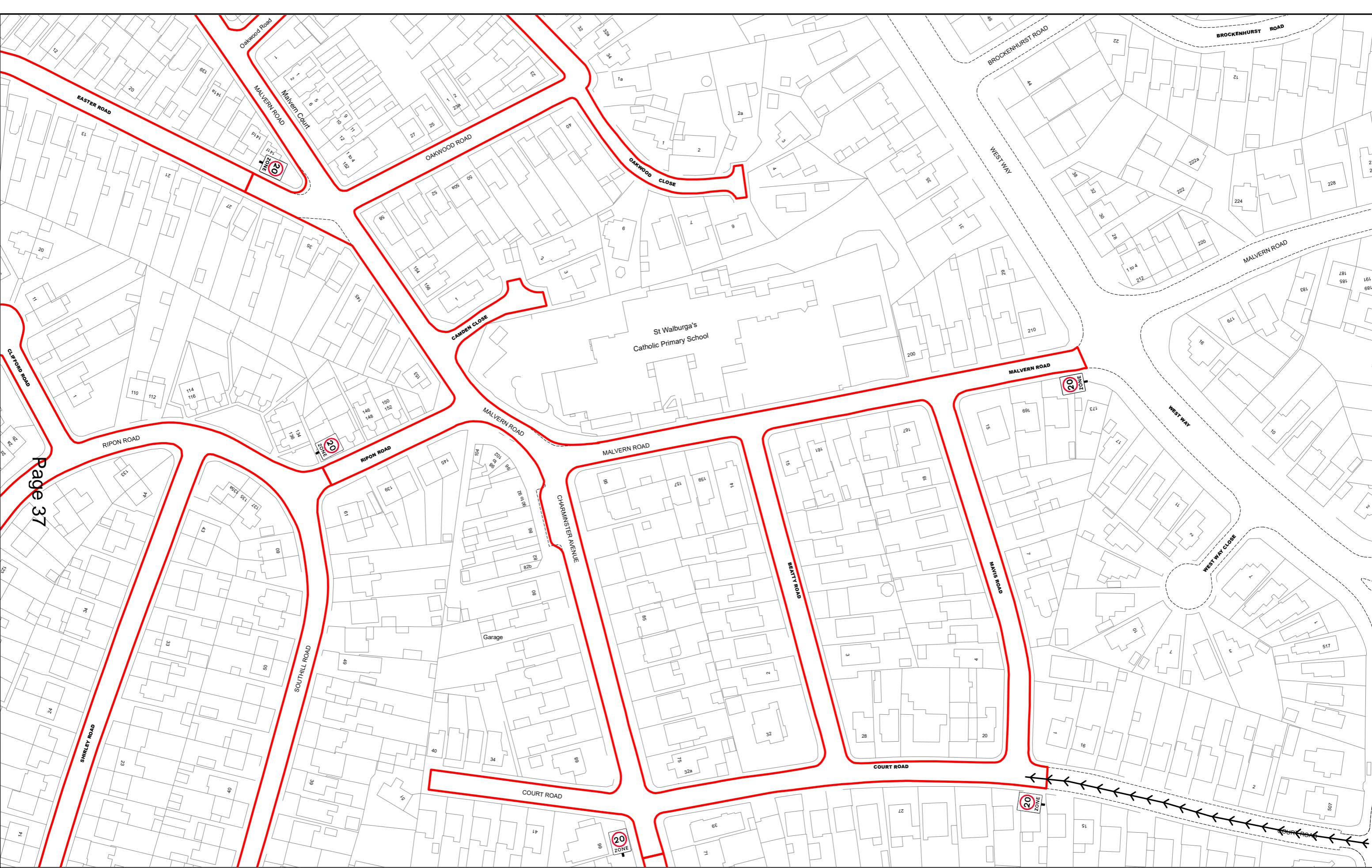
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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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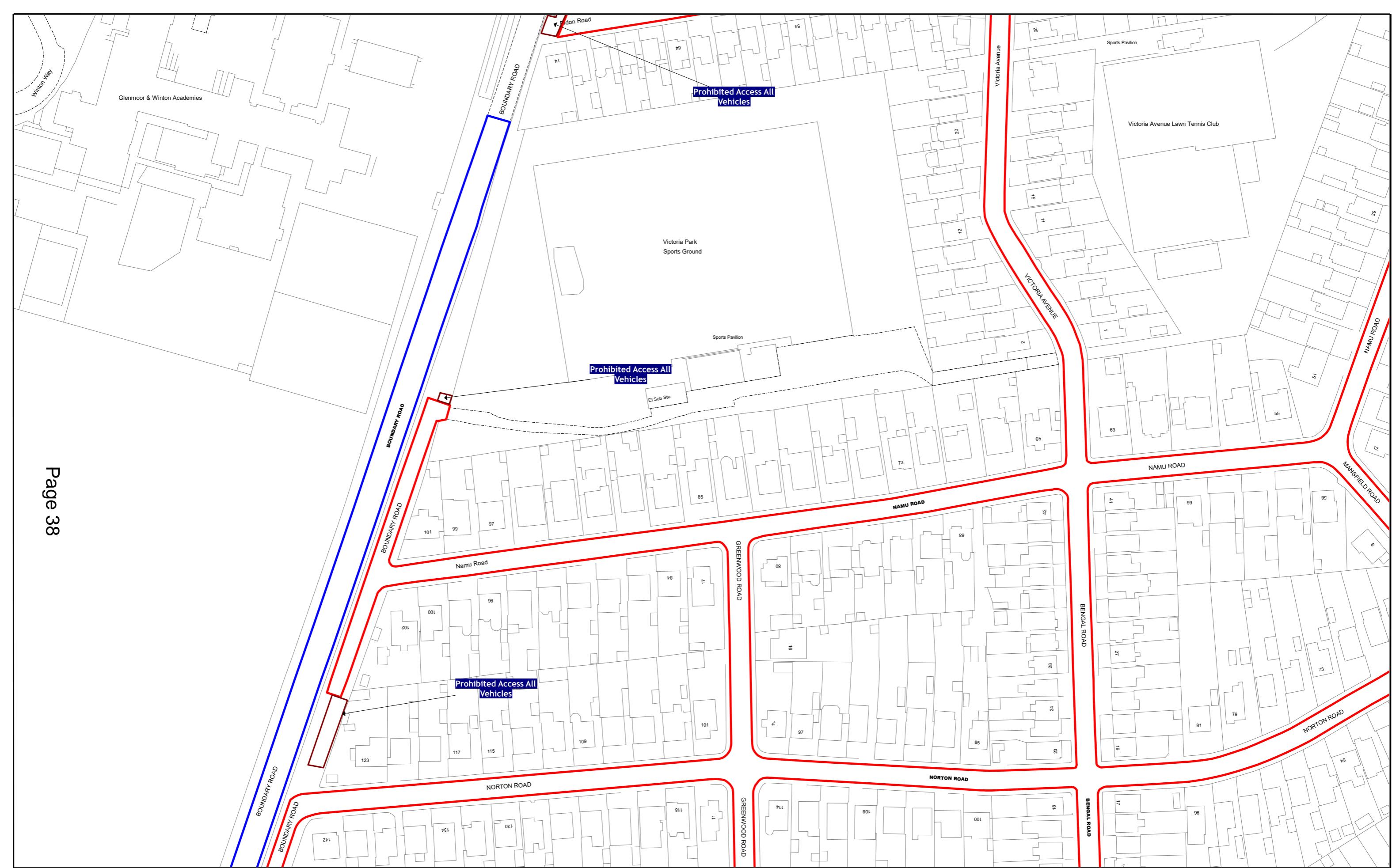
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AB26
AC25 AC27 AD26



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

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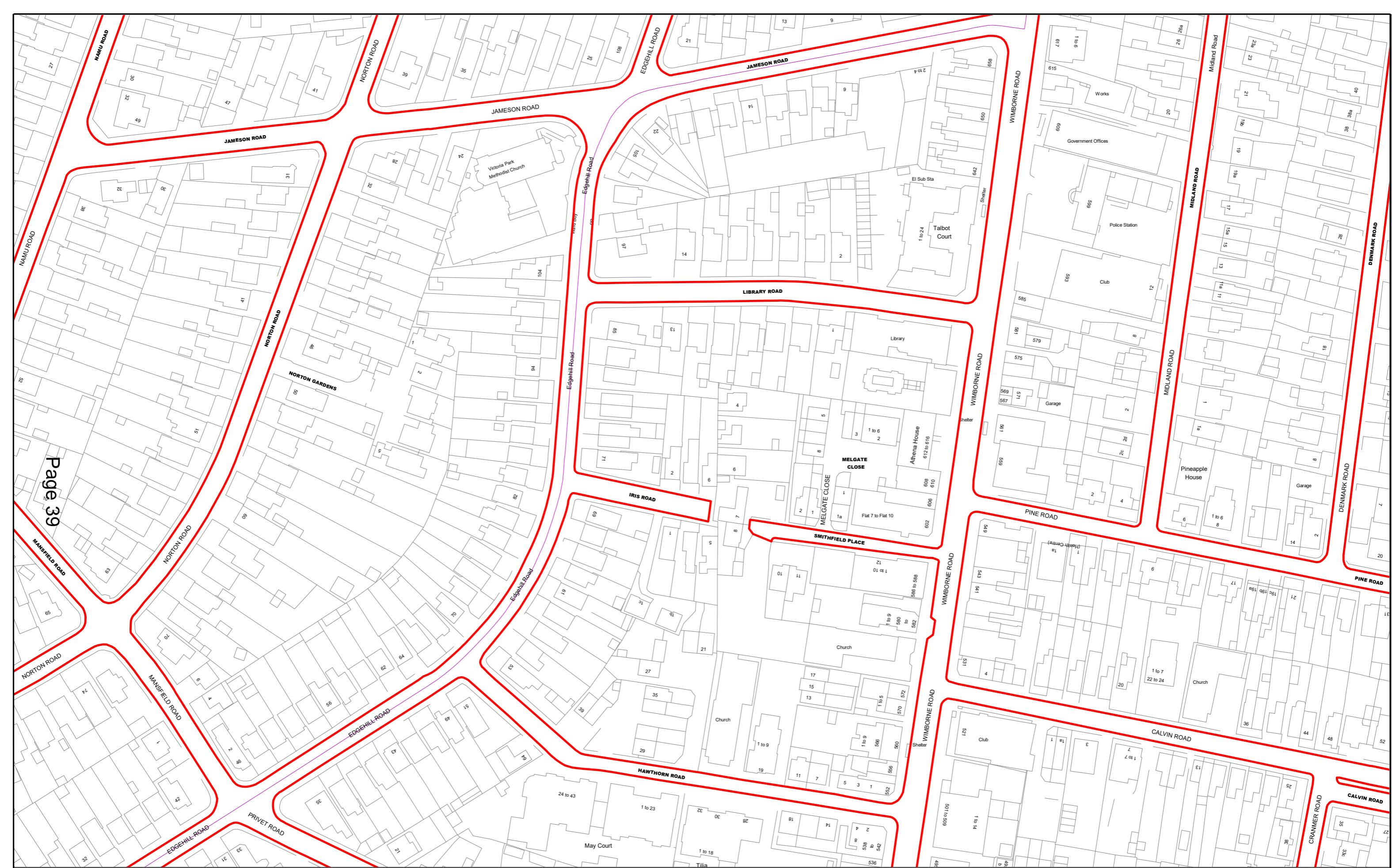
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AC23
AD24
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BOURNEMOUTH,
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COUNCIL

Order Title:

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

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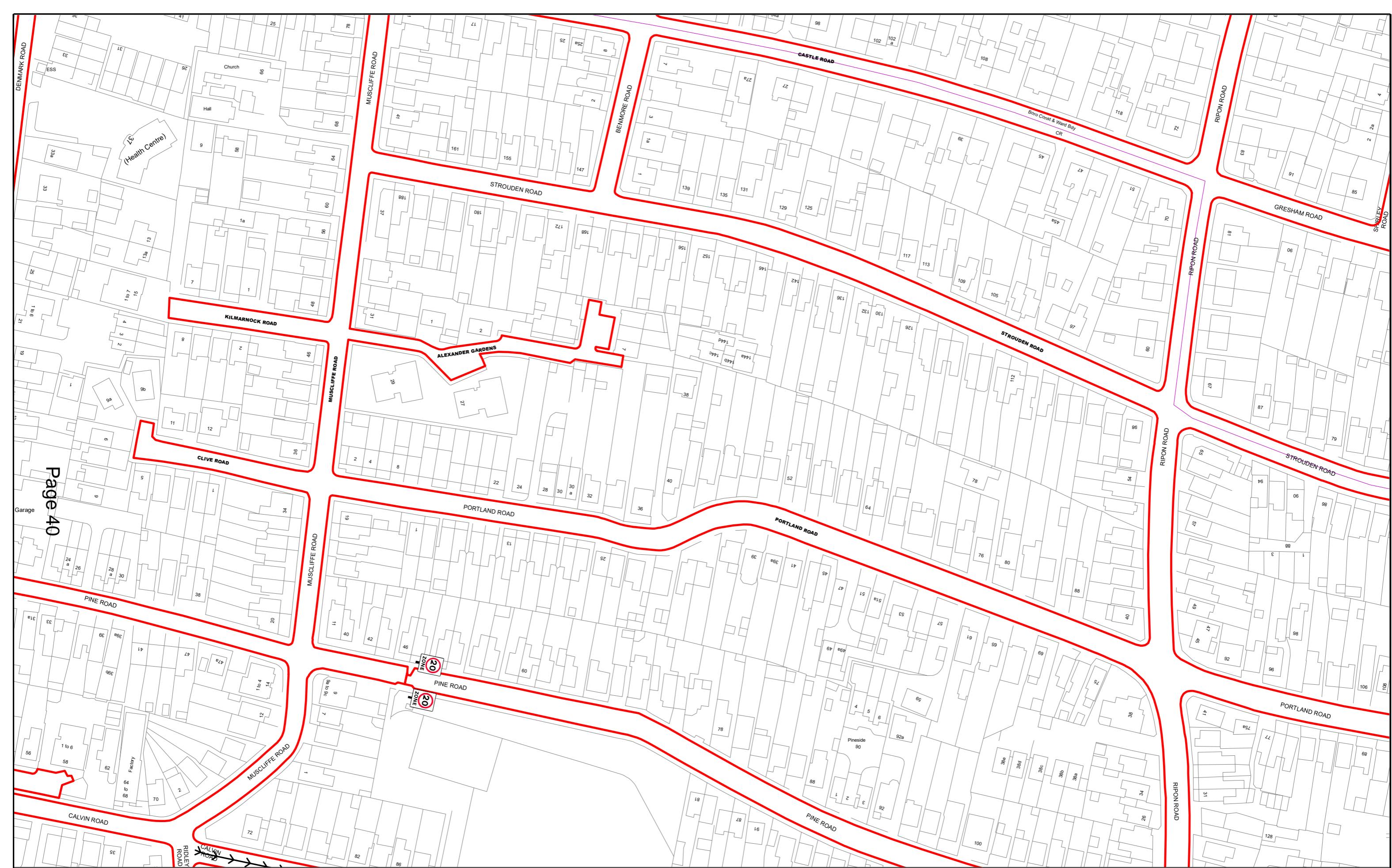
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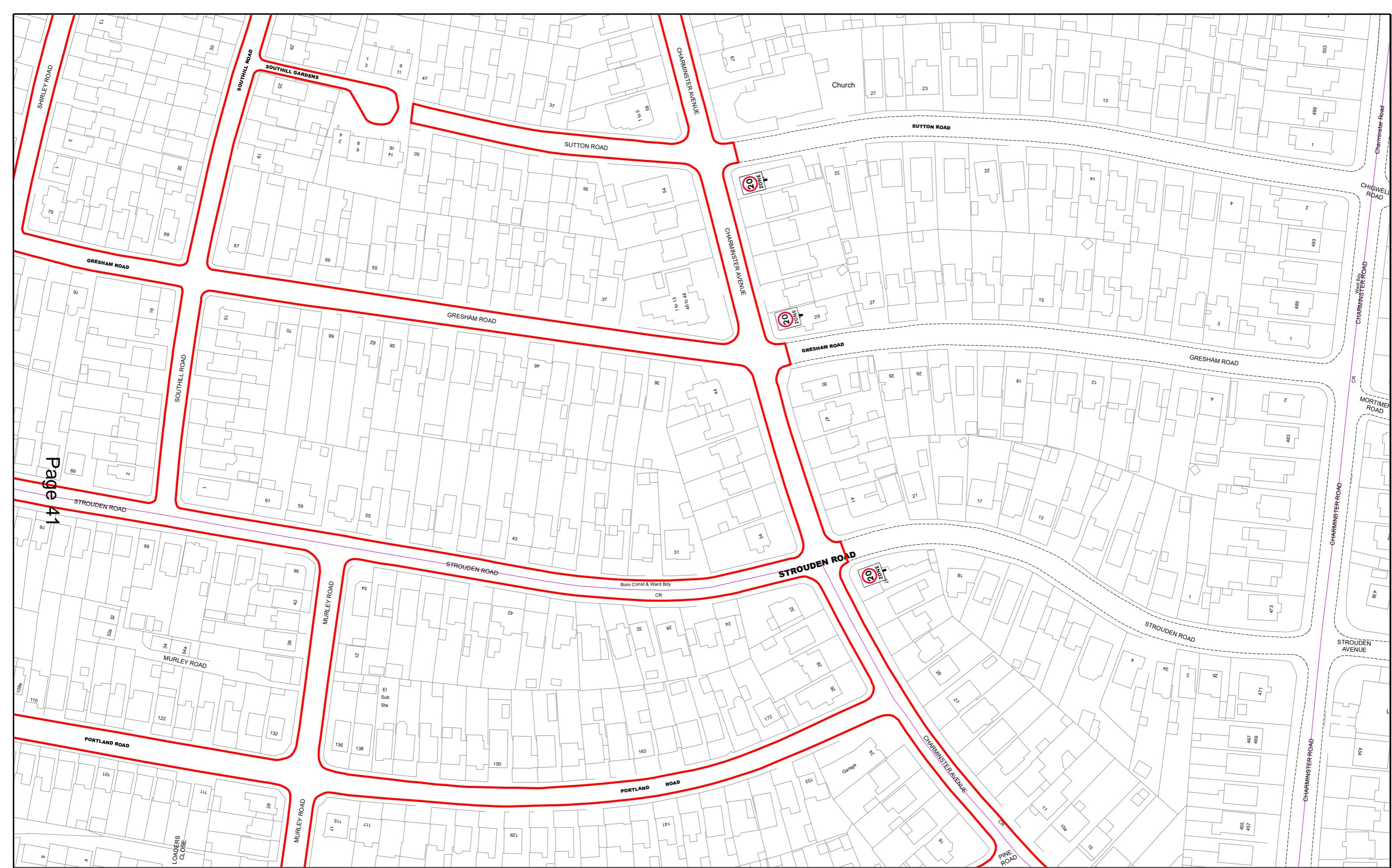
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Order Title:

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

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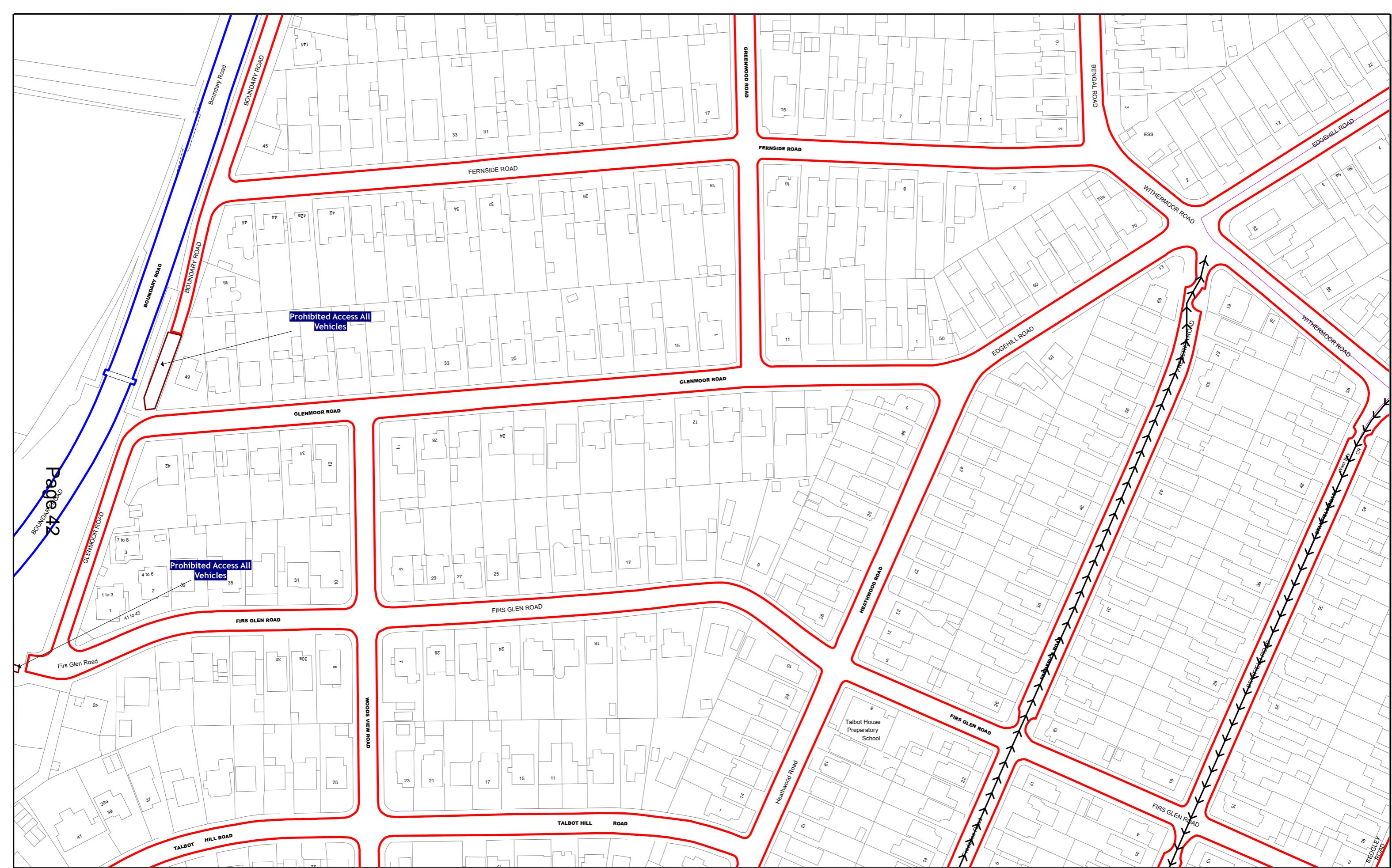
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AC26
AD25 AD27 AE26



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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
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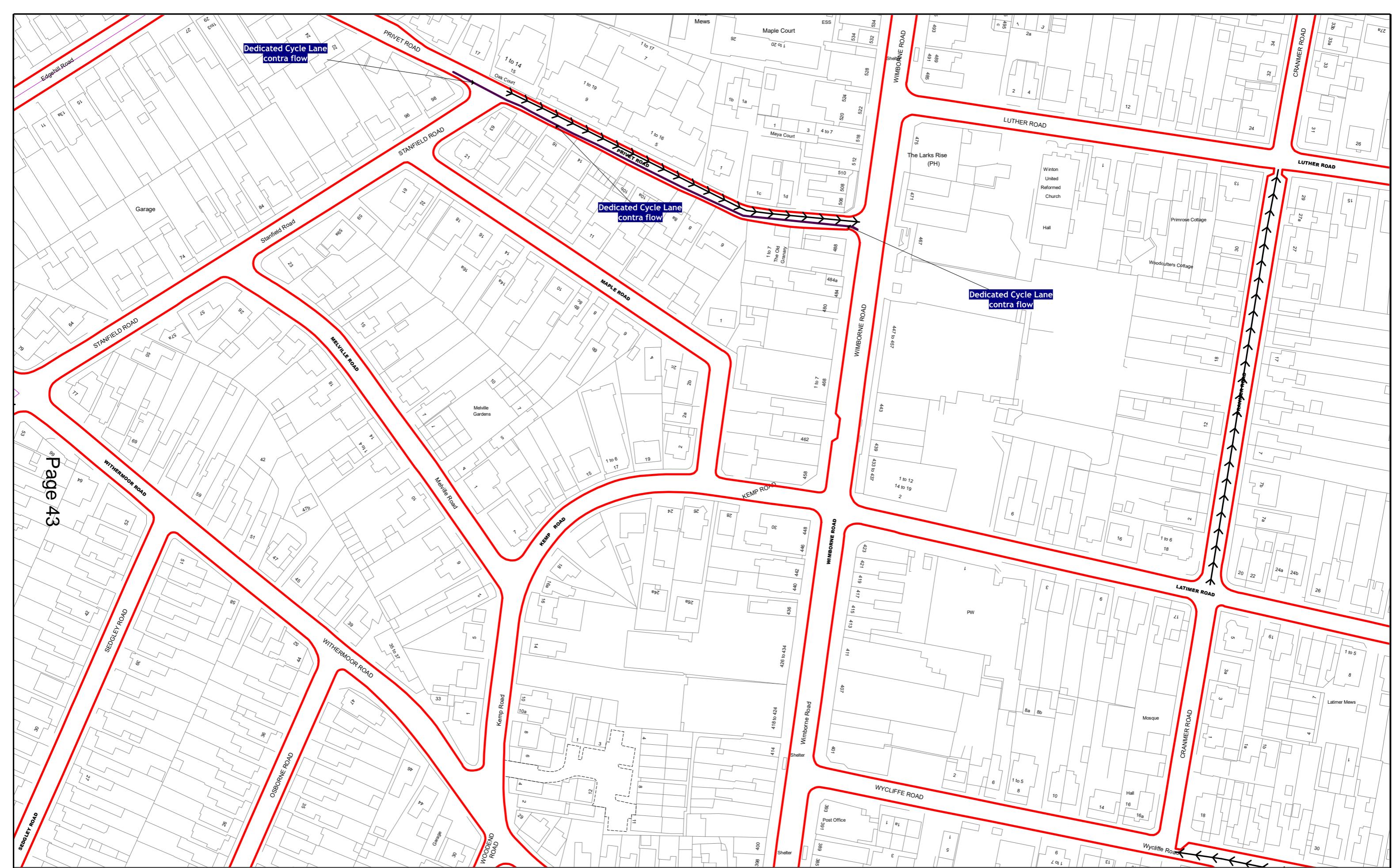
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AD23
AE22 AE24 AF23



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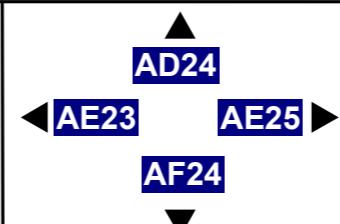


BOURNEMOUTH,
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Order Title:
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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

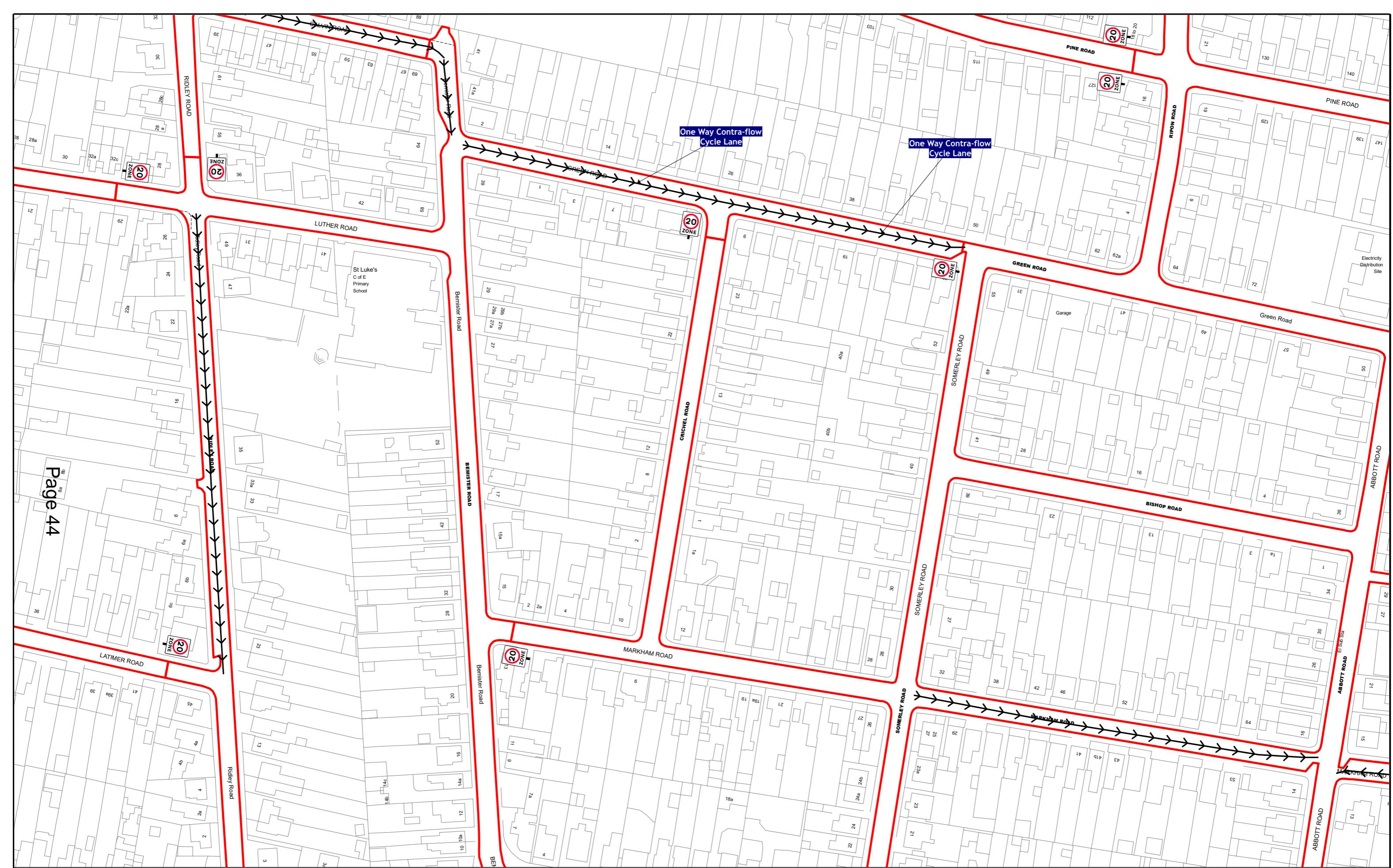
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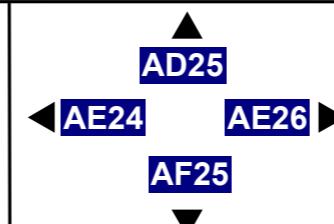


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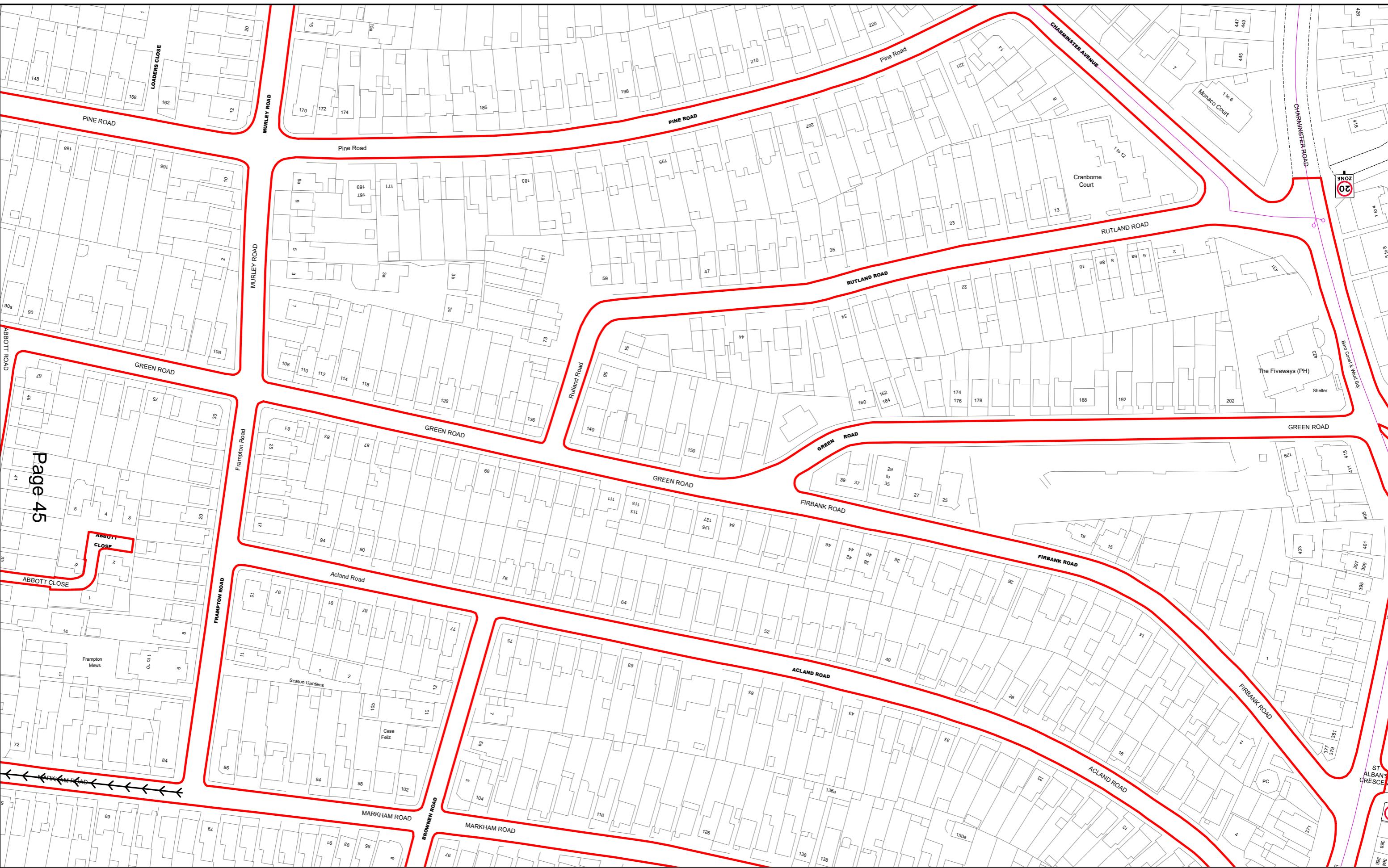
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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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▲
AD26
◀
AE25 **AE27** **AF26**
▼



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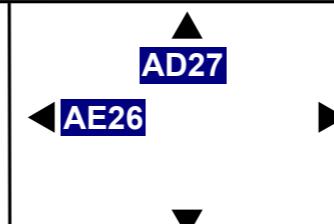


BOURNEMOUTH,
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Order Title:
BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

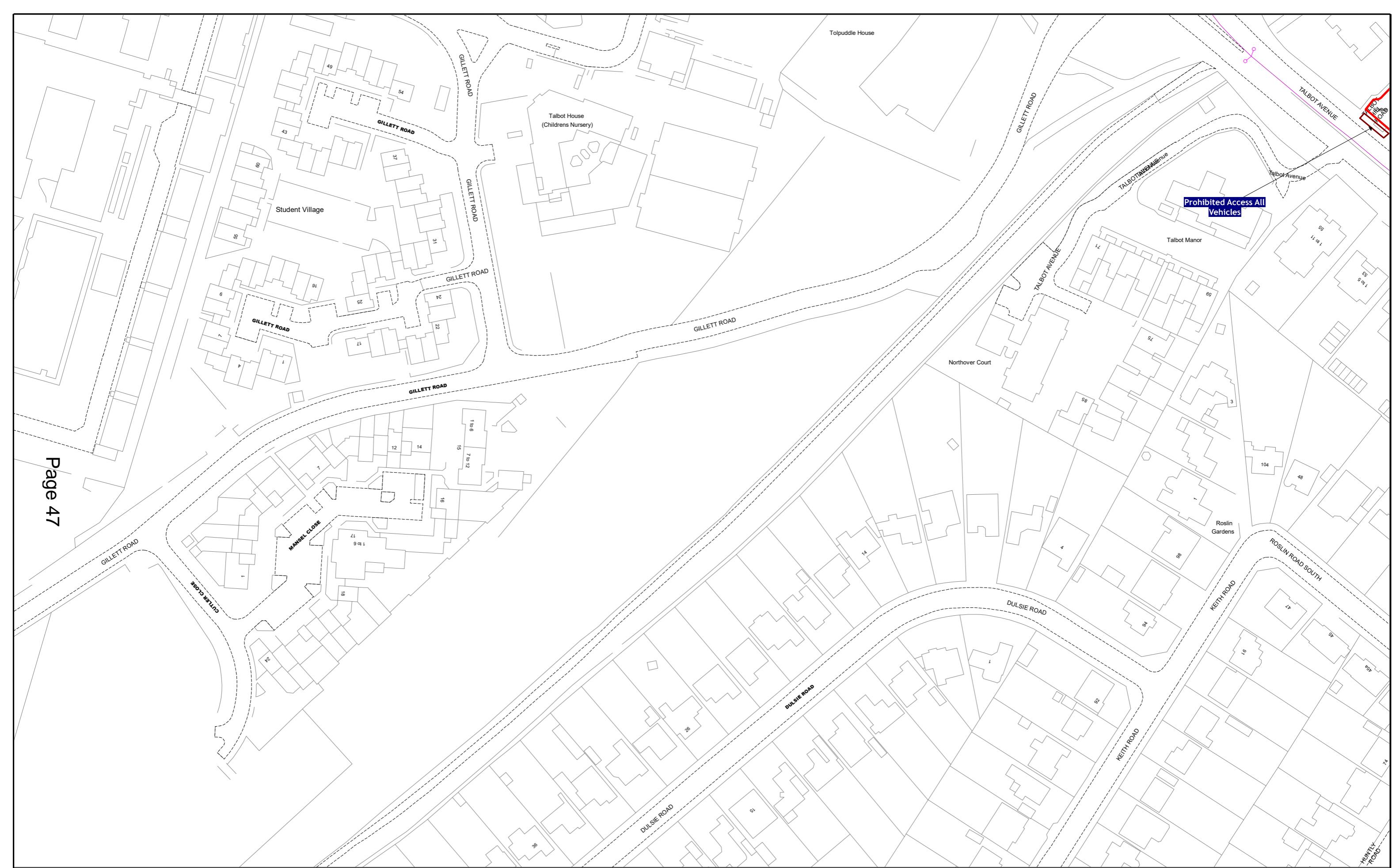
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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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AE22

AF23



SCALE

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DATE

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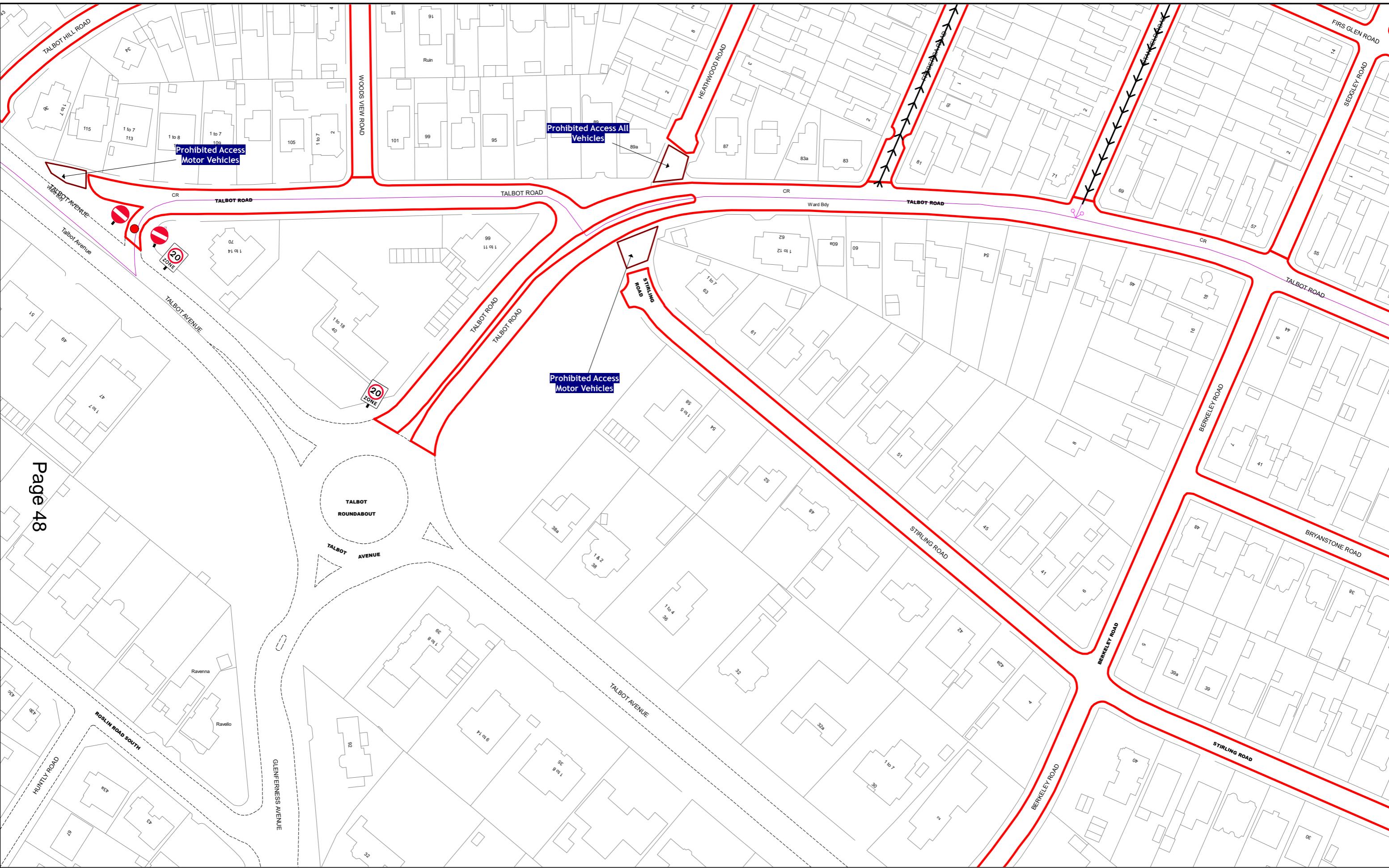
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REVISION

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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

PROPOSED

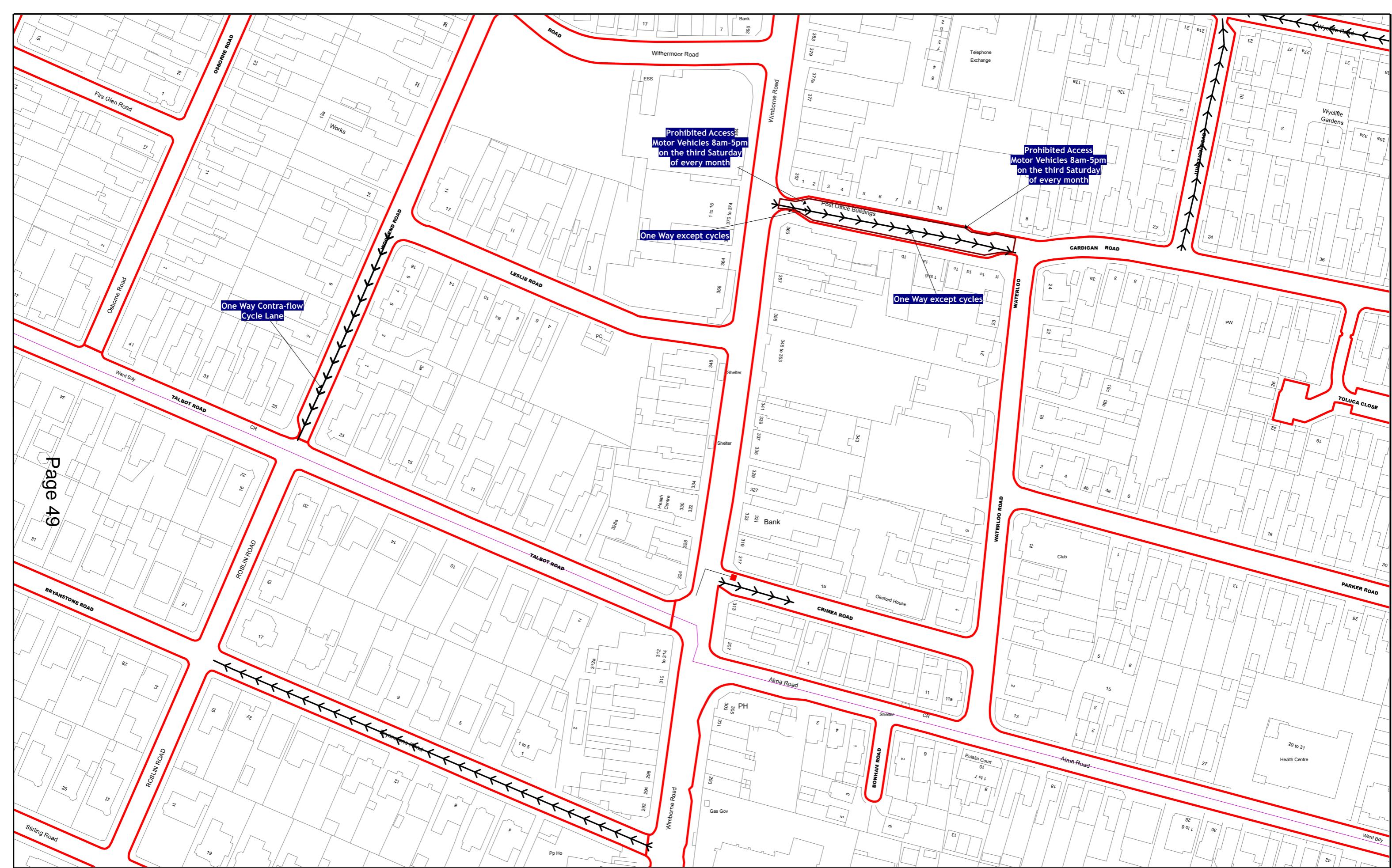
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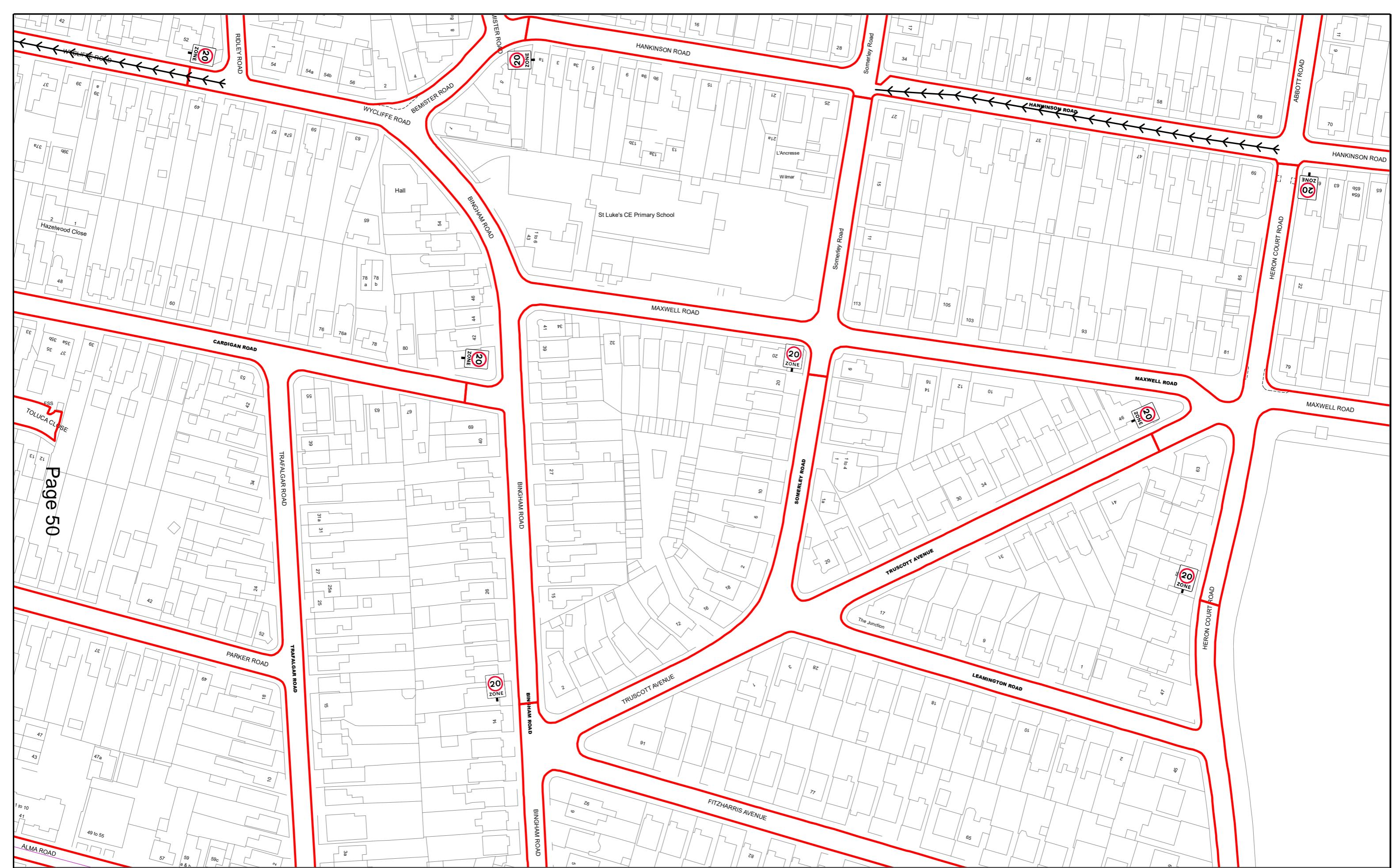
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AF22 AF24 AG23



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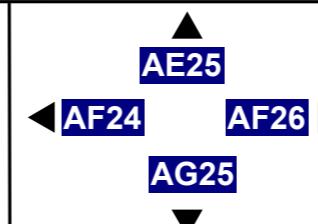
BOURNEMOUTH,
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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

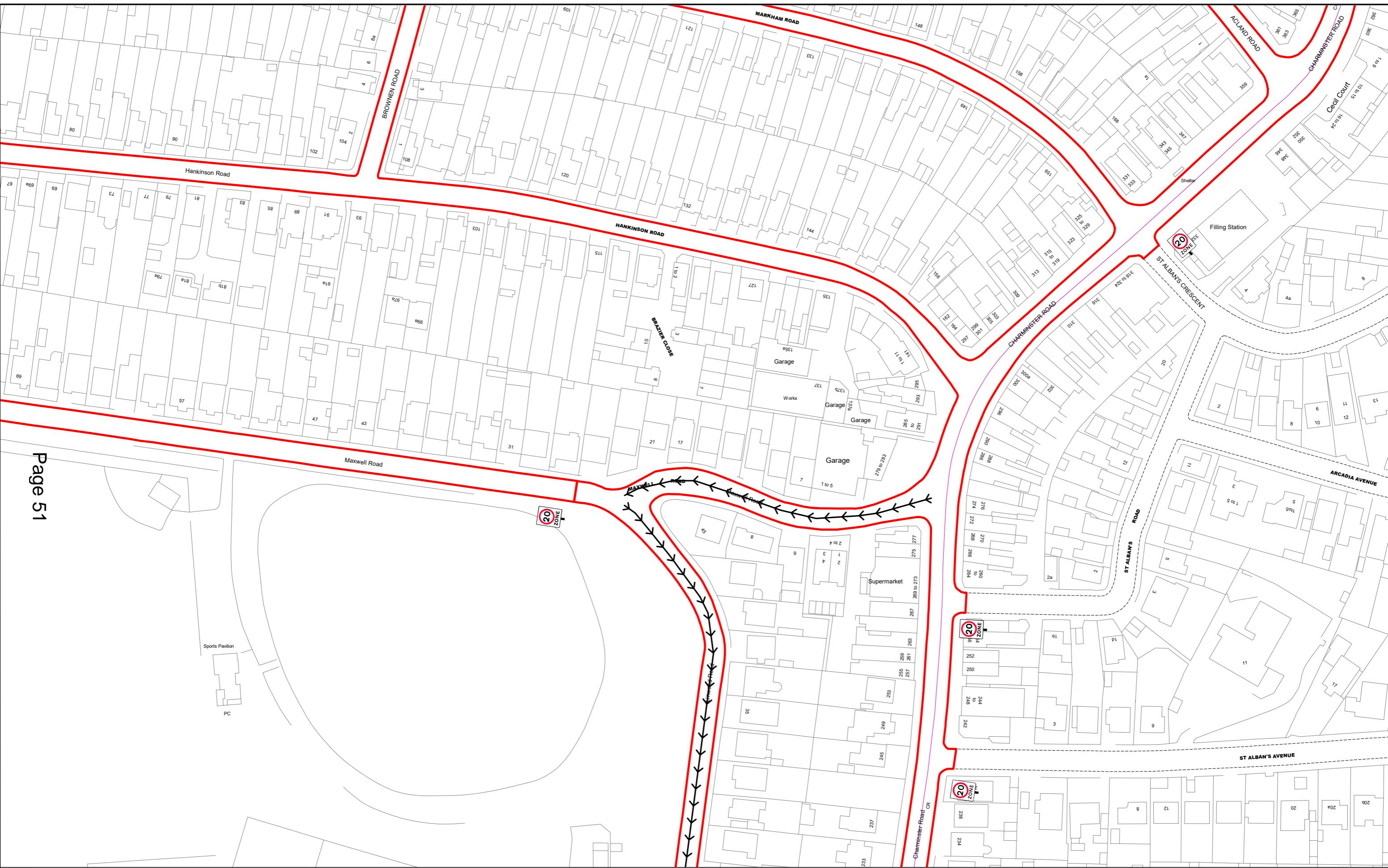
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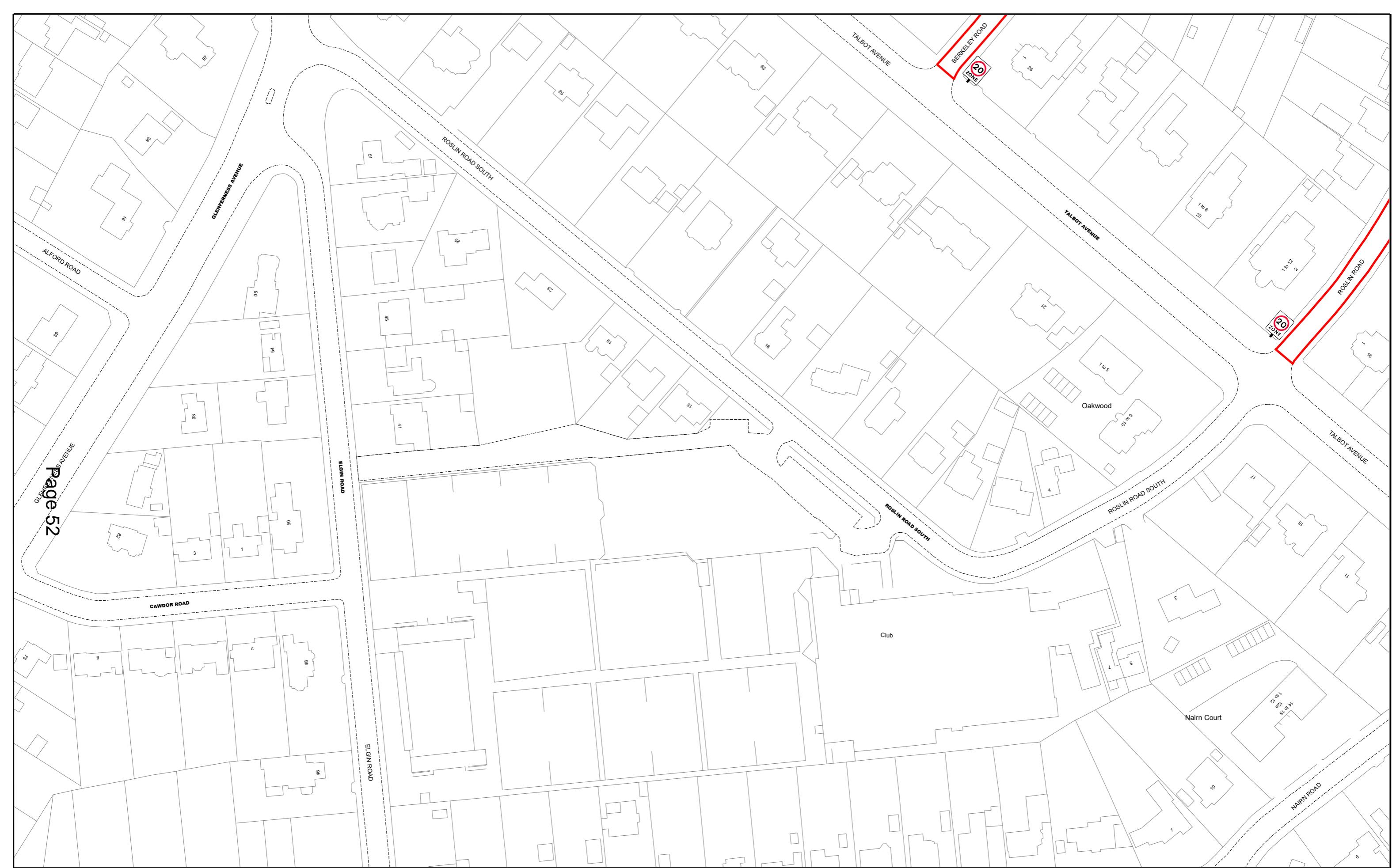
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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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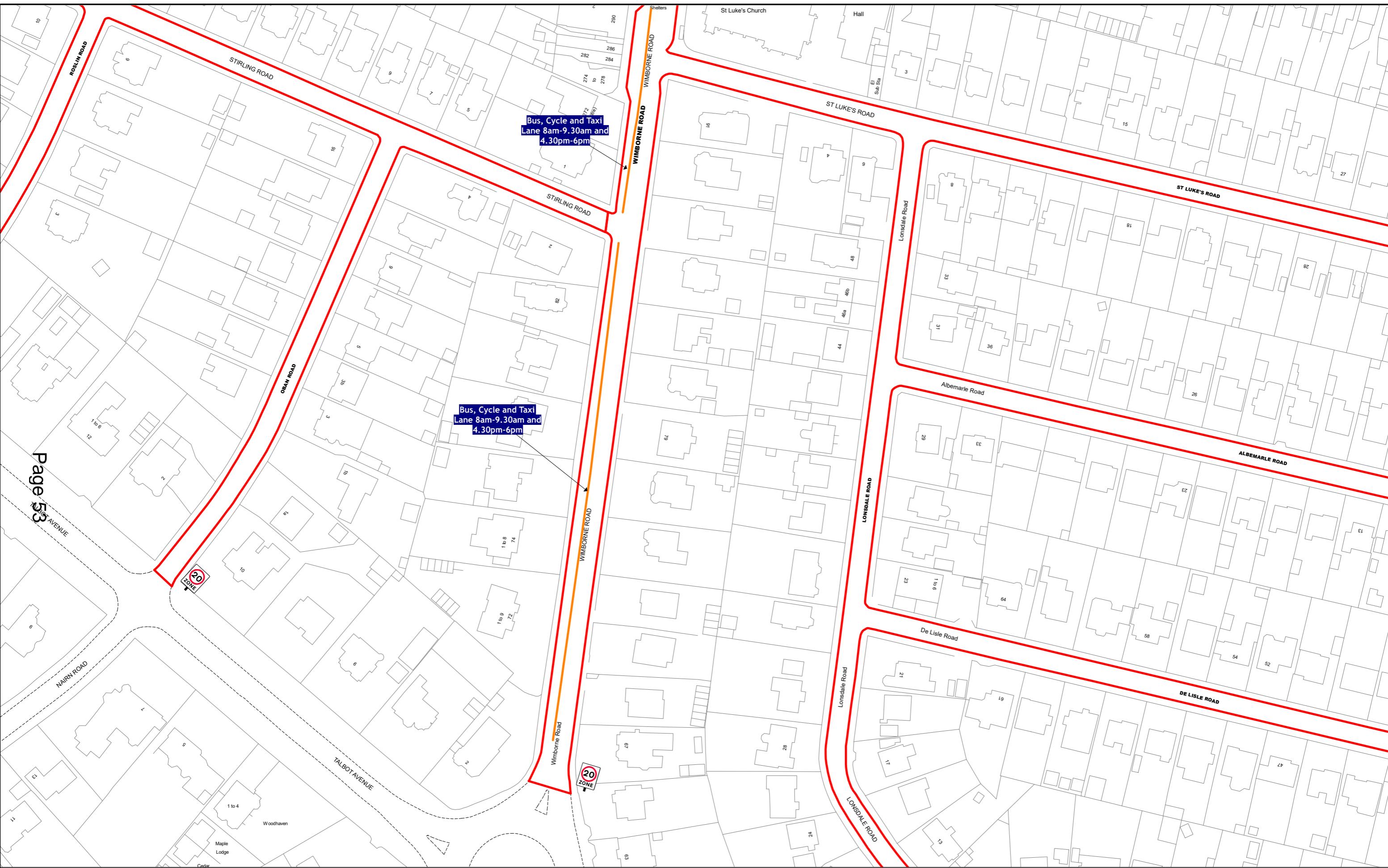
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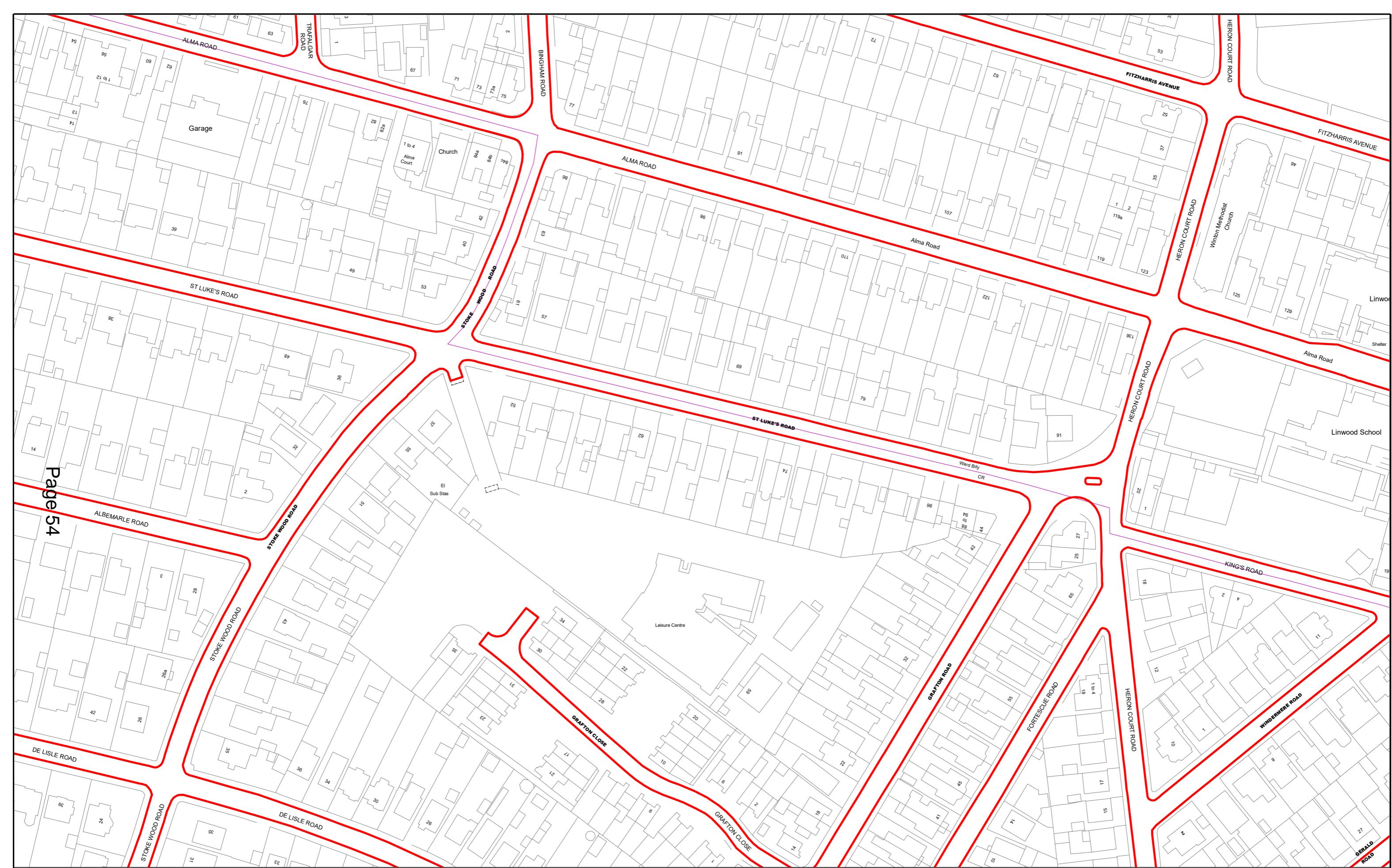
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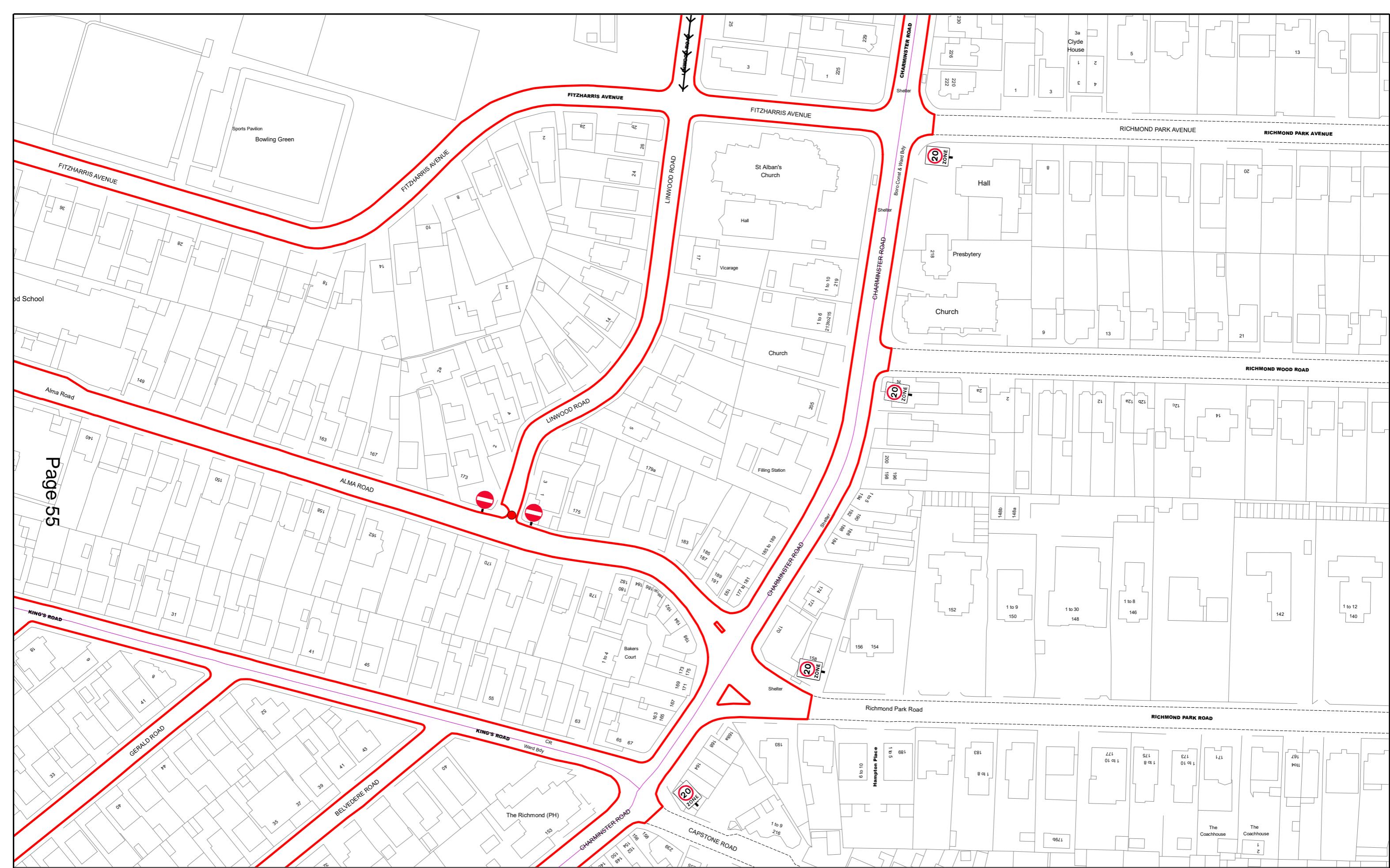


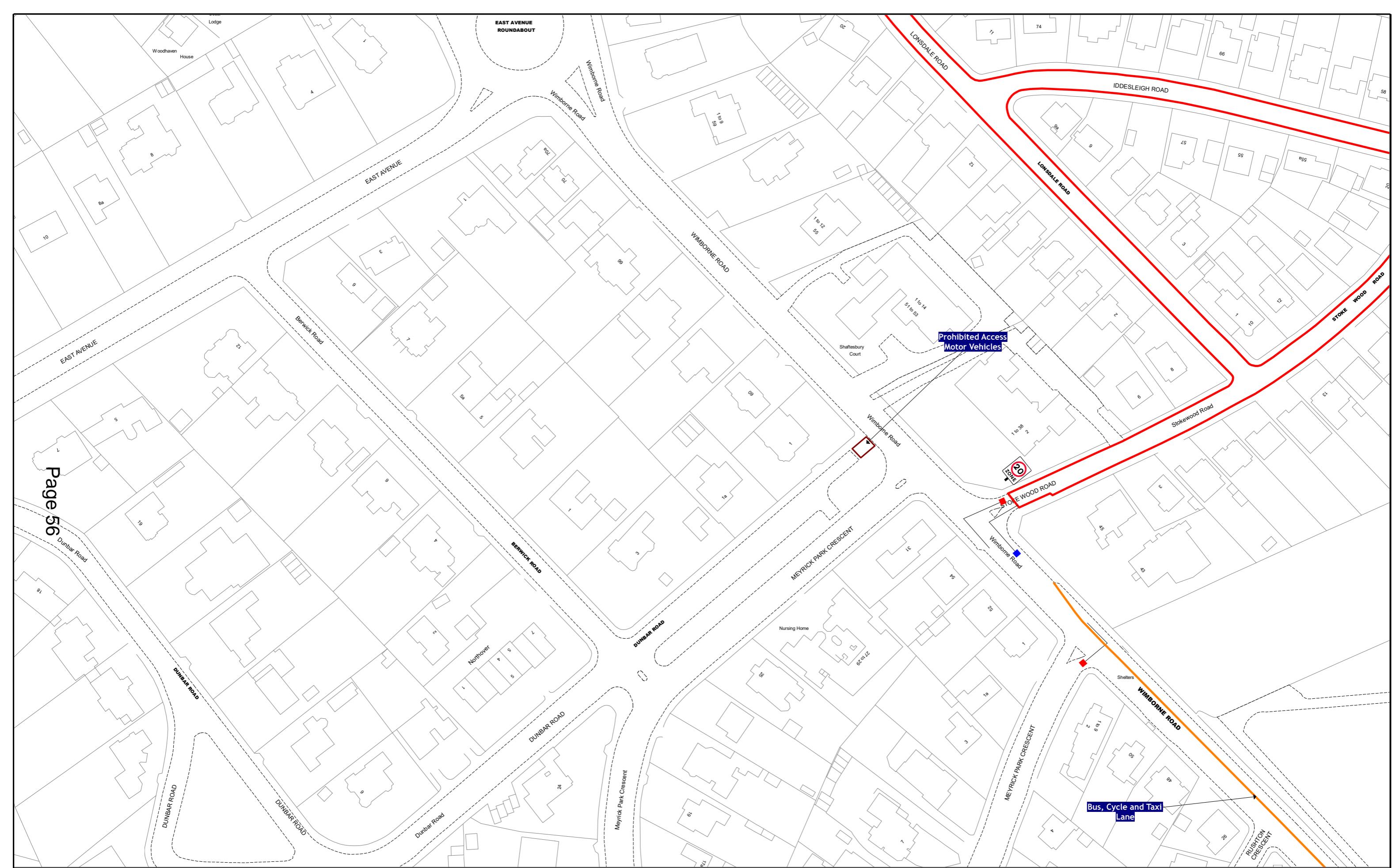
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Order Title:

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

PROPOSED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

AG24

AH25

AI24



SCALE

1 : 1250 @ A3

DATE

03/10/2025

MAP

Tile Ref: AH24

REVISION

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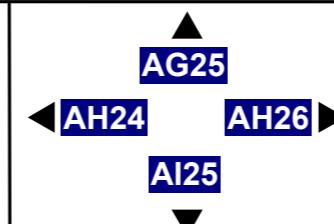
BOURNEMOUTH,
CHRISTCHURCH
AND POOLE
COUNCIL

Order Title:

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

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SCALE

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DATE

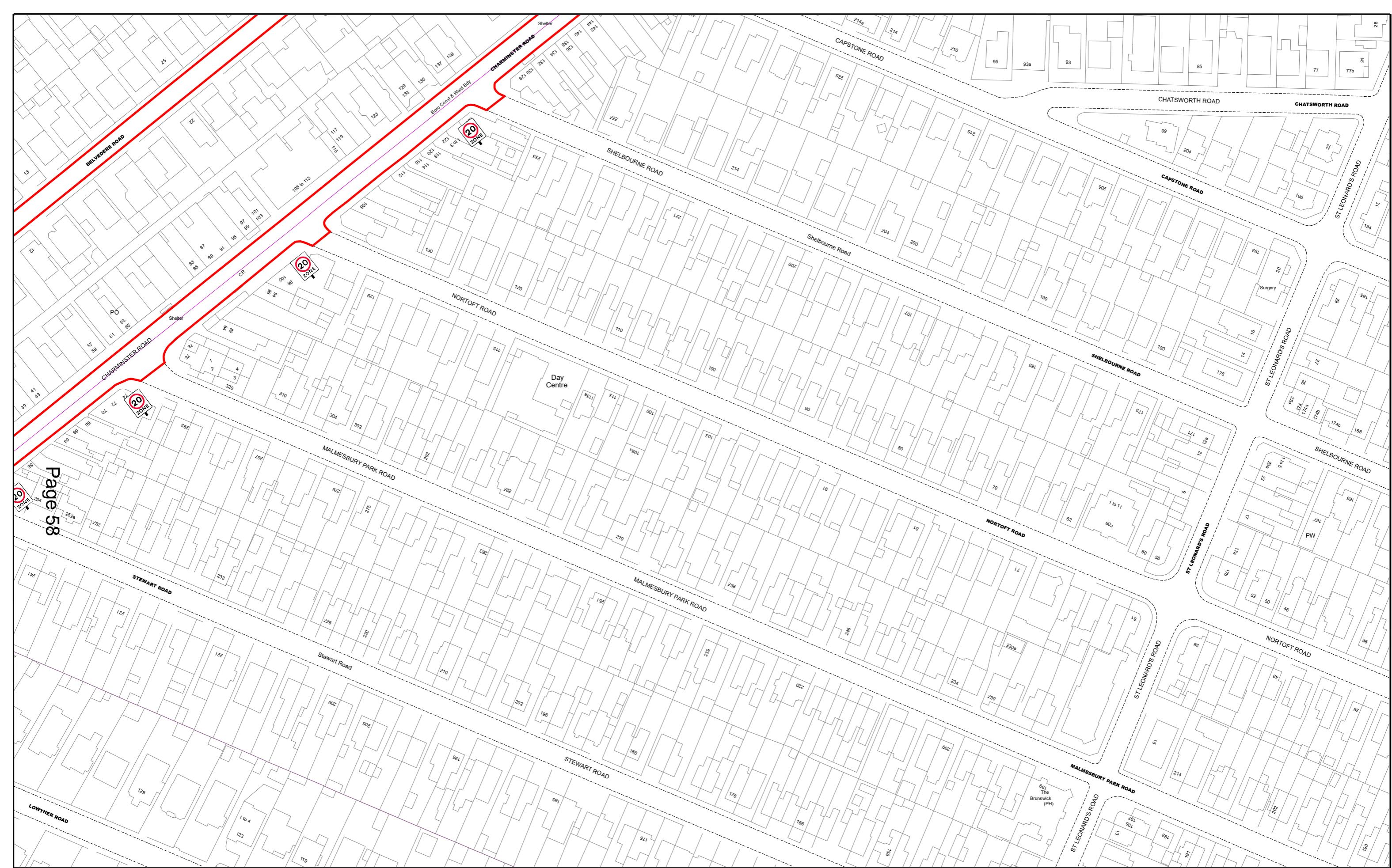
03/10/2025

MAP

Tile Ref: AH25

REVISION

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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

AG26

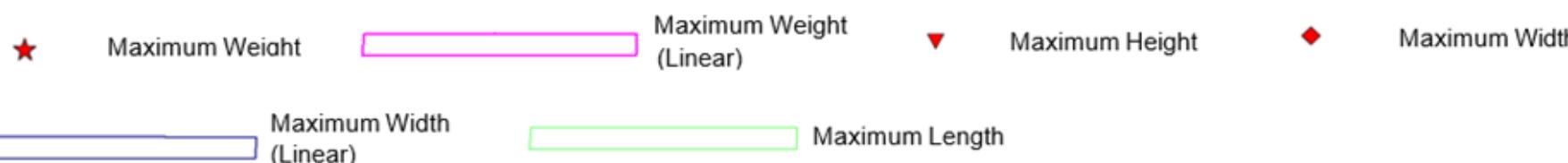
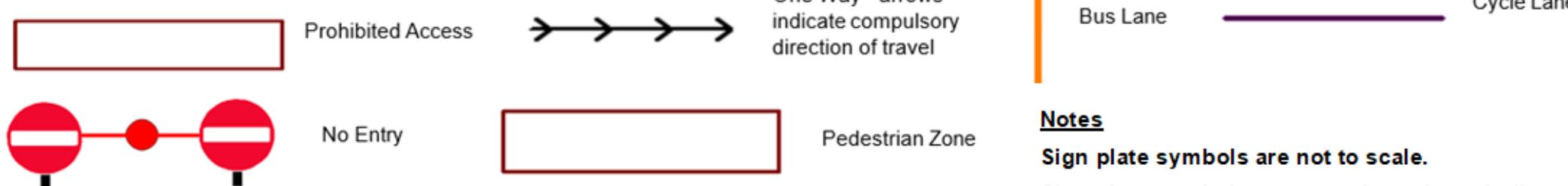
AH25

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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

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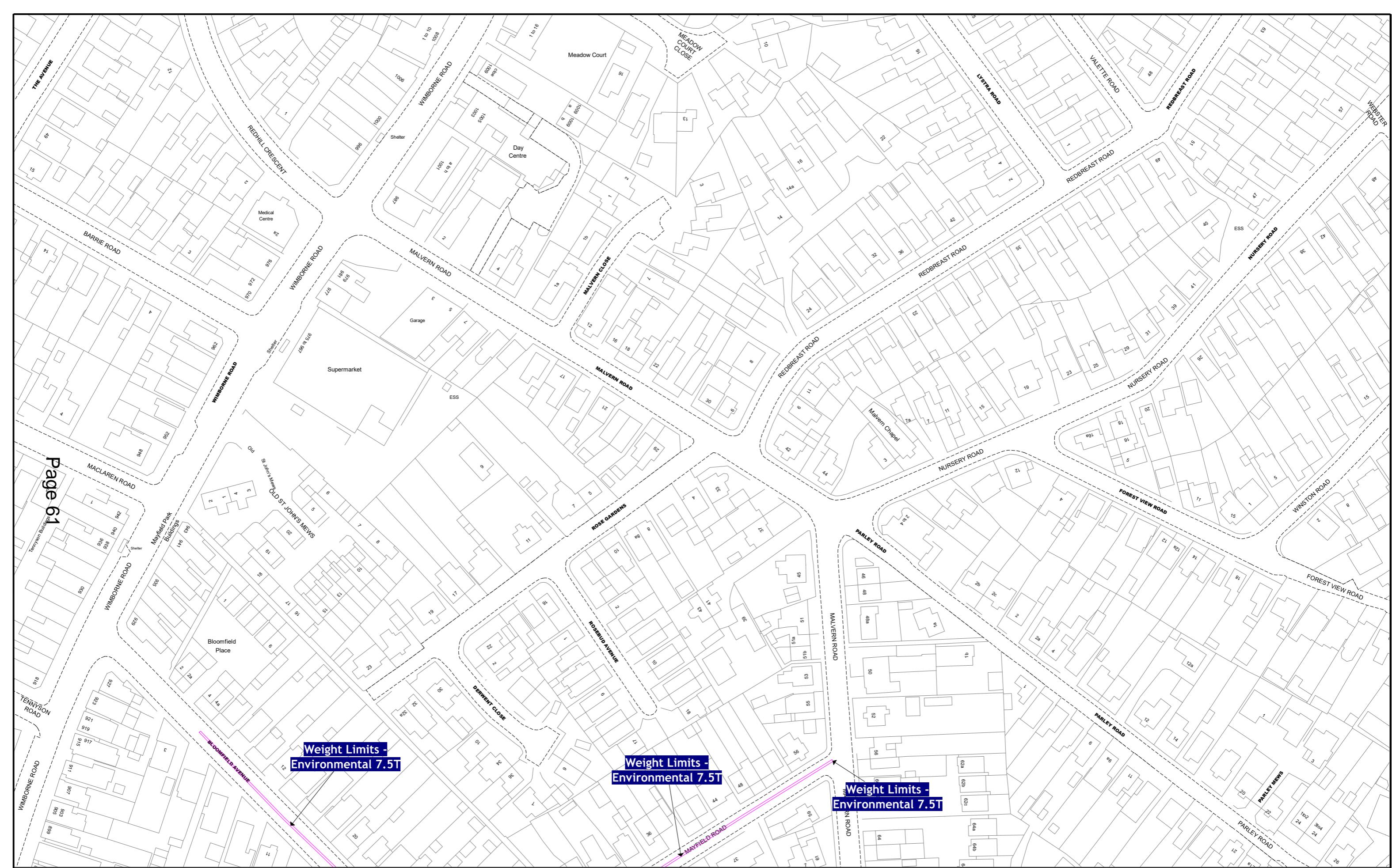
NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

Z24
AA23 AA25 AB24



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MAP	Tile Ref: AA24
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BOURNEMOUTH,
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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

AA24 AA26 AB25



SCALE

1 : 1250 @ A3

DATE

21/08/2023

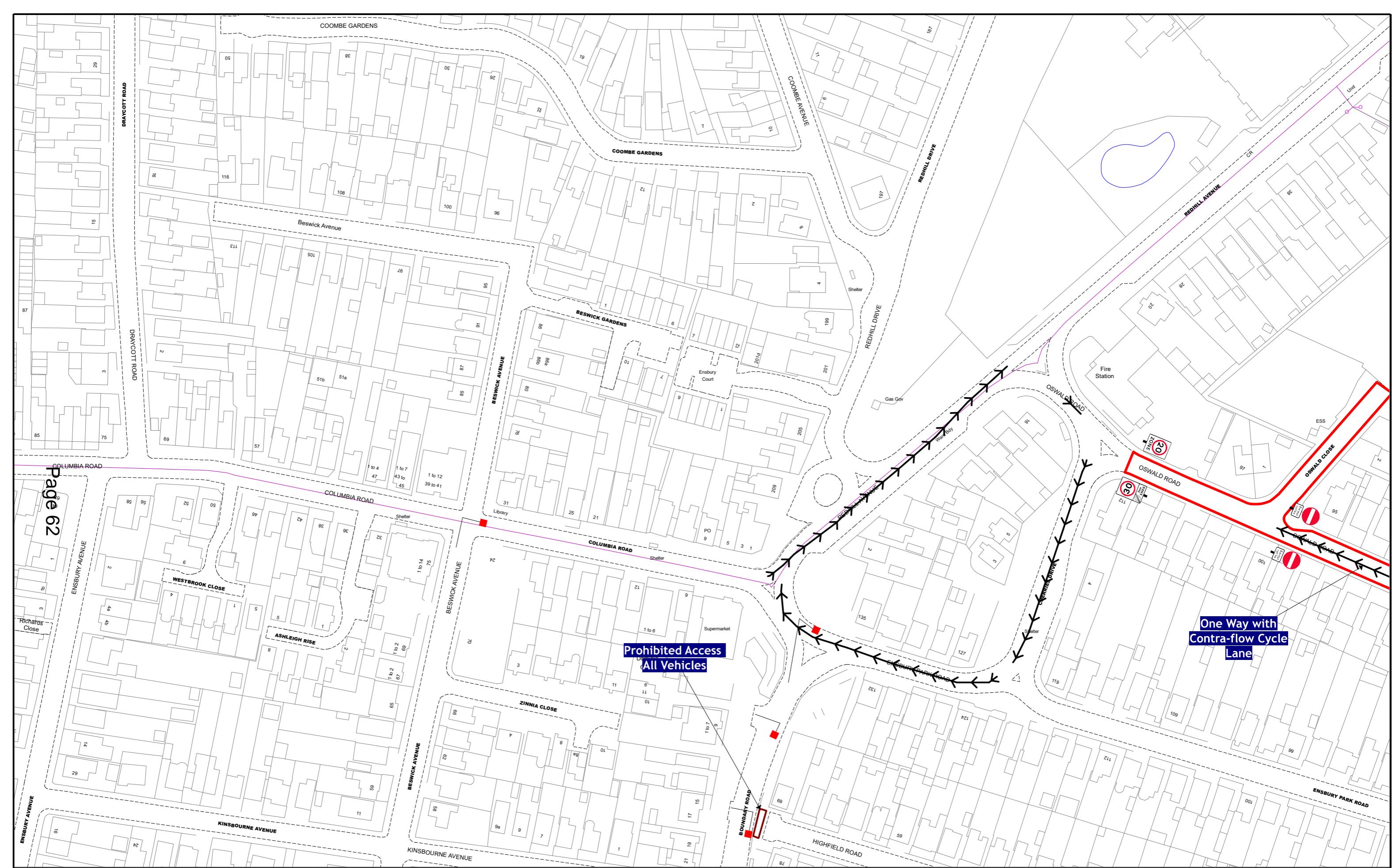
MAP

Tile Ref: AA25

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**BOURNEMOUTH,
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AND POOLE
COUNCIL**

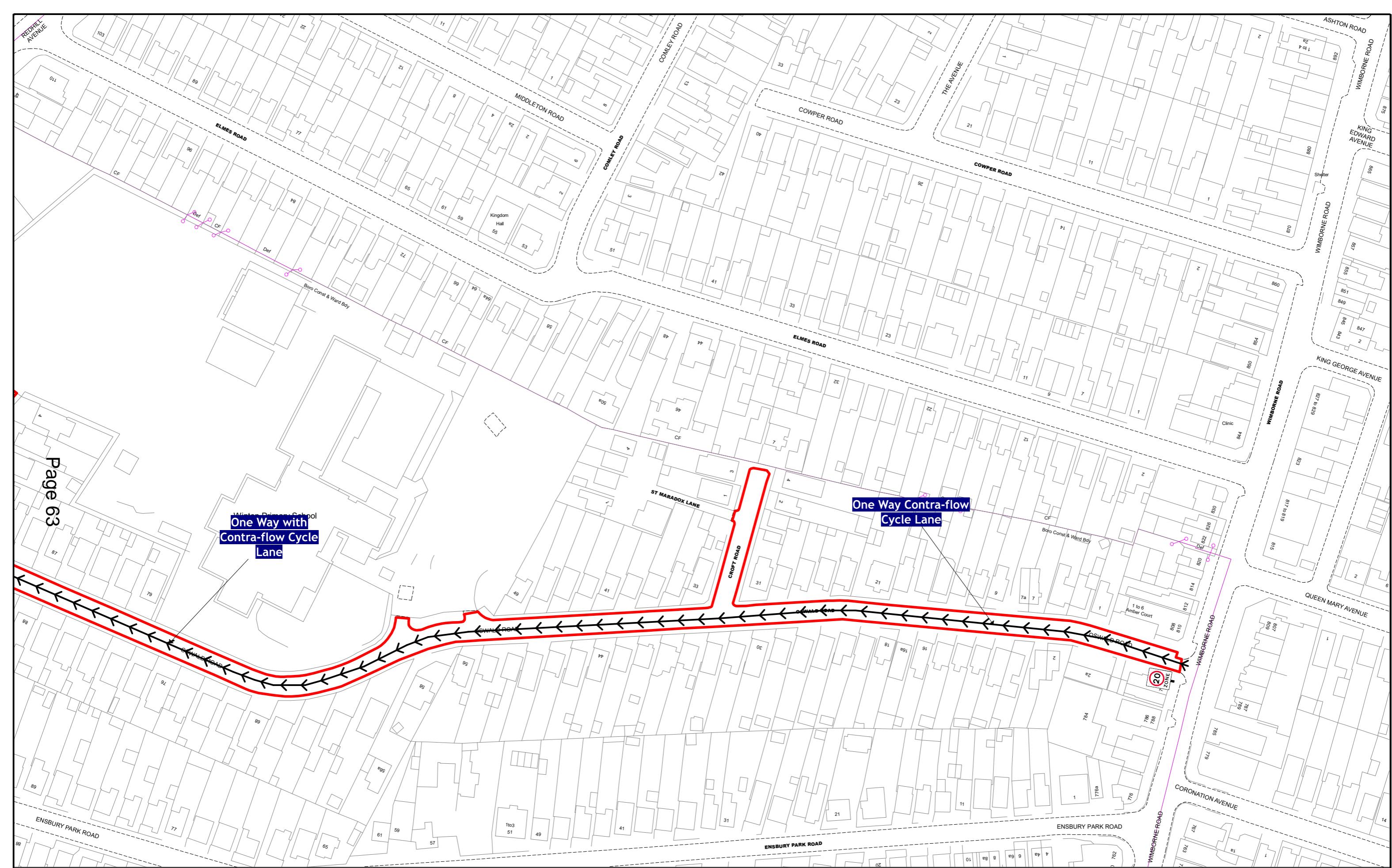
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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 20

AA23
AB24
AC23



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Bournemouth, Christchurch and Poole Council
Lincolnshire County Council

SCALE	1 : 1250	@ A3
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BOURNEMOUTH,
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AND POOLE
COUNCIL

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

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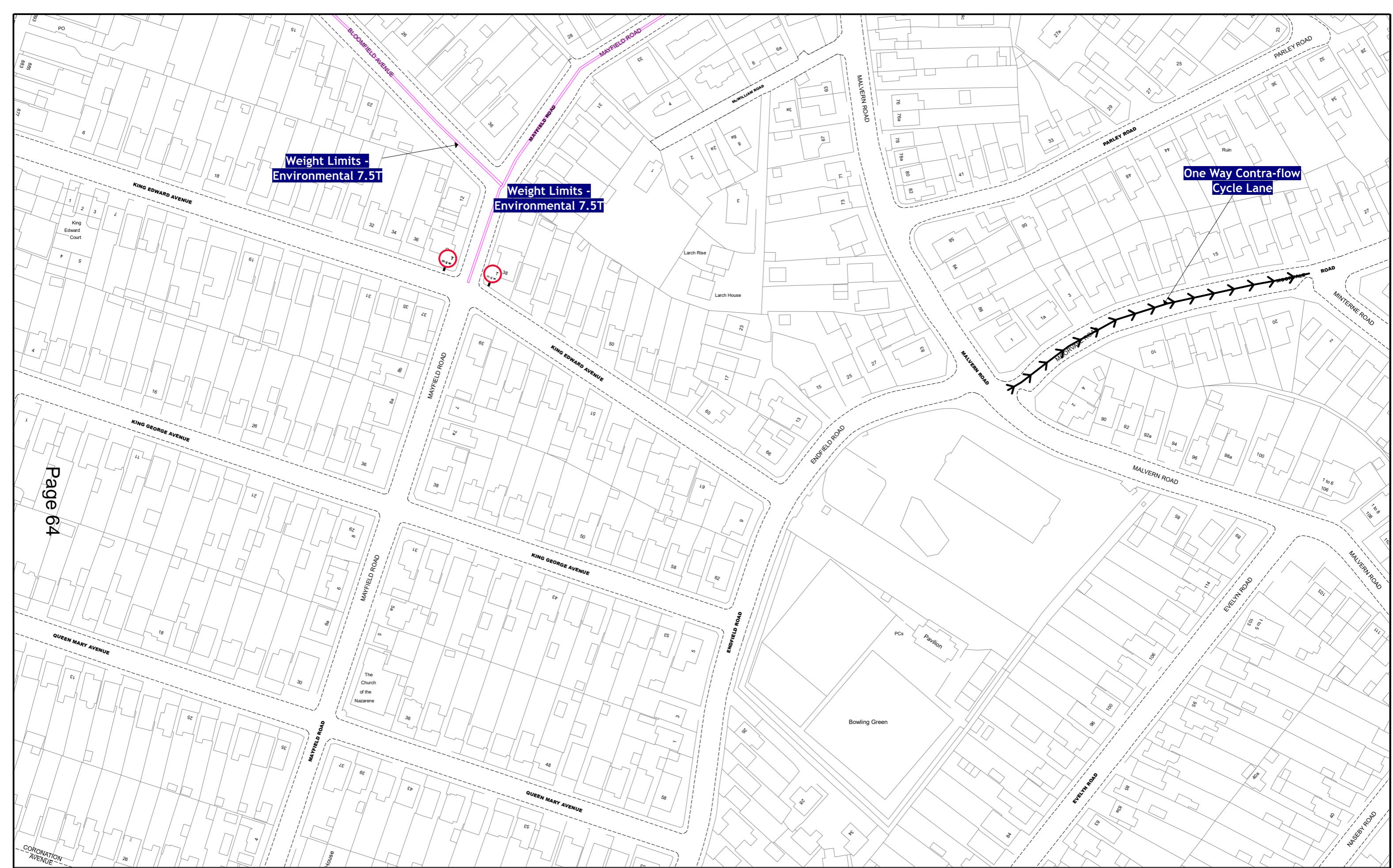
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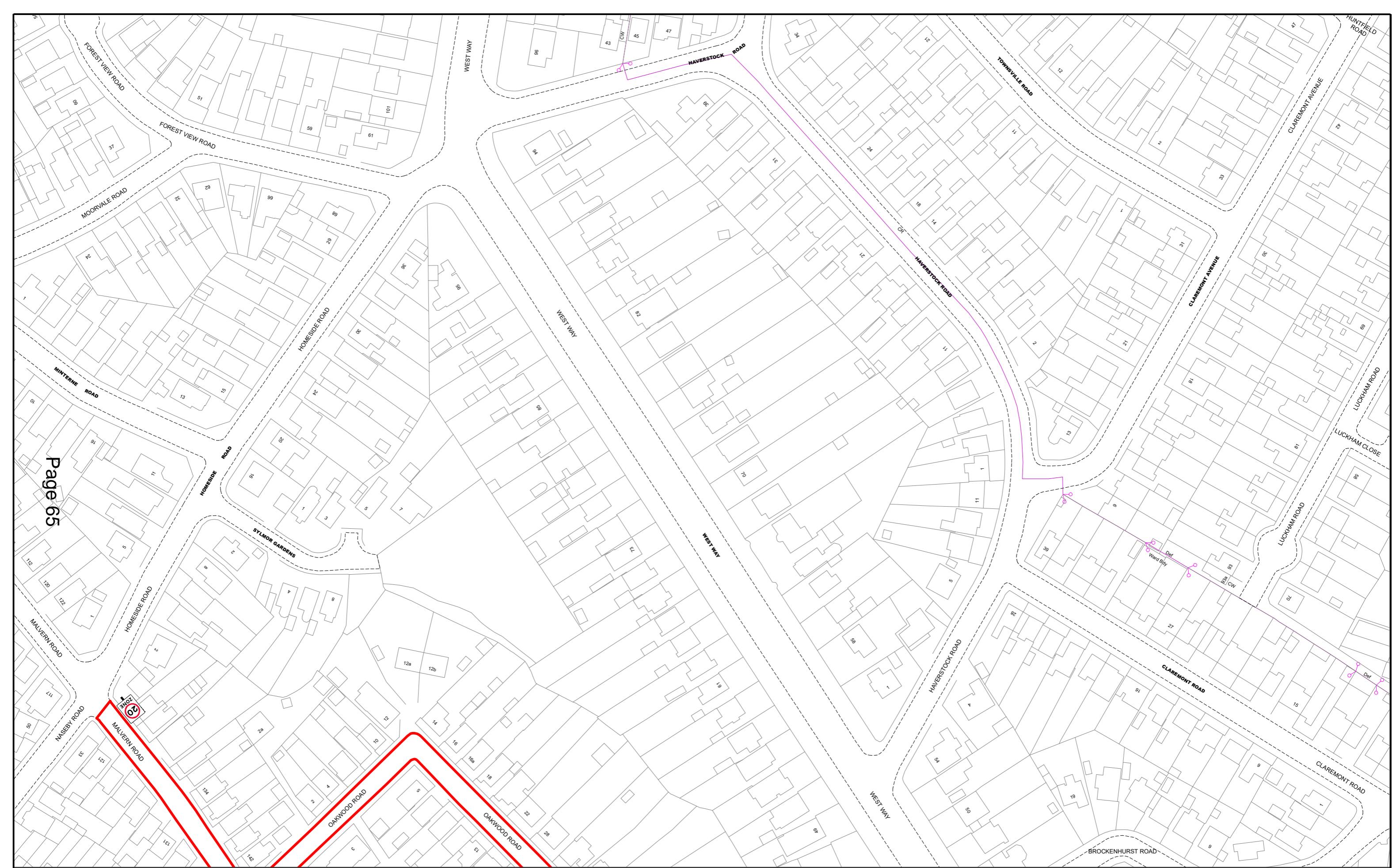
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BOURNEMOUTH,
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Order Title:

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

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

▲ AA26
◀ AB25 AB27 ▶ AC26
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Dedicated Cycle Lane contra flow



Order Title

**BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2022**

CONFIRMEI

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

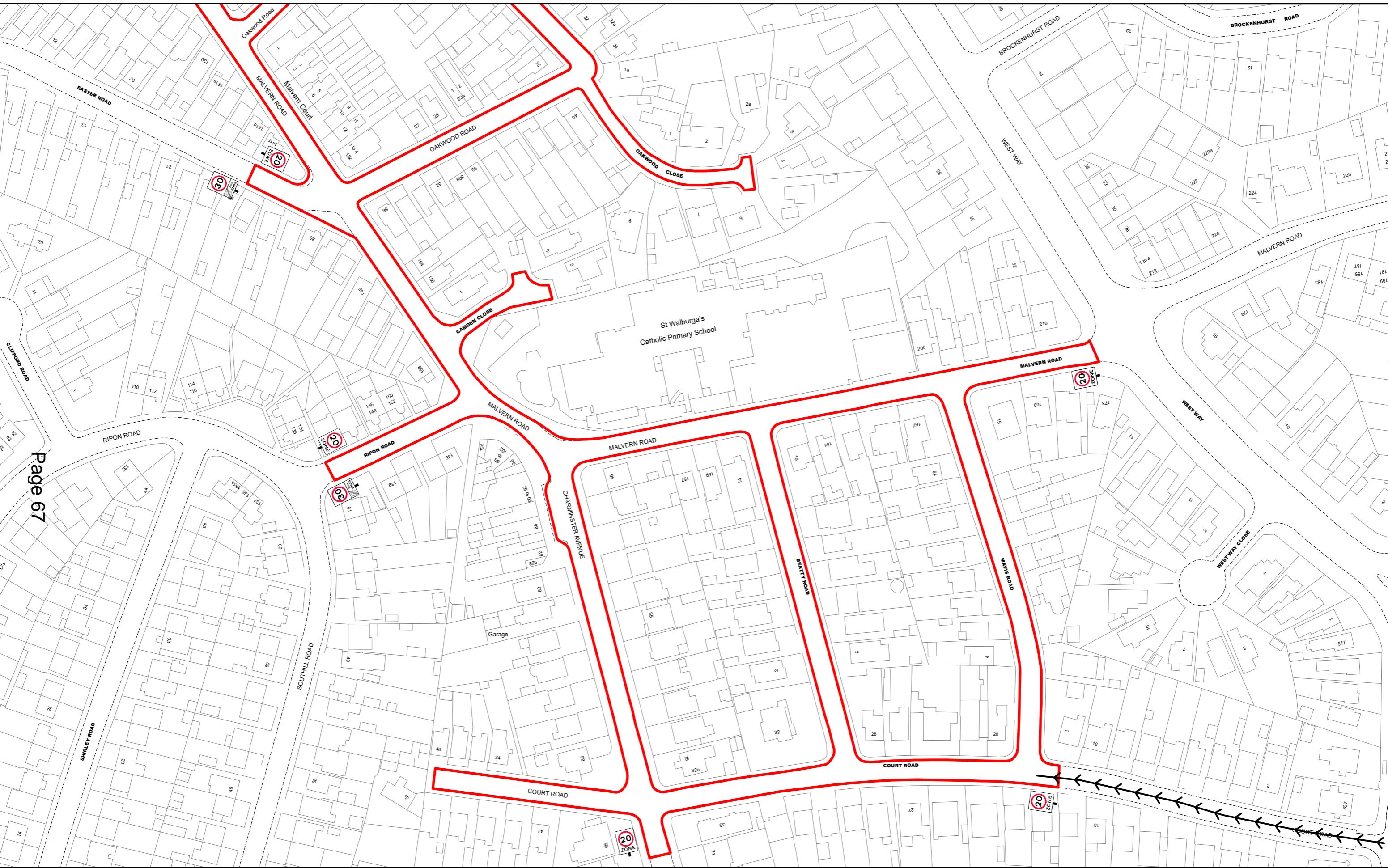
AB23

AD23



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Ref. No. L40073200-2000

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BOURNEMOUTH,
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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

AB26

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SCALE

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DATE

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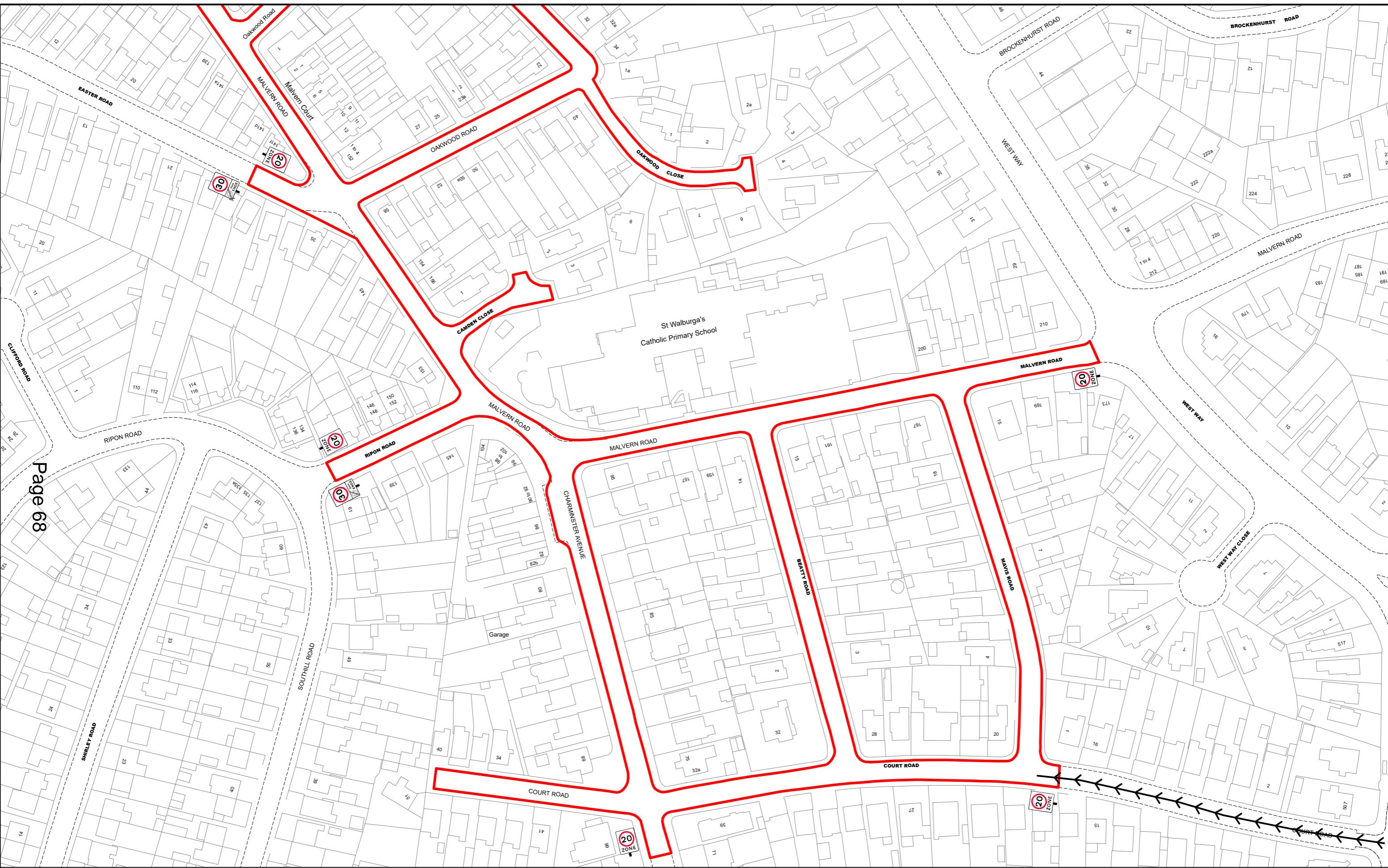
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Order Title:

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

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NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

AB26

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SCALE

1 : 1250 @ A3

DATE

21/08/2023

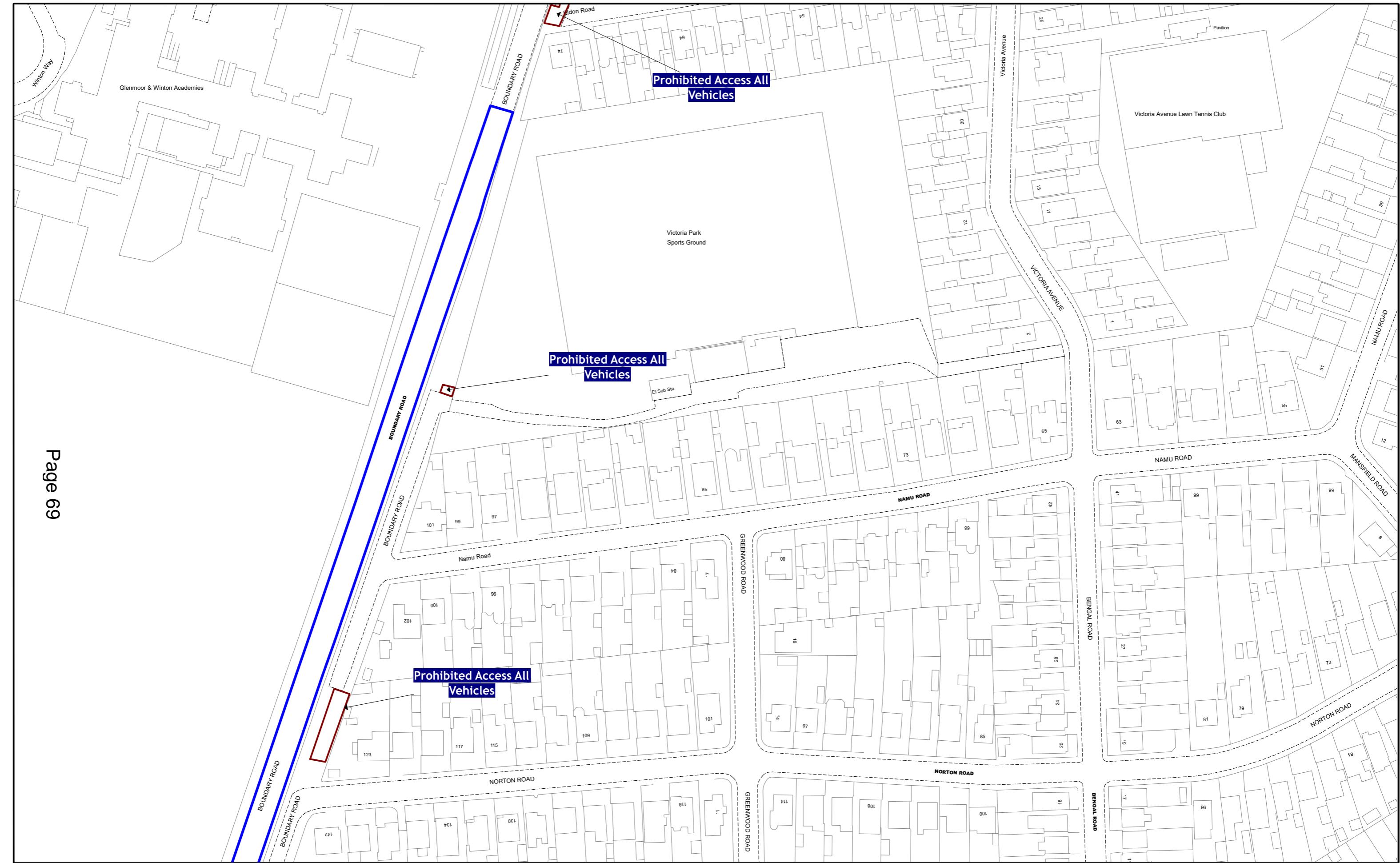
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Order Title:

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

CONFIRMED

NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

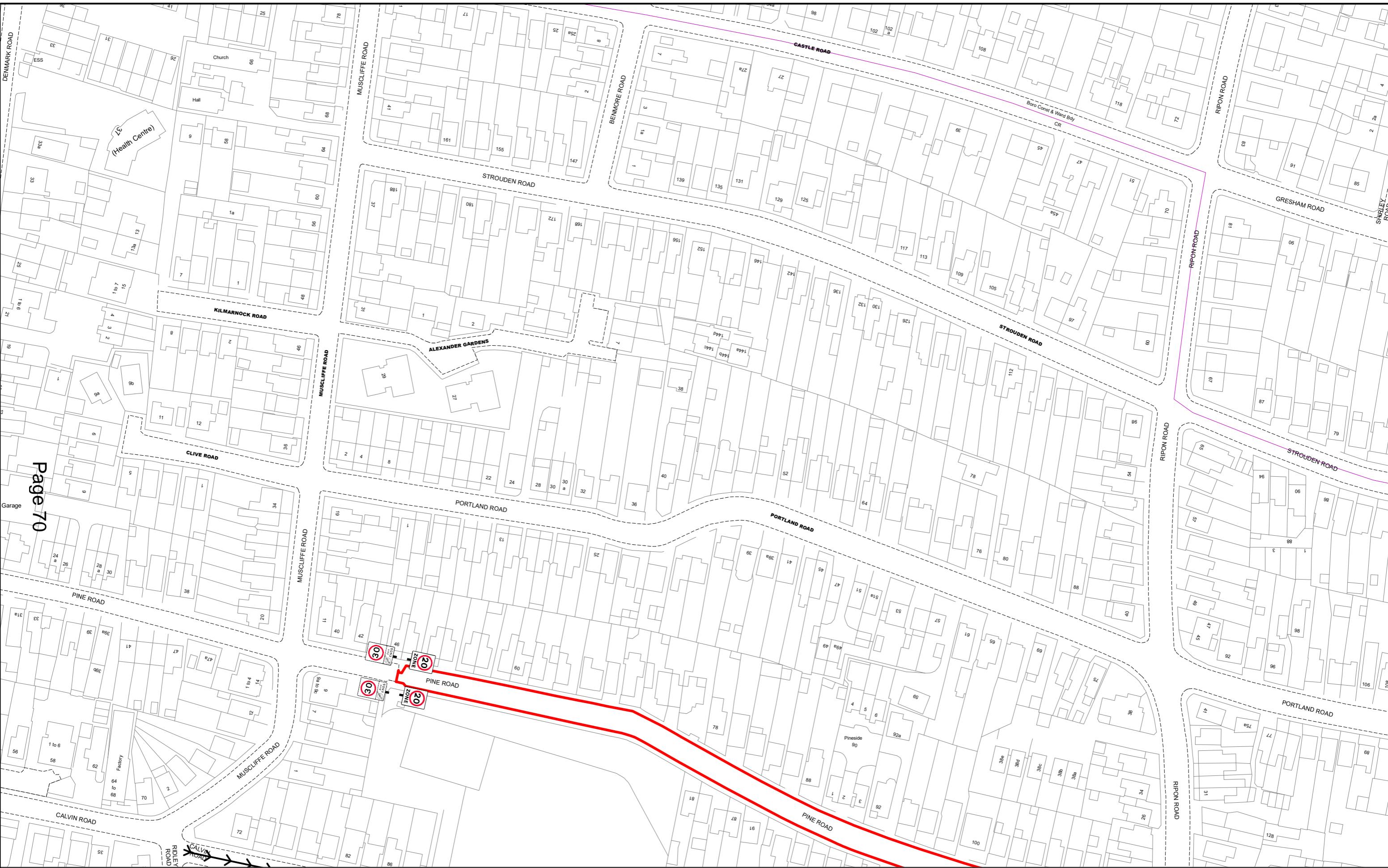
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BOURNEMOUTH,
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AND POOLE
COUNCIL

Order Title:

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

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AD26
AE25



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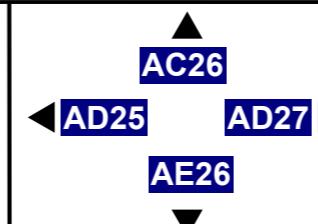
BOURNEMOUTH,
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AND POOLE
COUNCIL

Order Title:

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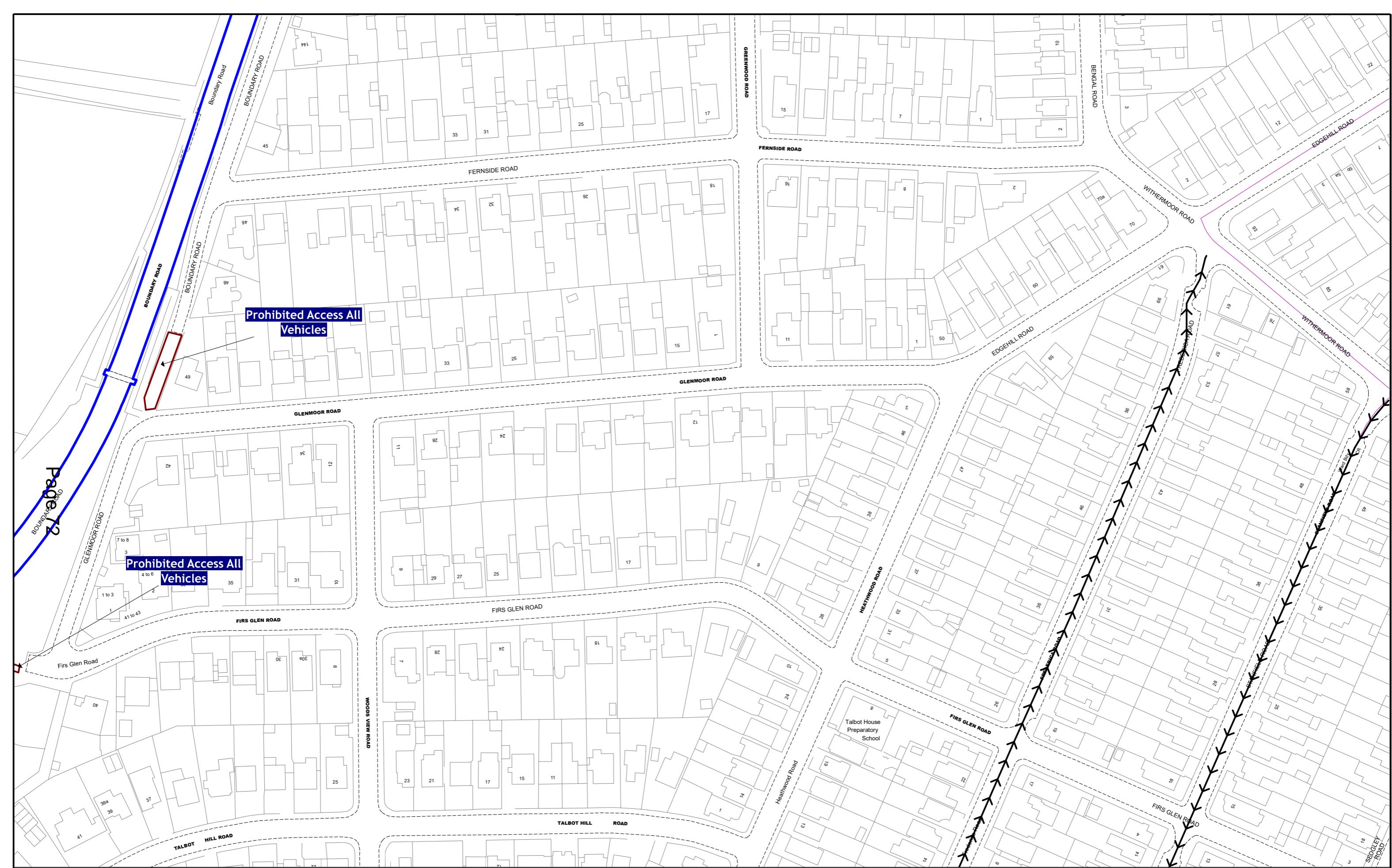
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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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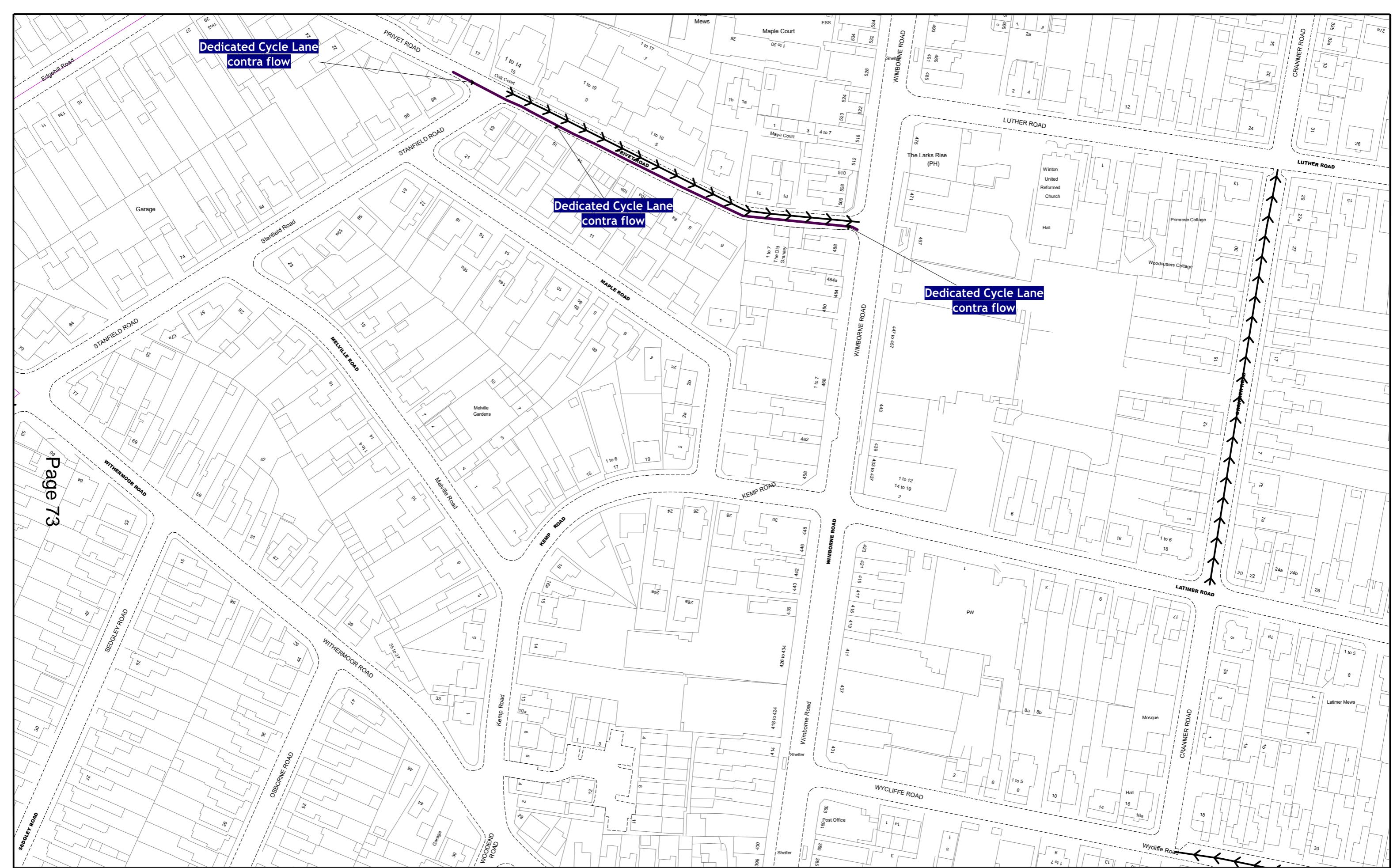
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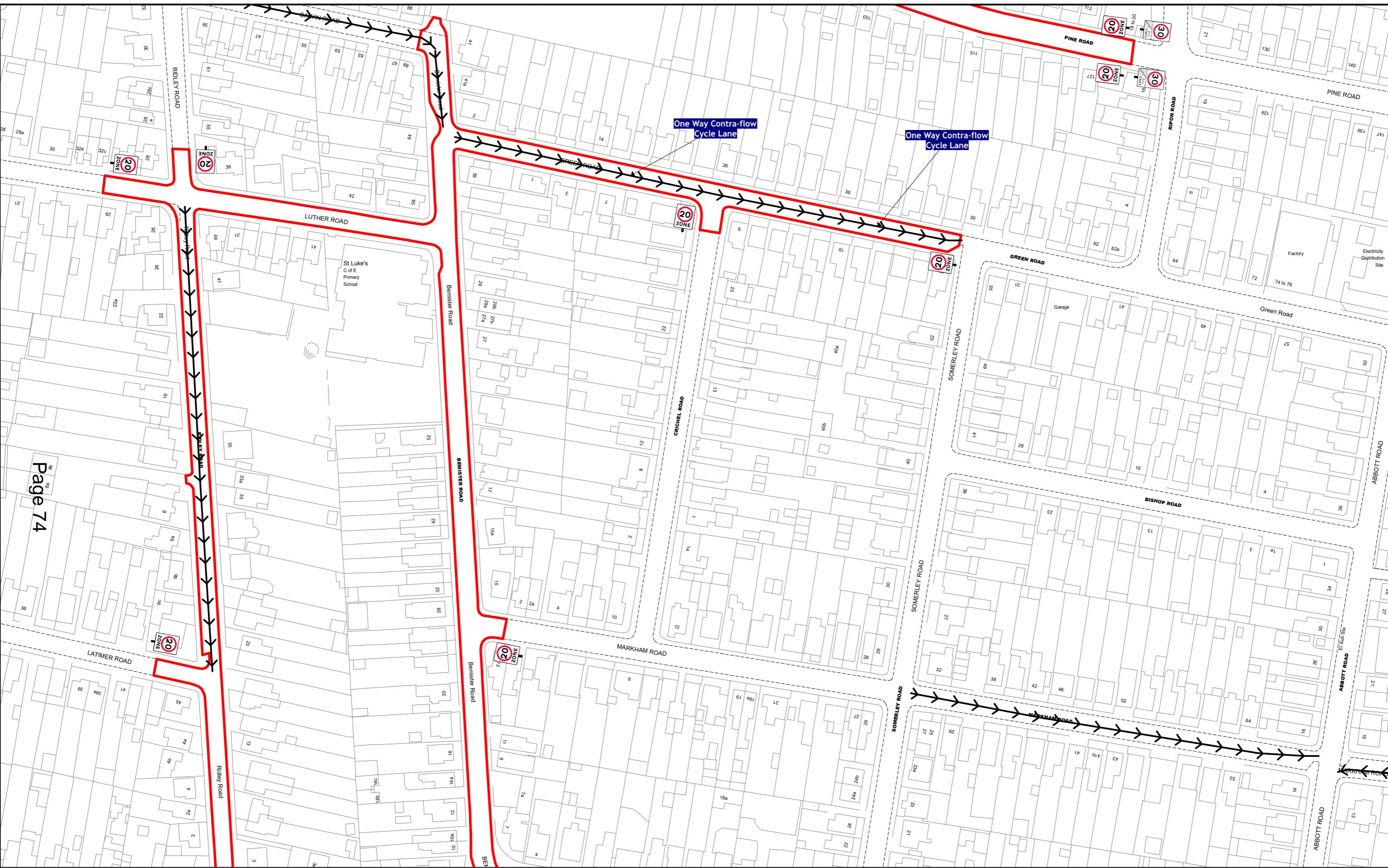
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AE22 AE24 AF23



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(TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) CONSOLIDATION ORDER 2023

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AD25
AE24 AE26 AF25



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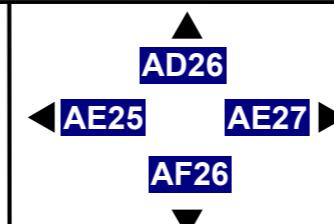
BOURNEMOUTH,
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Order Title:

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
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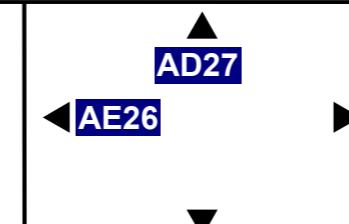


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AND POOLE
COUNCIL

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

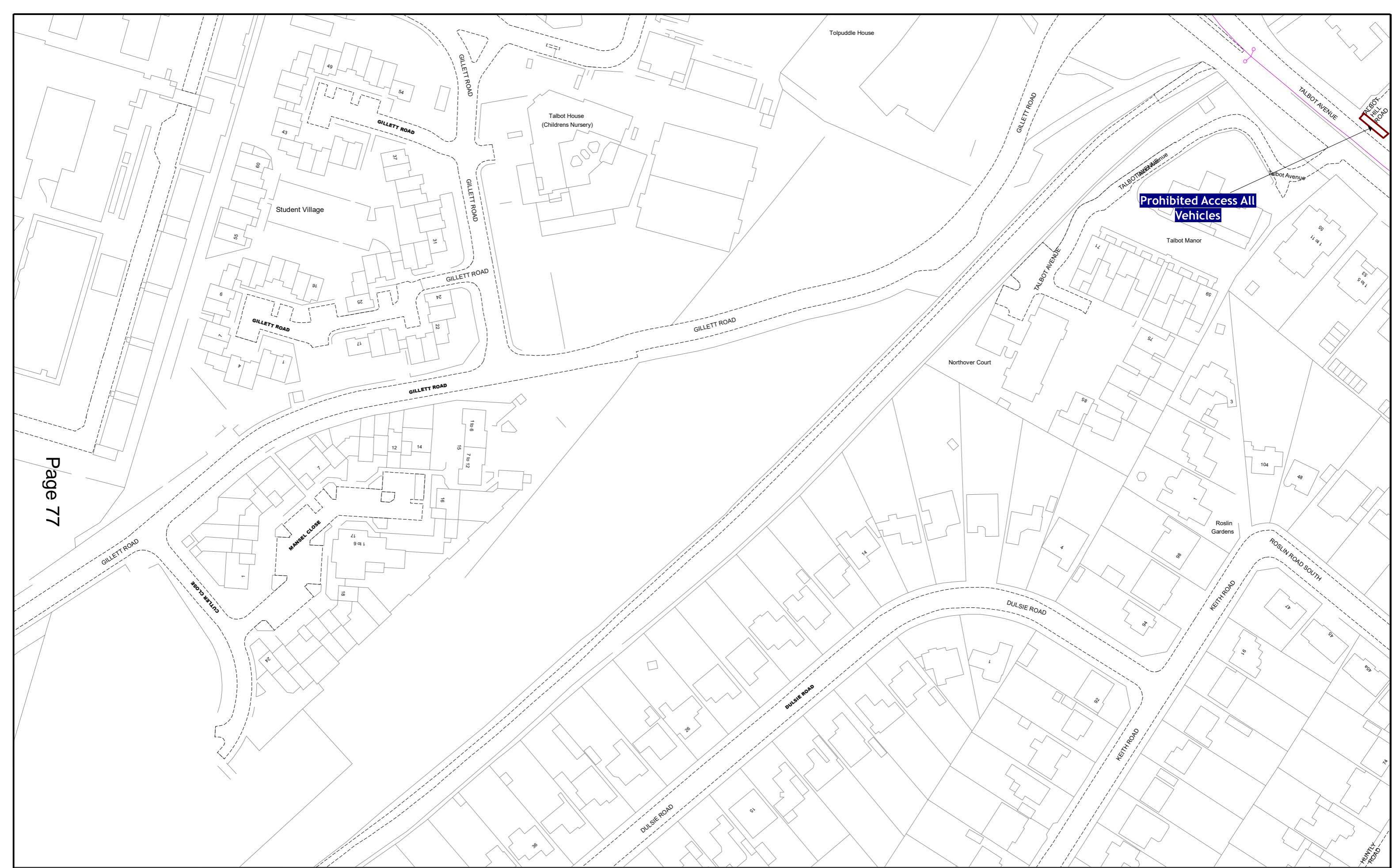
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BOURNEMOUTH,
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Order Title:

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

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NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

AE22

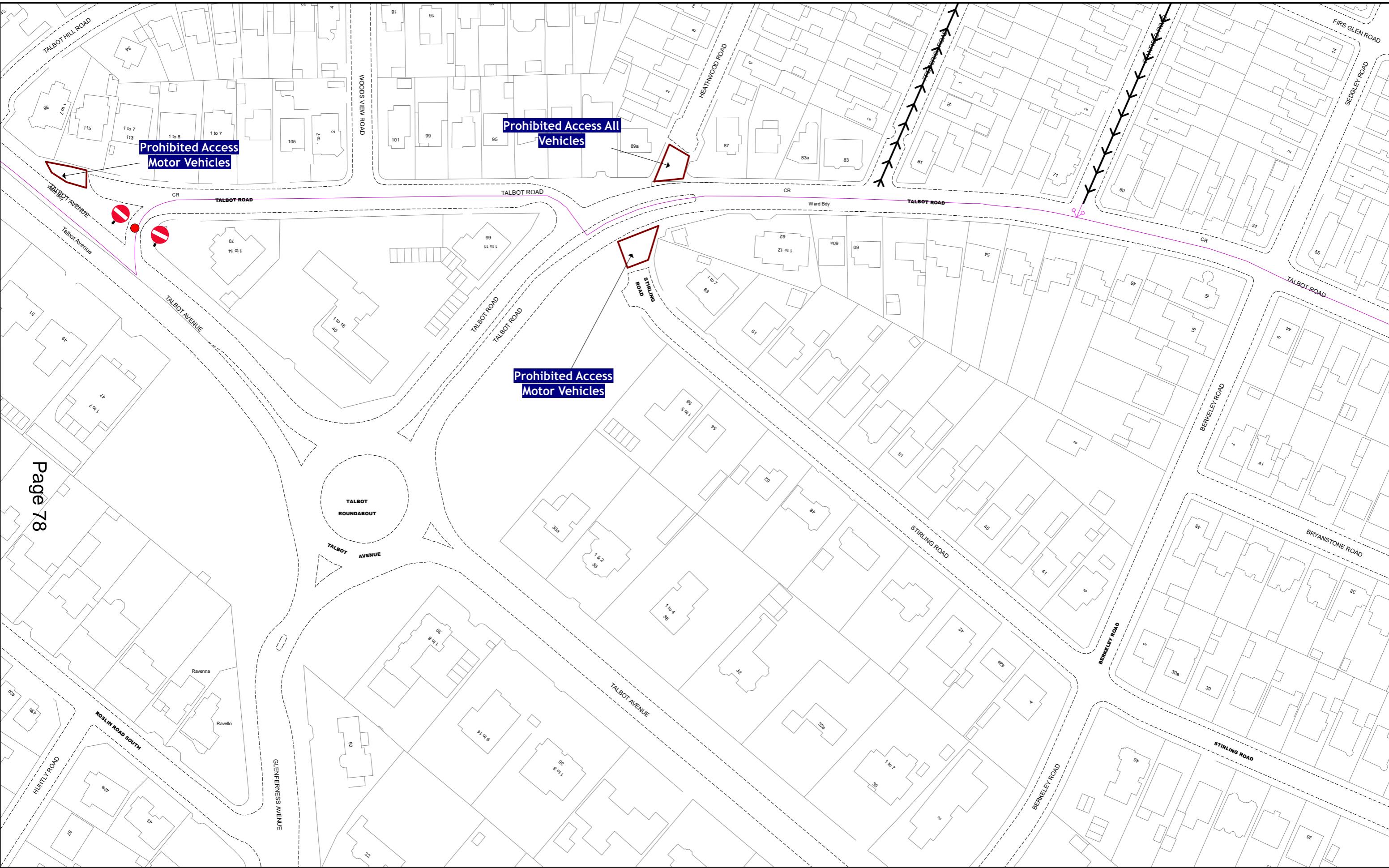
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BOURNEMOUTH,
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COUNCIL

Order Title:

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

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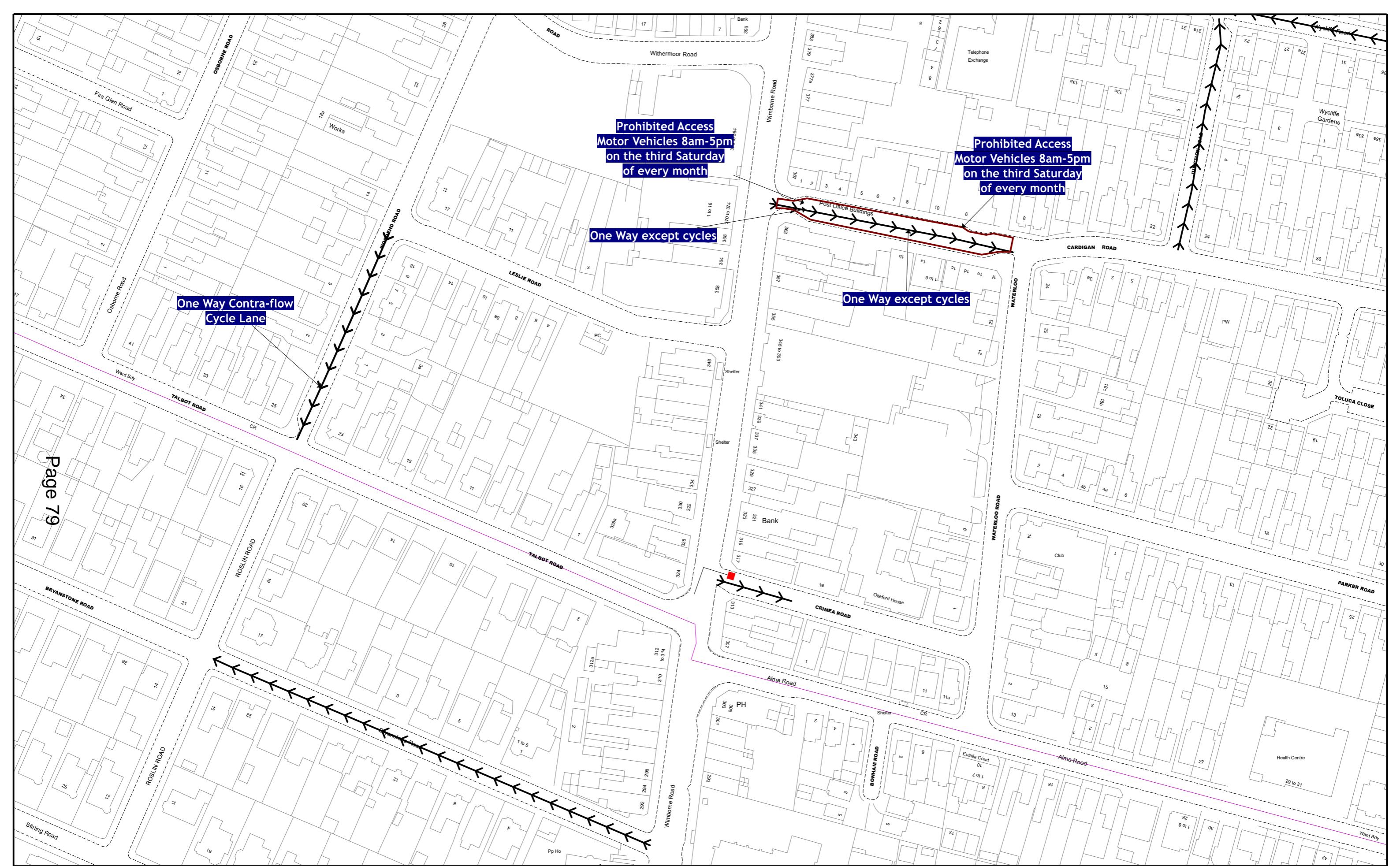
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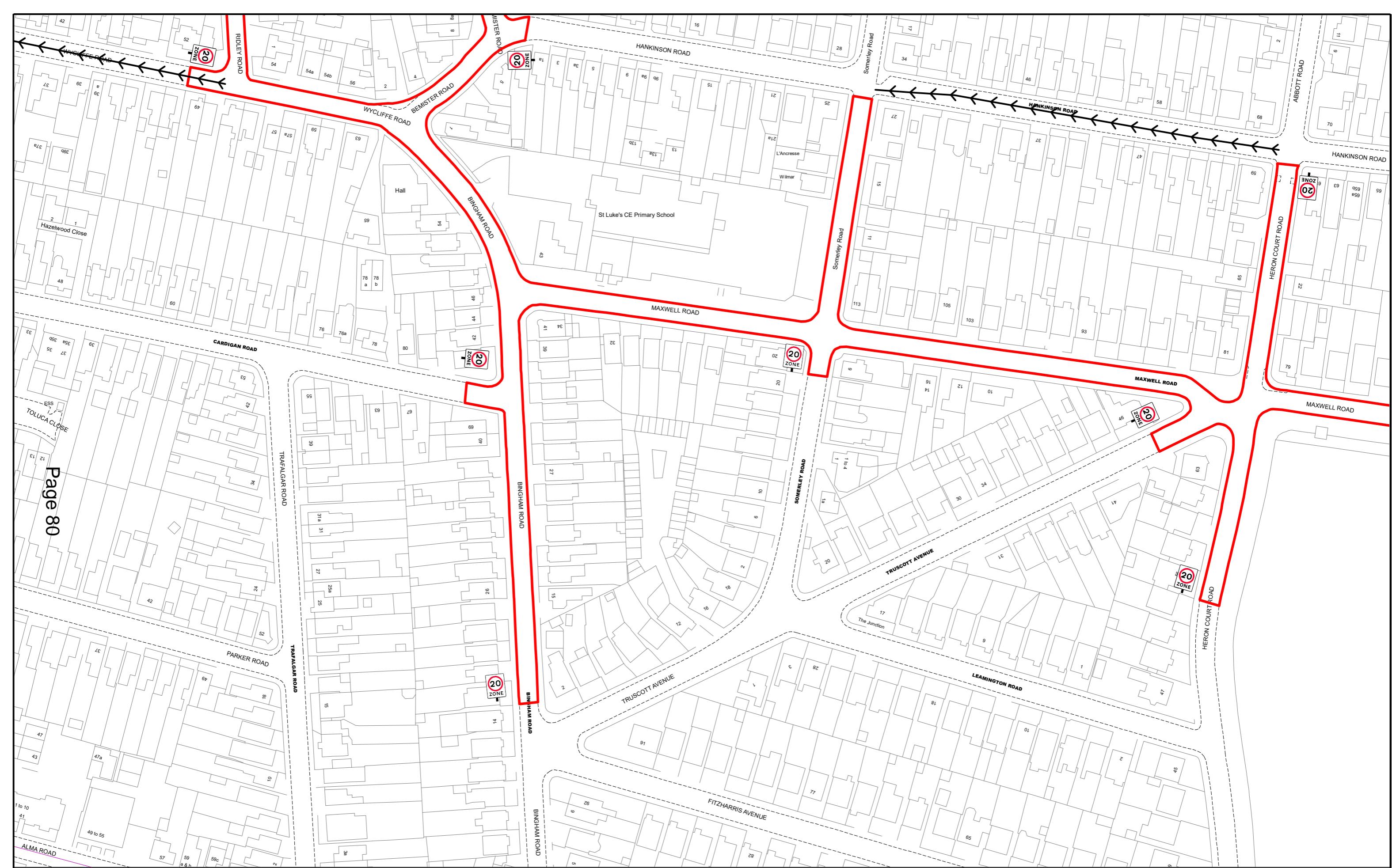
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Order Title:

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

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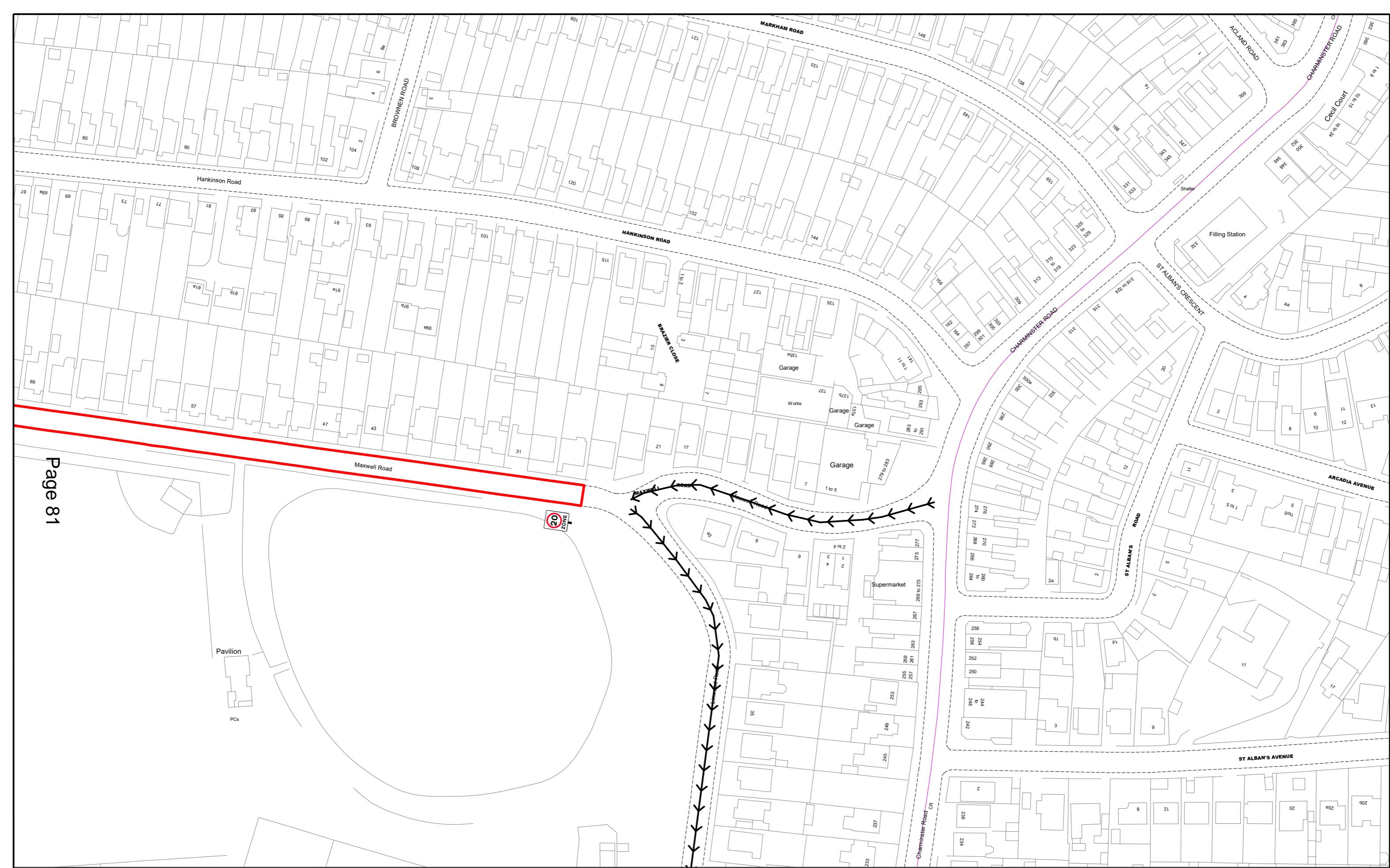
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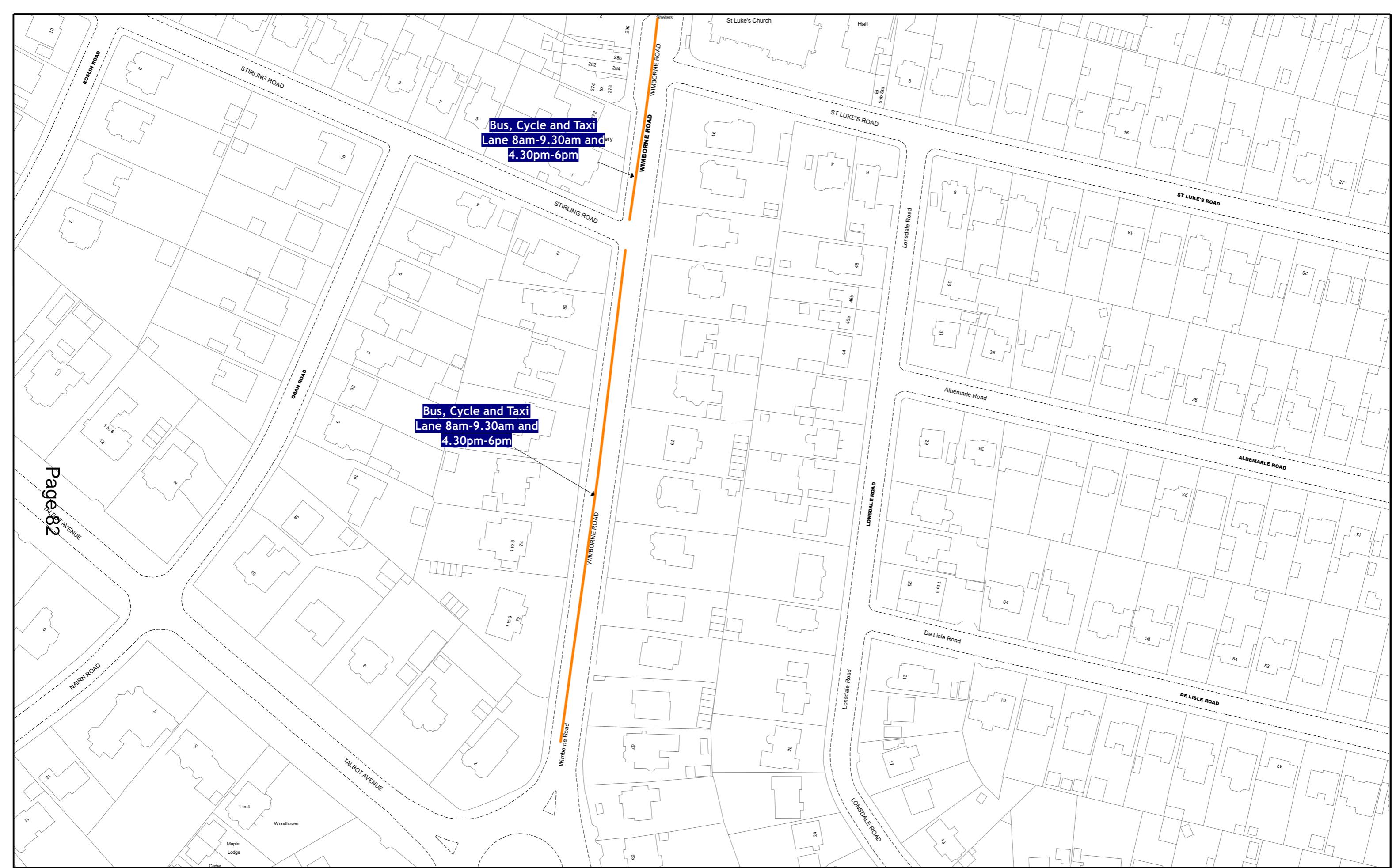
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BOURNEMOUTH,
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Order Title:

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

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**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

AF26

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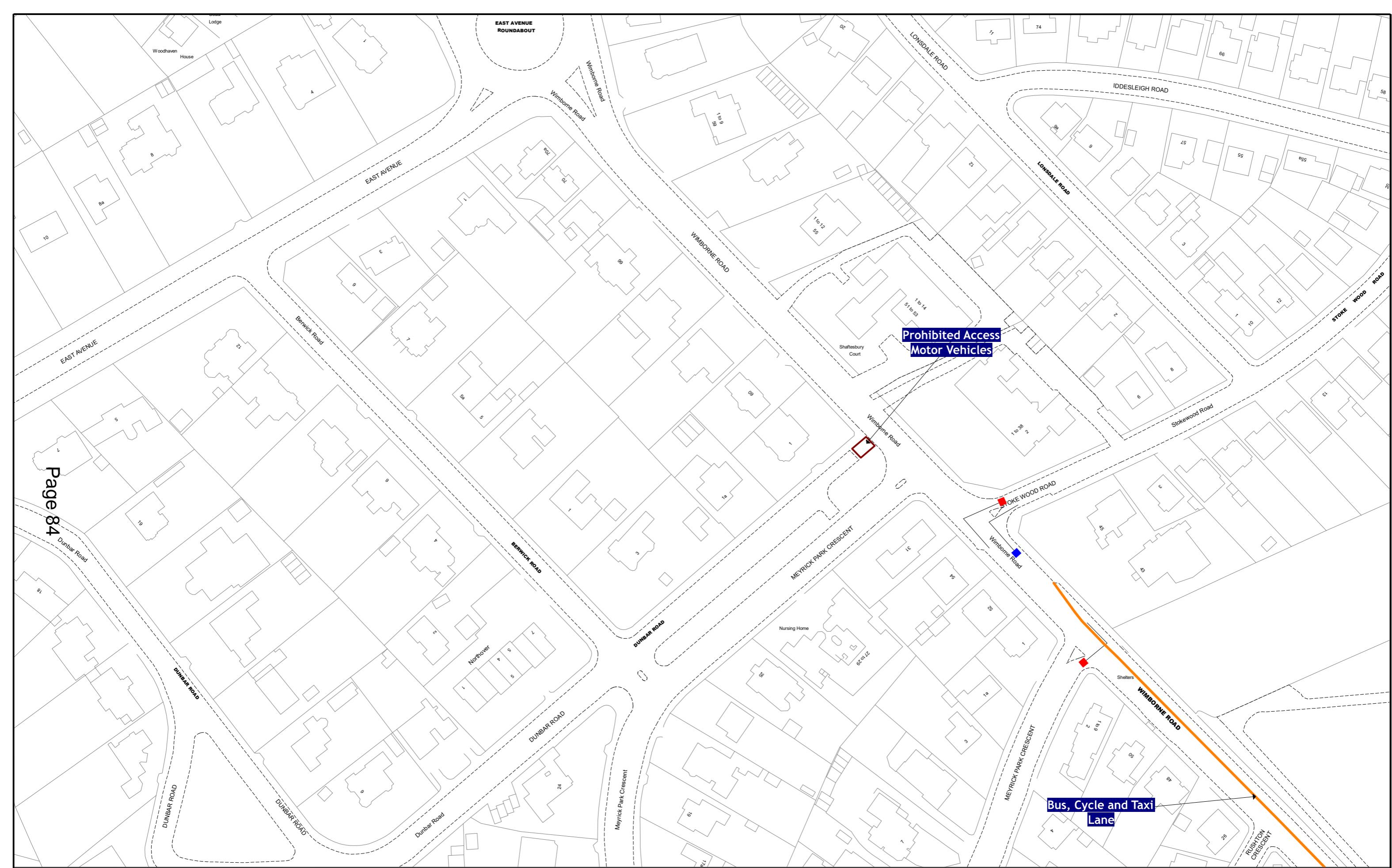
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DATE 21/08/2023

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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

AG24

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SCALE

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21/08/2023

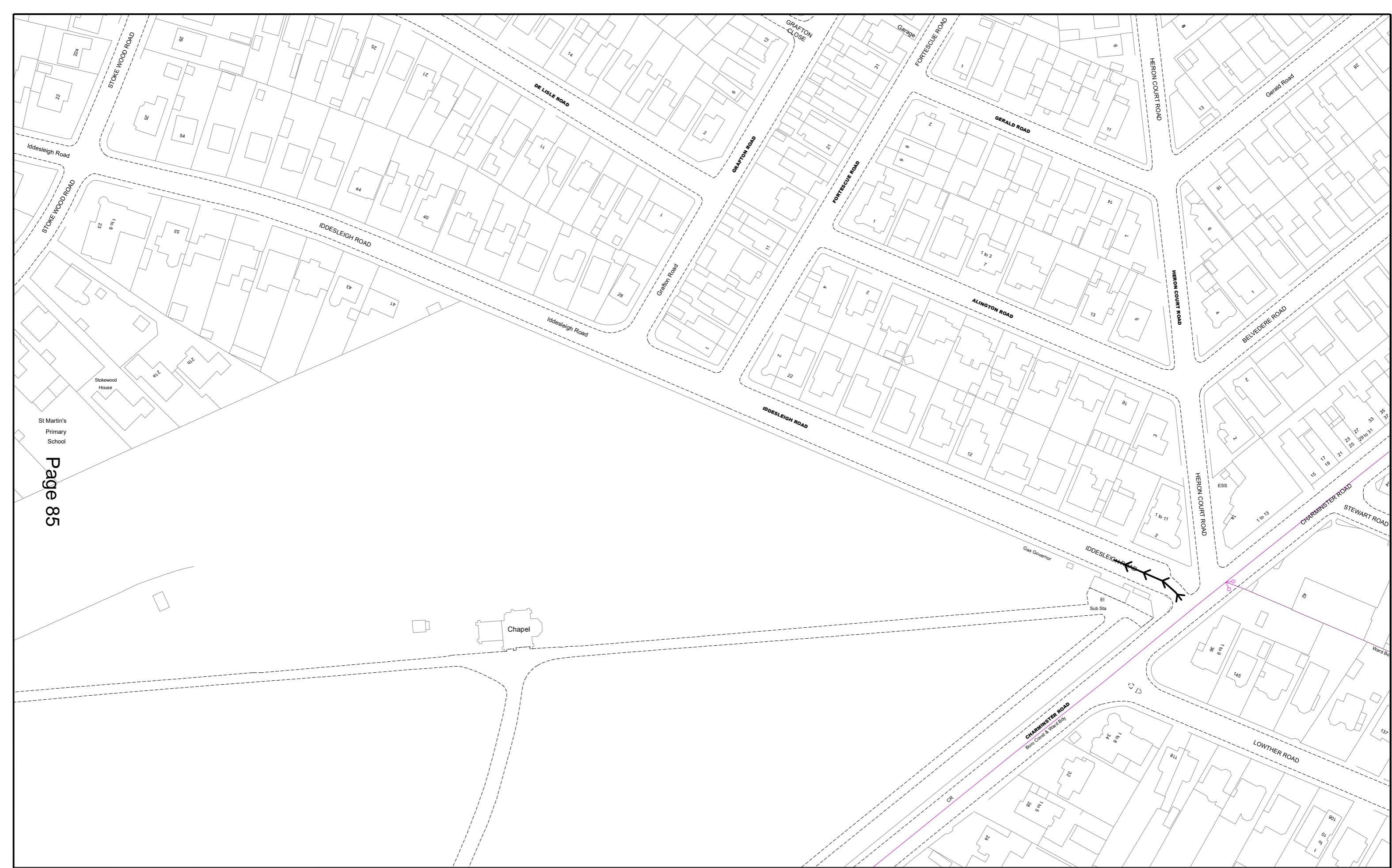
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Order Title:

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

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NOTE: SEE MAP SCHEDULE LEGEND FOR RESTRICTIONS DISPLAYED

▲ AH24
◀ AI25
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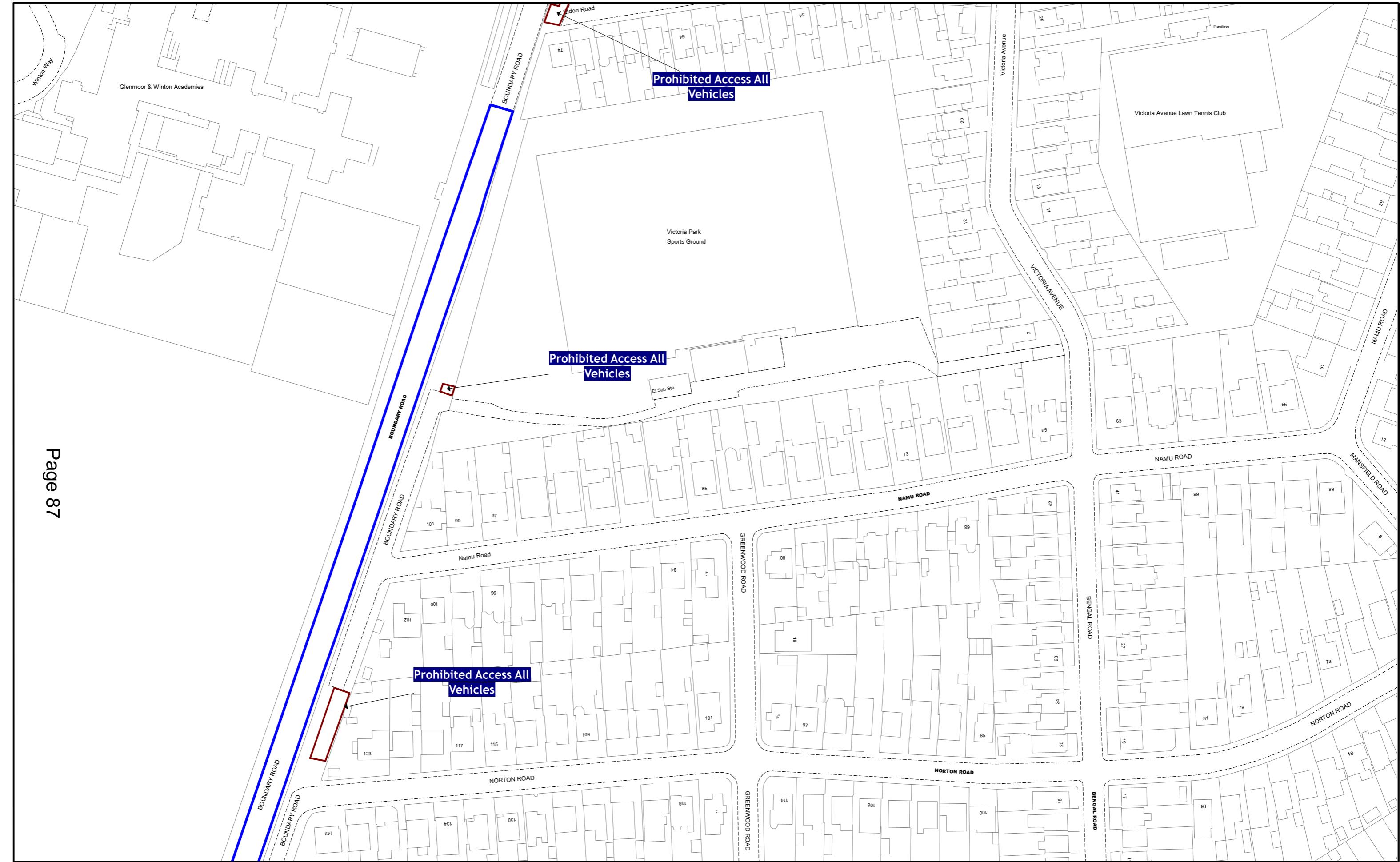
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SCALE	1 : 1250 @ A3
DATE	21/08/2023
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D: STATEMENT OF STATUTORY REASONS

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

- (a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- (b) For preventing damage to the road or to any building on or near the road.
- (c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- (d) For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.
- (e) For preserving the character of the road in a case where it is specifically suitable for use by persons on horseback or on foot.
- (f) For preserving or improving amenities of the area through which the road runs.
- (g) For any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality)



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Order Title:
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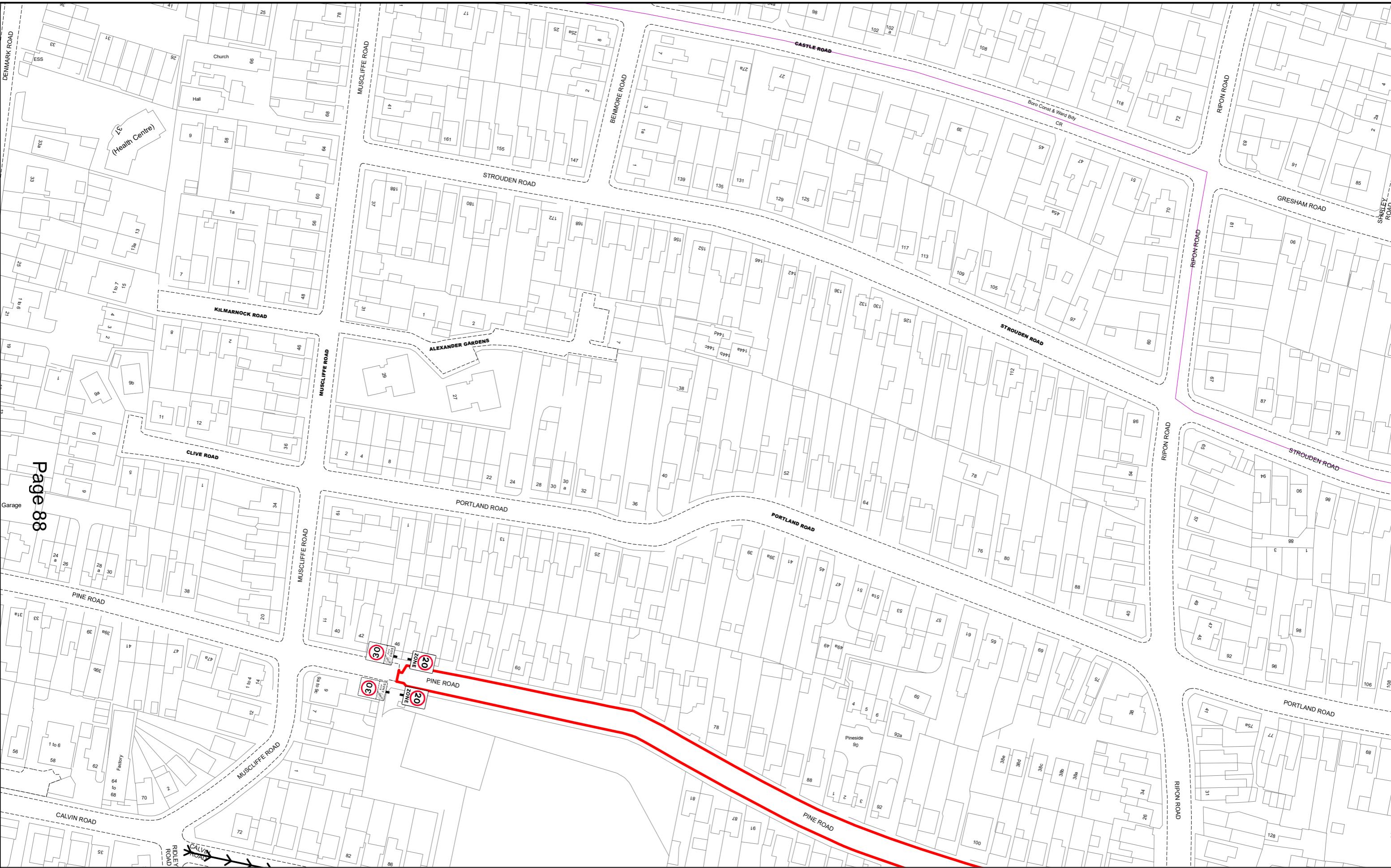
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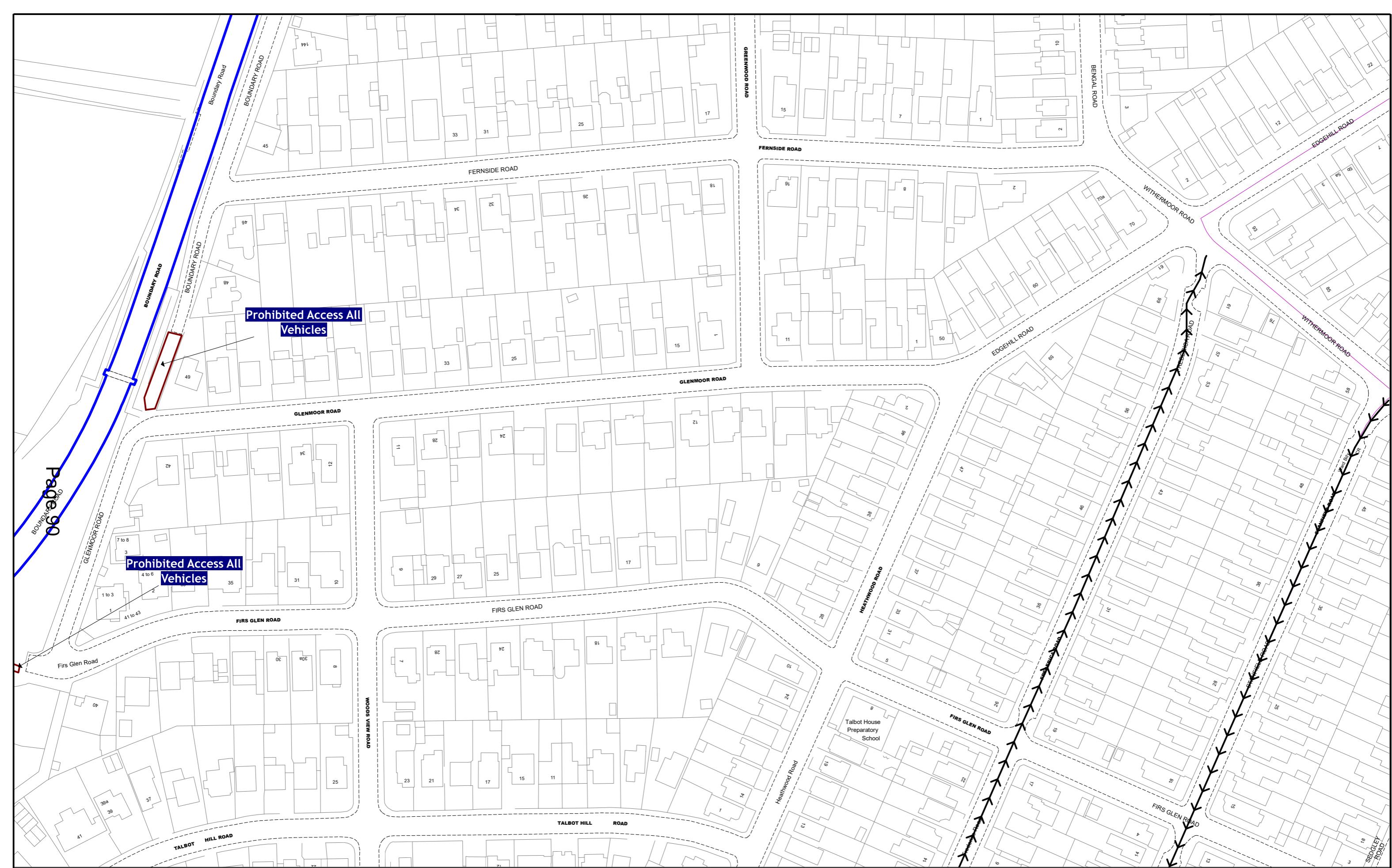
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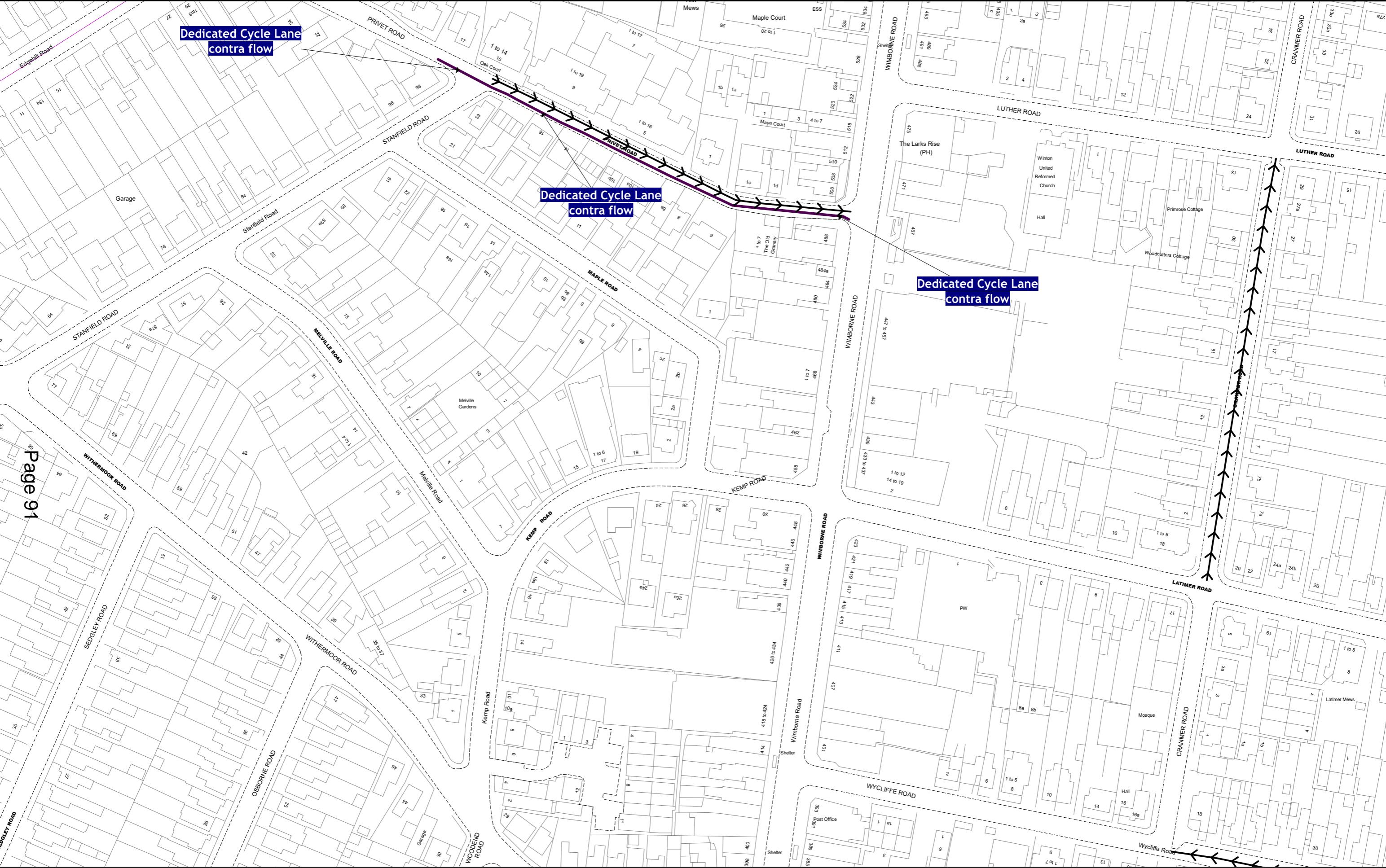
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**Dedicated Cycle Lane
contra flow**

**Dedicated Cycle Lane
contra flow**

**Dedicated Cycle Lane
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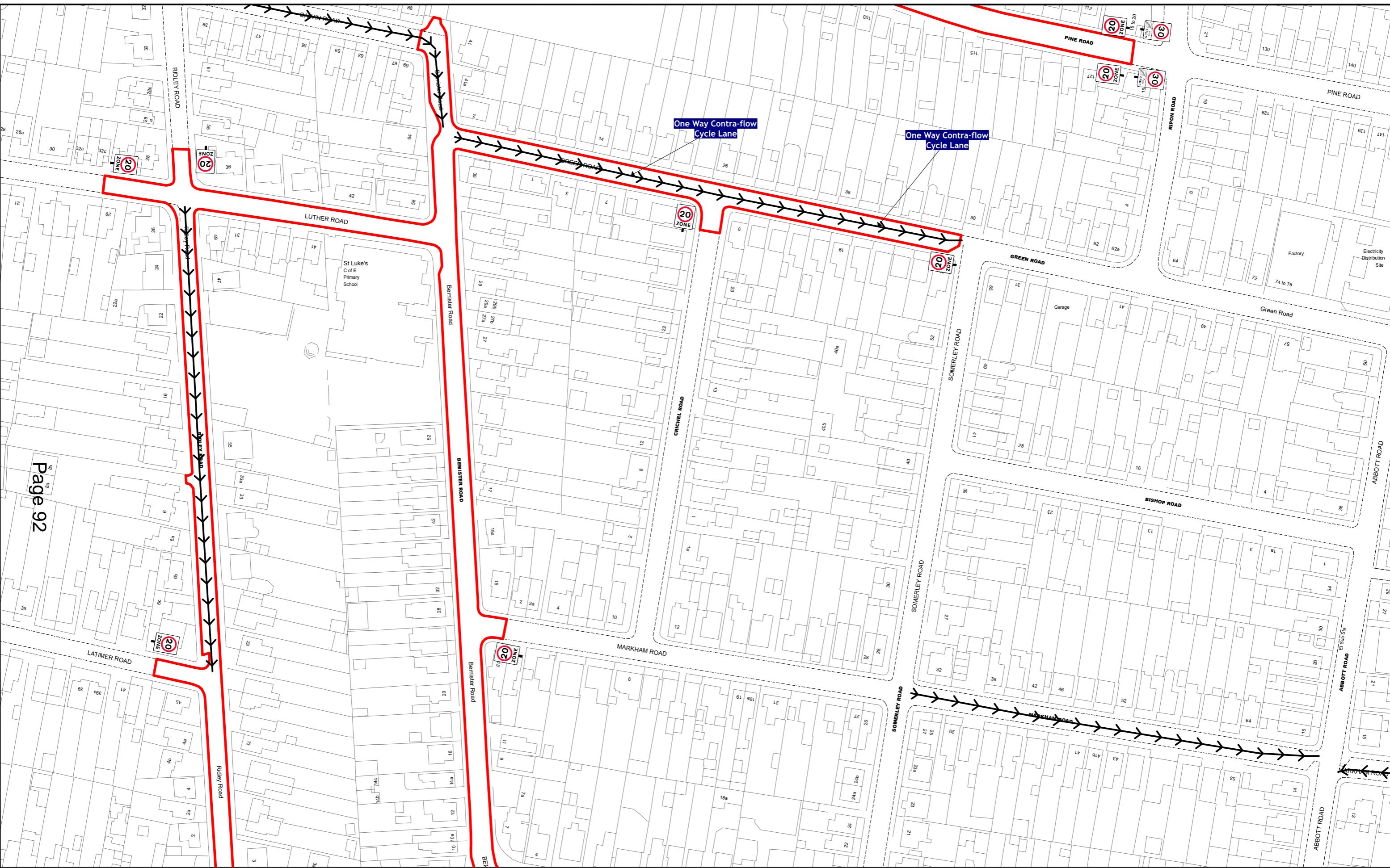
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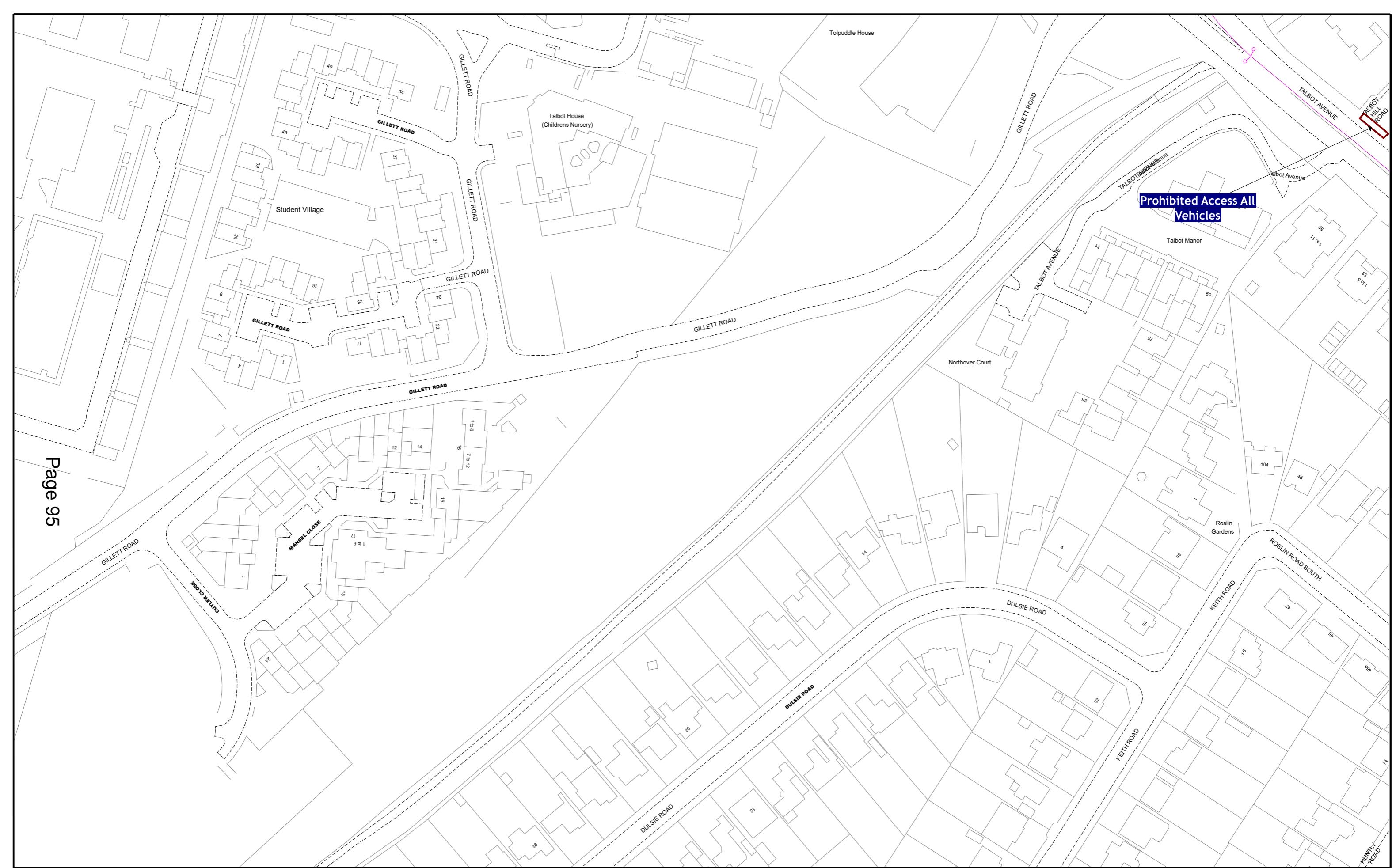
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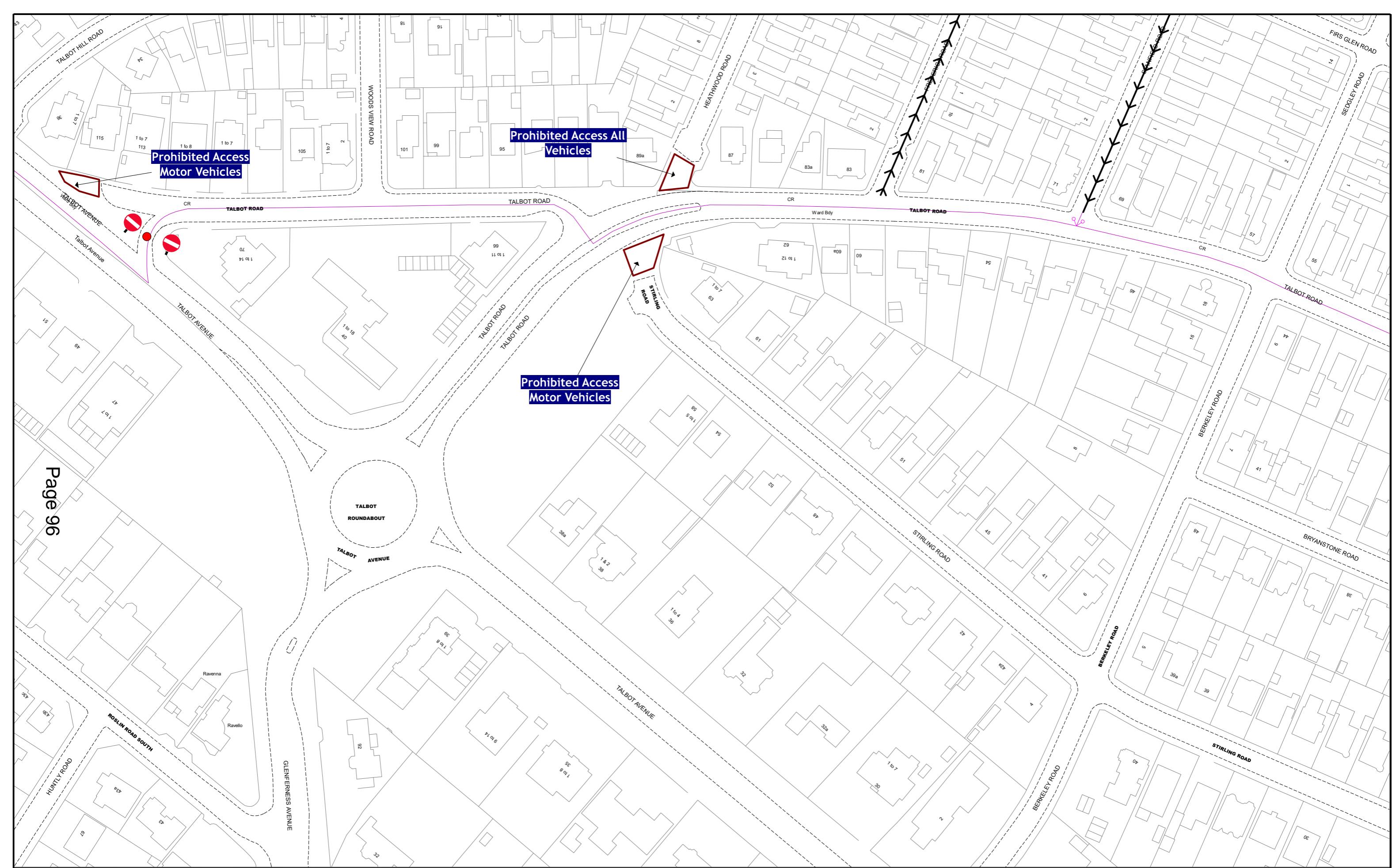
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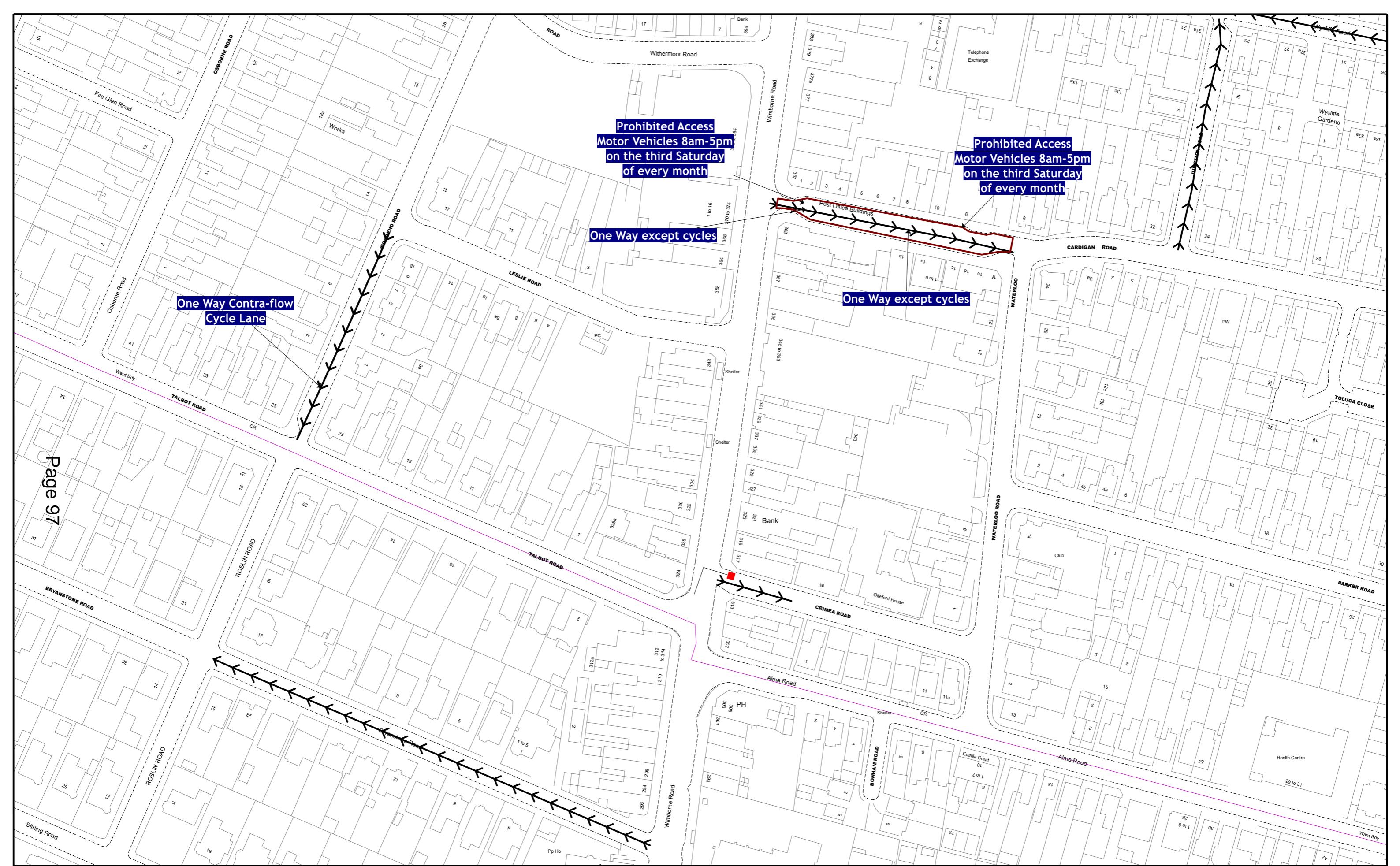
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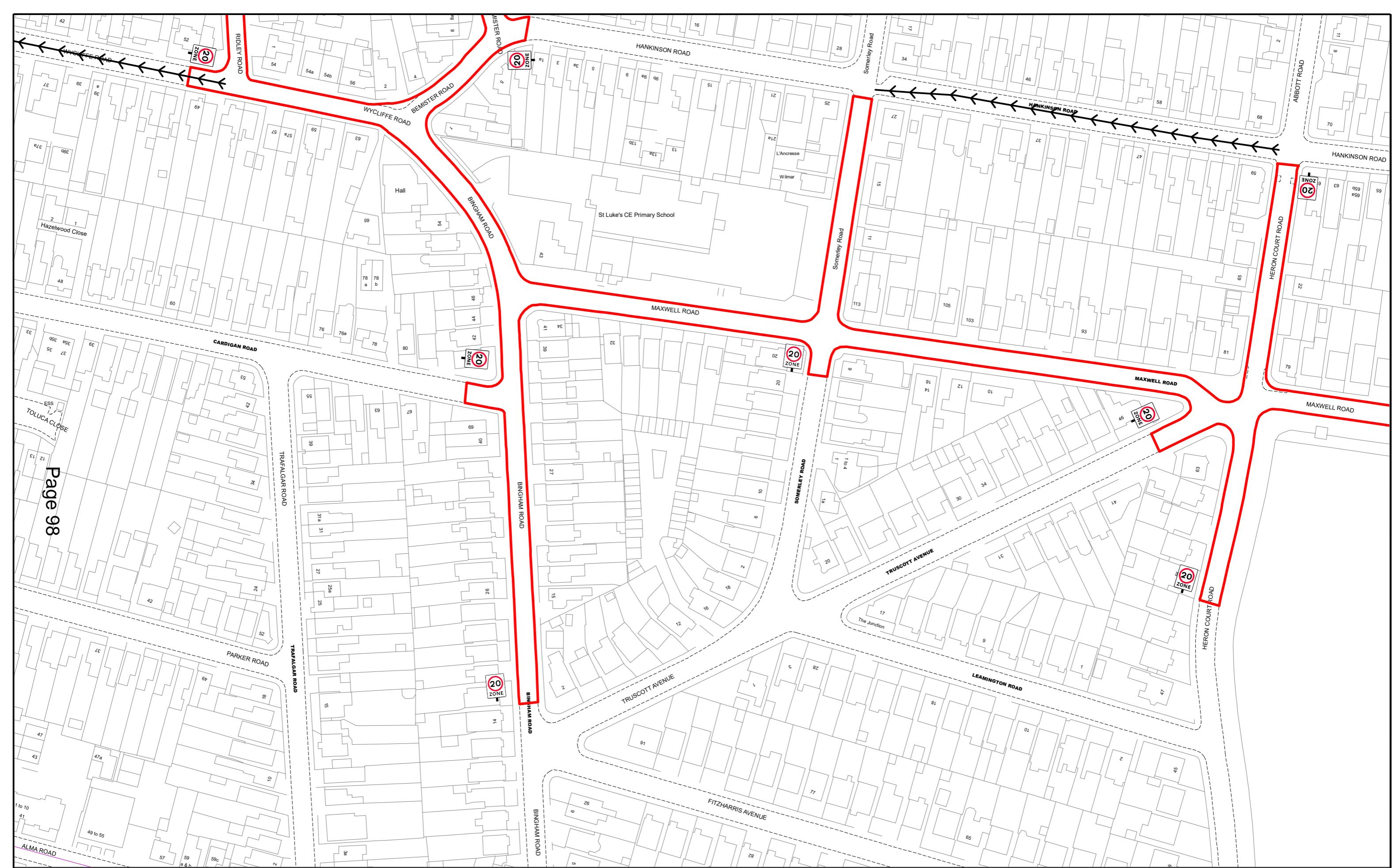
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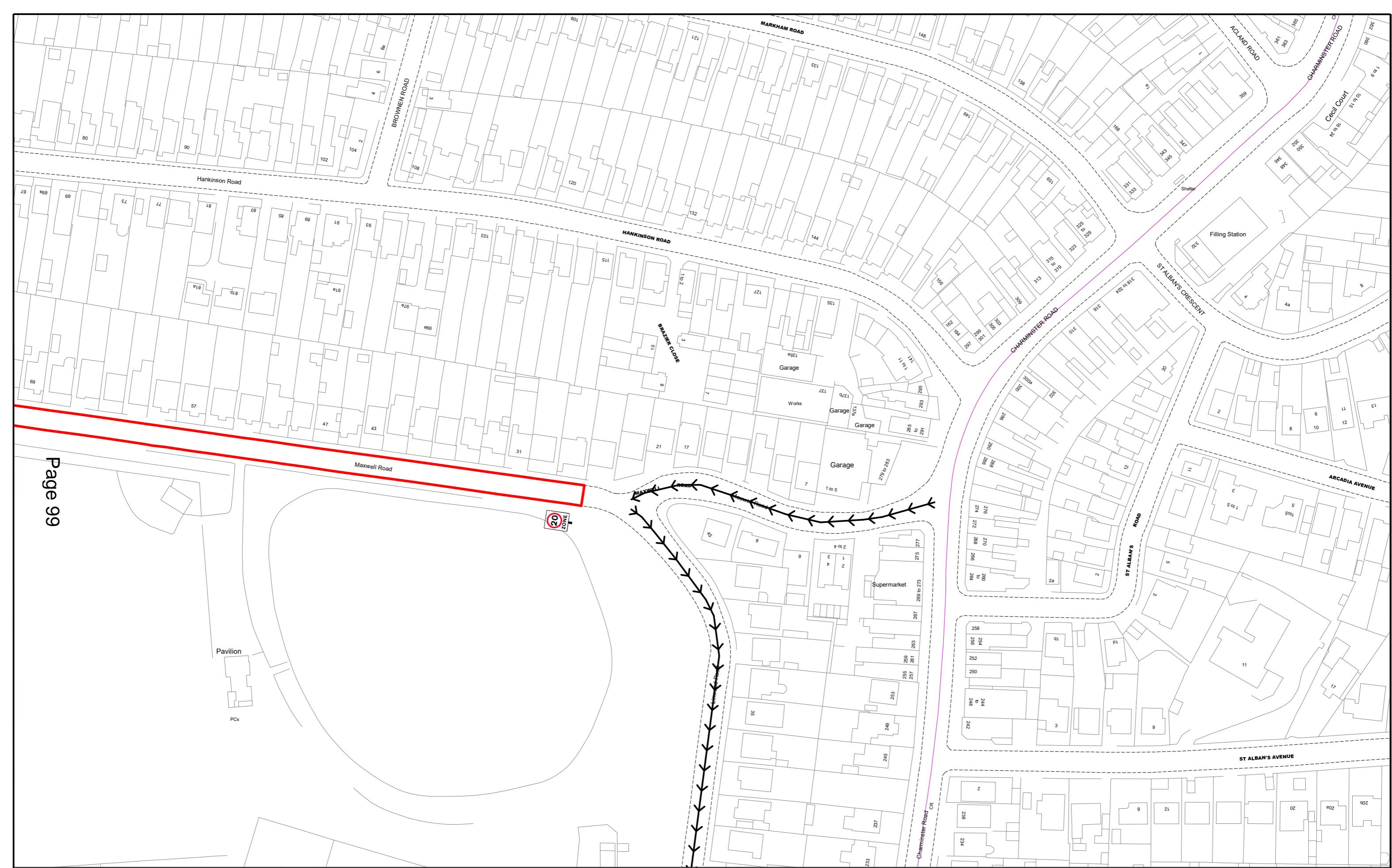
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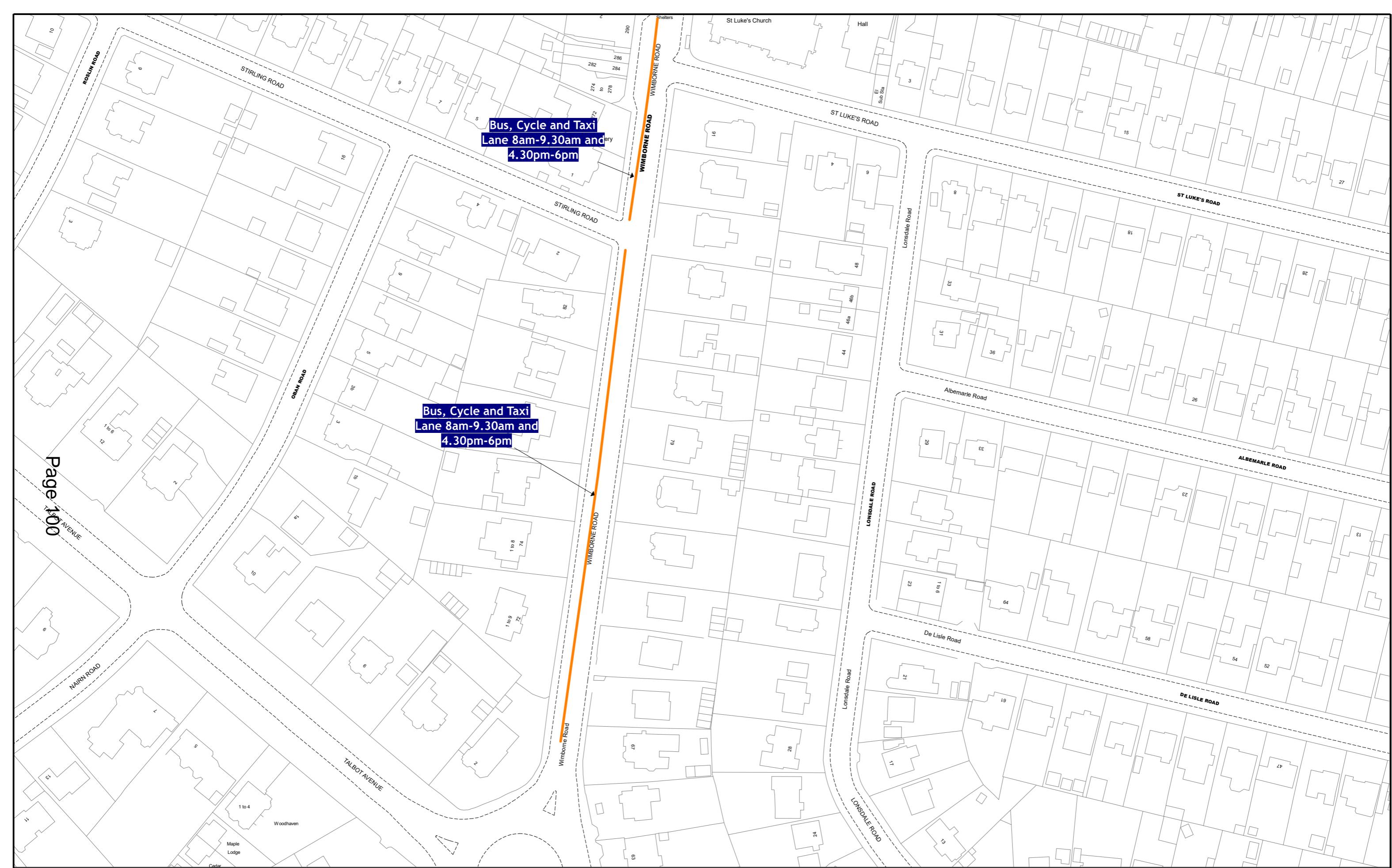
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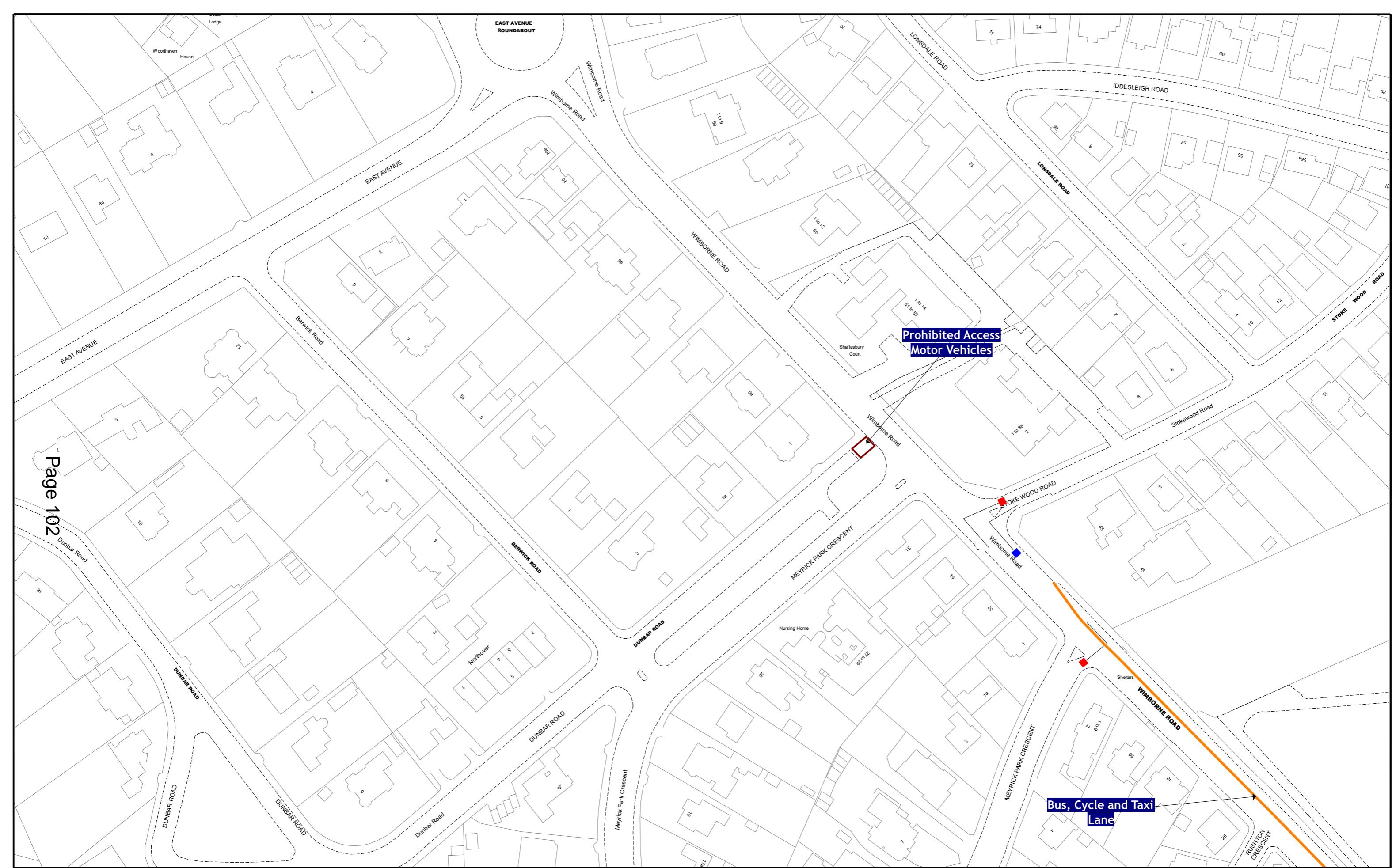
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D: STATEMENT OF STATUTORY REASONS

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.
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- (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)

CABINET



Report subject	Our Place and Environment: Local Transport Consolidated Fund Programme 2026/27
Meeting date	4 March 2026
Status	Public Report
Executive summary	<p>The Department for Transport (DfT) has set out details of the new Local Transport Consolidated Funding settlement for Local Transport Authorities (LTAs) and confirmed funding allocations for the next Spending Review period (2026/27 to 2028/29 for revenue funding and 2026/27 to 2029/30 for capital funding).</p> <p>The new settlement grant conditions require the council by the 20 March 2026 to submit Local Transport Delivery Plans (LTDP) setting out the planned 2026/27 investment of the funding and an indicative programme for the future year allocations covering the period 2027/28 to 2029/30.</p> <p>The council then has until the 18 September 2026 to provide greater detail on the proposed 2027/28 to 2029/30 indicative programme.</p> <p>This report sets out the recommended 2026/27 programme (refer to Appendix A) for consideration and seeks approval and delegation to deliver it and to submit indicative programmes into the future to ensure compliance with the new grant conditions.</p> <p>Note 1: the recommended 2027/28 programme and future year programmes thereafter shall still be brought to Council for approval annually. In the instance of the 2027/28 programme that shall be in February/March 2027.</p> <p>Note 2: this report should be read in conjunction with the Active Travel Fund (ATF) and Local Authority Bus Grant (LABG) Cabinet reports.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>a) Cabinet recommends to Council approval of the 2026/27 Local Transport Consolidated Fund programme as set out in Appendix A and delegates delivery to the Director of Planning and Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy and Portfolio Holder for Destination,</p>

	<p>Leisure & Commercial Operations</p> <p>b) Cabinet delegates the development and submission of Local Transport Delivery Plan (LTDP) programmes to meet Department for Transport grant conditions to the Director of Planning and Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy and Portfolio Holder for Destination, Leisure & Commercial Operations.</p>
Reason for recommendations	<p>Enable expedient delivery/investment of the Local Transport Consolidated funded programmes for 2026/27 in line with financial regulations.</p> <p>Enable the council to comply with the new grant conditions that require it to submit draft future Transport Delivery Plans for the period up to 2029/30 by 20 March 2026 and more detailed plans by 18 September 2026.</p> <p>Note: approval for the actual proposed 2027/28 programmes shall still be brought to Council for approval in February/March 2027.</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	<p>Richard Pincroft – Head of Transport and Sustainable Travel</p> <p>Susan Fox – LTP and Capital Programme Manager</p>
Wards	Council-wide
Classification	For Decision and Information

Background

1. The Local Transport Consolidated Fund programme seeks to deliver schemes and initiatives (see Appendix A) that align with the Council's Local Transport Plan (LTP 3) and the vision, key ambitions and priorities set out in the Corporate Strategy including the council's commitments to sustainability, equality, and diversity.
2. The Local Transport Plan (LTP3) covers the period from 2011 to 2026 and came into effect from April 2011. In south-east Dorset, the LTP 3 draws heavily on the South-East Dorset Transport Study. Local Transport Plan objectives include:
 - Reducing the need to travel
 - Manage and maintain the existing network more efficiently

- Active travel and 'greener' travel choices
- Public transport alternatives to the car
- Car parking measures
- Travel safety measures
- Strategic infrastructure improvements

The council is currently working with Dorset Council to develop and adopt a new joint Local Transport Plan (LTP) covering the next 15 years. This is expected to be adopted in Summer/Autumn 2026.

3. Government funding is provided by the Department for Transport (DfT) to deliver the objectives of the Local Transport Plan. DfT has confirmed a new local transport funding system to replace the current Local Transport Plan grant. Funding allocations for the Local Transport Consolidated Funding (LTCF) settlement are confirmed for the next Spending Review period (2027/27-2028/29 for revenue funding; 2026/27 to 2029/30 for capital funding).
4. The grant comprises of two principal elements: Integrated Transport Fund (ITF) and the Bus Services Fund (BSF). The ITF is intended to be used flexibly to deliver a wide range of local transport outcomes. The BSF should only be used to support outcomes for bus passengers/services. ITF includes Active Travel, Local Authority Bus Grant (capital), Local Electric Vehicle Infrastructure (LEVI), Highway Maintenance and Local Transport Grant.
5. A condition of the grant is that the council produces a Local Transport Delivery Plan (LTDP), setting out details of how all the available funding has been prioritised. The LTDP will include details of schemes and interventions or programmes and packages of spend. A detailed draft of the LTDP with all spending for 2026/27 and an outline plan to 2029/30, must be submitted to DfT by 20 March 2026.
6. An updated LTDP containing more detail for the planned future years investment needs to be submitted to DfT by 18 September 2026. Given the timescales and the requirement to align with to be published DfT guidance, Cabinet is recommended to recommend to Council that the development and submission of the Local Transport Delivery Plan to DfT is delegated to the Director of Planning and Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy and Portfolio Holder for Destination, Leisure & Commercial Operations. Note: future year programmes would still be brought to Cabinet and Council annually for approval.
7. DfT will set priority outcomes for transport expenditure through the Local Transport Outcome Framework. The council will be required to report to DfT on progress against the LTDP and the Local Transport Outcome Framework and to provide other key monitoring data, in addition to those already in place for highways maintenance and active travel.
8. The Secretary of State for Transport will set out their vision for domestic transport across England in the integrated national transport strategy (INTS) and publish updated LTP guidance in line with the INTS.

Due to existing reporting requirements that are set to remain in place during the funding period, separate Cabinet reports detailing the planned investment of the Active Travel Fund (ATF) and Local Authority Bus Grant (LABG) have been

prepared. This report requests approval of the Local Transport Consolidated Fund programme in consideration of the ATF and LABG programmes, as set out in Appendix A. Note: that approval is being sought for the funding shaded in **grey and in bold type Local Transport Consolidation (LTC) Grant element**. For information a breakdown of the capital funding by theme has been presented in a pie chart in Appendix B.

9. £3,721,100 comprising £3,345,900 capital and £375,200 revenue is allocated in 2026/27. Capital funding is invested in schemes that are prioritised using robust ranking mechanisms. For example, the 'Casualty reduction measures' allocation will be invested in proposals that will generate the best return for investment at reducing the likelihood of fatal and/or serious injuries at locations that have been identified as the highest priority by reviewing collision data.
10. The scale of the overall programme has substantially increased and offers the certainty of 4 years capital funding. This gives an opportunity to review and upscale resource capacity and capability to ensure effective and timely delivery to be funded from the revenue element. Any revenue not needed for capacity and capability building would be allocated to strategic scheme development.
11. For 2026/27 the programmes align with LTP3, from 2027/28 onwards the programmes are expected to align with the LTP4 and its associated delivery plan (once adopted), in addition to the DfT requirements outlined above.

Highways Maintenance element

12. Funding for Highway Maintenance is allocated annually by the DfT on a 'needs' basis. The nationally available budget is shared between authorities based on network length, number of bridges and number of streetlights.
13. DfT has allocated the available funding 2026/27 as follows. £7,763,000 capital is allocated, of which a proportion to be announced will be described as an incentive element. In 2026/27 at least 50% of the incentive element will be contingent on the council demonstrating compliance with criteria aimed at driving best practice and continual improvement in highways maintenance practice. The DfT has advised that it will be publishing details of the requirements in due course. In 2025/26 the council received its full allocation of incentive funding, on publication of the required transparency report.

Summary of financial implications

14. The Local Transport Consolidated Funding settlement for BCP Council as Local Transport Authority (LTA) is confirmed for the next Spending Review period as £89.3m. This comprises £77.7m capital (CDEL) for 2026/27- 2029/30, and £11.6m revenue (RDEL) for 2026/27-2028/29, as set out in Table 1.

Table 1: Allocations by year and spending category (£000s)					
	2026/27	2027/28	2028/29	2029/30	Total
Capital (CDEL)	16,377.4	18,093.5	20,211.1	23,025.6	77,707.6
Revenue (RDEL)	3,855.1	3,855.1	3,855.1		11,565.3
Total	20,232.5	21,948.6	24,066.1	23,025.6	89,272.9

15. The Local Transport Consolidated Funding comprises of the Integrated Transport Fund (ITF) and the Bus Services Fund (BSF) which is the revenue only element of the Local Authority Bus Grant (LABG). Table 2 is a breakdown of how the total figure has been calculated. The Integrated Transport Fund (ITF) consolidates the following stable formula-based grants:

- Highways Maintenance (CDEL)
- Active Travel (RDEL and CDEL)
- Local Electric Vehicle Infrastructure (LEVI) Capability Funding (RDEL)
- Local Transport Grant (RDEL and CDEL)
- LA Bus Grant (CDEL)

and as stated above the Bus Services Fund (BSF) corresponds to the LA Bus Grant (RDEL).

Revenue allocations for 2029/30 will be made during the following Spending Review period.

Table 2: Allocations by year and fund type (£000s)					
	Funding type	2026/27	2027/28	2028/29	2029/30
Highways Maintenance (HM)	CDEL	7,763.0	9,144.0	9,860.0	11,273.0
Local Transport Grant (LTG)	CDEL	3,345.9	3,620.3	4,961.2	6,302.0
Local Transport Grant (LTG)	RDEL	375.2	375.2	375.2	-
Active Travel	CDEL	2,249.7	2,249.7	2,249.7	2,249.7
Active Travel	RDEL	705.9	705.9	705.9	-
Local Electric Vehicle Infrastructure Grant (LEVI)	RDEL	152.9	152.9	152.9	-
LA Bus Grant (LABG)	CDEL	3,018.8	3,079.5	3,140.2	3,200.9
LA Bus Grant (LABG)	RDEL	2,621.1	2,621.1	2,621.1	-
Total		20,232.5	21,948.6	24,066.1	23,025.6

16. The Highway Maintenance programme includes £1.25m funding to enable Neighbourhood Services to deliver preventative permanent repairs to manage condition and support surface treatment and resurfacing programmes.

17. Incentive Elements: As was the case in 2025/26, a portion of the Highway Maintenance pot will be designated as incentive funding. The Council must demonstrate compliance with best practice to receive its full allocation. In all four years at least 25% of the annual incentive funding will be dependent on the council publishing transparency reports. In 2026/27, 50% of the incentive funding will be subject to performance, with the measures to be confirmed by DfT.

18. Local Authority Active Travel Capability Ratings influence allocations for Active Travel. The allocation presented above reflects the Council's rating as Level 3.

Should an increase or decrease in rating occur then this would adjust the amount in 2027/28 and beyond.

19. Bus funding is contingent on the timely receipt of a delivery plan satisfying DfT expectations and continued compliance with those expectations.
20. LTG revenue funding shall be used for capability and capacity building and to fund direct staff time allocated to delivering the programmes. In 2026/27, subject to approval £75k of the LTG shall also be utilised to establish the BCP Lane Rental Scheme – refer to separate Cabinet Report. It shall be in-effect repaid back to the programme in future year if/when sufficient Lane Rental revenue has been generated.
21. Separate reports to Cabinet/Council will consider the programmes for Active Travel and LA Bus Grant.
22. At the end of the financial year any unspent grant identified for schemes shall be carried forward into 2027/28.

Summary of legal implications

23. Public engagement and/or consultation shall be undertaken for the projects and programmes. The requirements will be identified through review of the equalities impact screenings/assessments which shall be undertaken at the outset of the projects.
24. Where applicable relevant legislation and processes shall be complied with. For example, the need to undertake statutory consultations for the adjustment of traffic regulation orders.

Summary of human resources implications

25. Continuity of delivery of the programmes is subject to securing appropriate resources, both within the Transport & Sustainable Travel, and Engineering units, and through the ongoing partnering contract for technical consultancy support and successor arrangements.
26. The announcement of the multi-year settlement is very helpful in so much as it enables the council to plan resource for future years more effectively.

Summary of sustainability impact

27. A DIA has been completed (ID 760) and the impact summary is included at Appendix C to this report. The overall impact is positive, with few minor impacts, and the carbon footprint score is low.

Summary of public health implications

28. The schemes within the programmes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of activity.

Summary of equality implications

29. The recommended programme has been Equality Impact Assessment (EIA) screened, included at Appendix D to this report. Individual projects within the programme will be EIA screened and full EQIAs completed should a need be identified during screening. The DfT has emphasised the need for funded schemes to meet accessibility standards and guidance will be complied with.

Summary of risk assessment

30. No significant risk implications with regards to approval of the respective programmes have been identified. Schemes of significant scale would be subject to specific risk assessments and risk registers as part of the overarching programme delivery process.

Background papers

None

Appendices

Appendix A – Local Transport Consolidated Funding Programme 2026/27

Appendix B – Pie chart showing percentage of capital spend by theme

Appendix C - DIA ID (760) Impact Summary table

Appendix D - Equality Impact Assessment Screening

Appendix A – Local Transport Consolidated Funding Programme

Note: the funding within the column headed “2026/27 LTC Funding [£]” in bold type and shaded is that for which approval is being sought in this report.

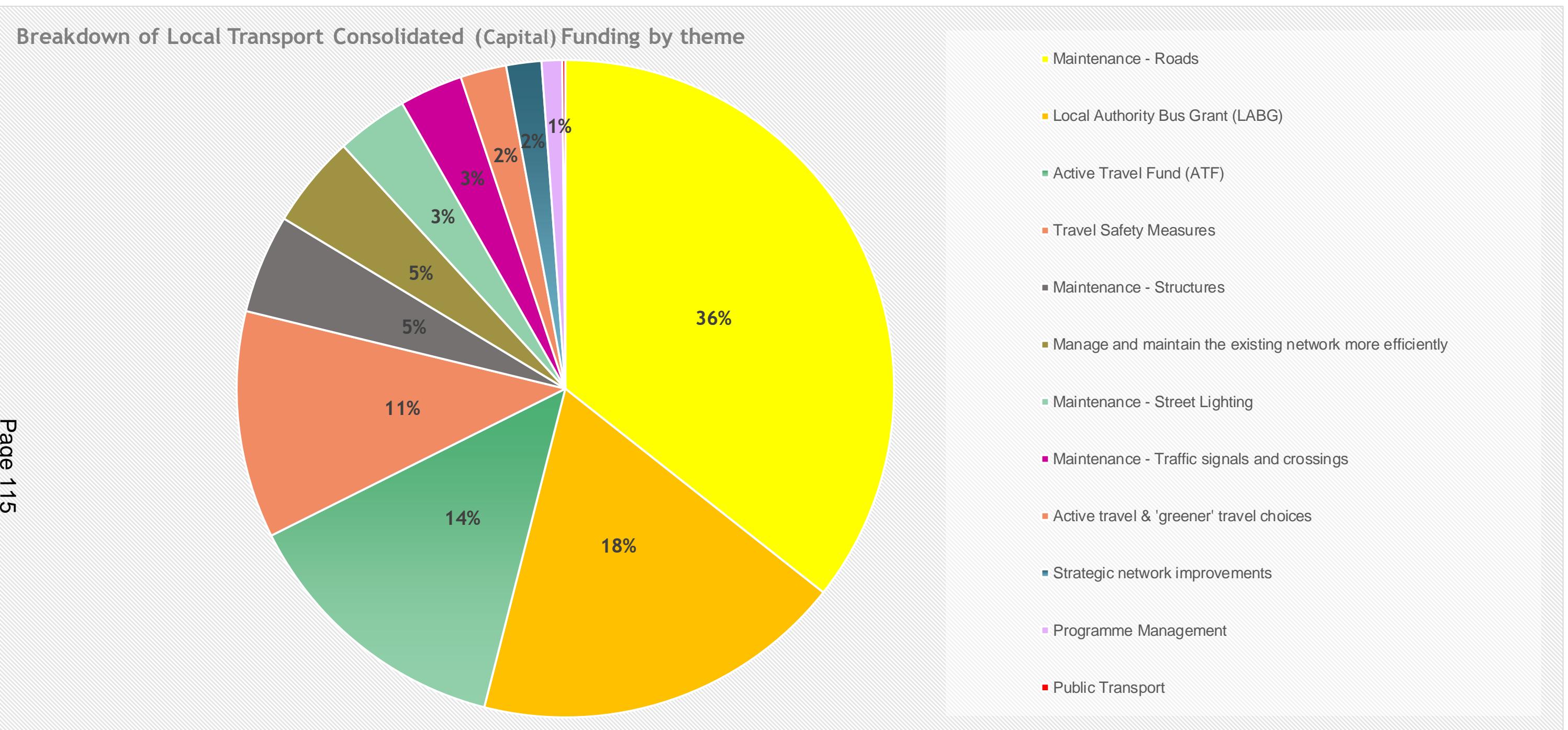
Highways Maintenance	Funding Source (£)		
	2026/27 LTC Funding [£]	External grant indicative spend during 2026/27 [£]	Total funding 2026/27 [£]
Maintenance - Roads			
Preventative Patching (repair road/footpath to receive surface treatment, or resurfacing)	1,500,000	0	1,500,000
Resurfacing programme	1,400,000	0	1,400,000
Surface Treatments Micro Asphalt & Surface Dressing (preserving/renewing existing surfacing)	1,300,000	0	1,300,000
Cross Asset Priorities – resurfacing	580,000	0	580,000
Highway Drainage	300,000	0	300,000
Footway and Cycleway Treatments	250,000	0	250,000
Surveys & software	190,000	0	190,000
Programme Management Fees	350,000	0	350,000
Sub-total	5,870,000	0	5,870,000
Maintenance - Structures			
Structures Maintenance	680,000	0	680,000
Principal Inspection Programme	120,000	0	120,000
Sub-total	800,000	0	800,000
Maintenance - Street Lighting			
Street Lighting Maintenance	580,000	0	580,000
Sub-total	580,000	0	580,000
Maintenance - Traffic Signals and Crossings			
Traffic Signals and Crossings Maintenance	513,000	0	513,000
Sub-total	513,000	0	513,000
Total for Highway Maintenance	7,763,000	0	7,763,000
1/3 (continued next page)			

Local Transport Grant	Funding Source (£)		
	2026/27 LTC Funding [£]	External grant Indicative spend during 2026/27 [£]	Total funding 2026/27 [£]
Strategic improvements			
<i>Local Transport Grant Resource Fund (RDEL)</i>	375,100	0	375,100
Local Transport Plan (LTP), Business Case Development for Strategic Transport Priorities	120,000	0	120,000
Advanced design for future year schemes	100,000	0	100,000
South-East Dorset Strategic Transport Model	65,000	0	65,000
Sub-total	660,100	0	660,100
Travel Safety Measures			
Pedestrian Crossings including School Crossing Patrol site upgrades to permanent crossings – MTFP	850,000	0	850,000
20mph speed limit areas	490,000	0	490,000
Prioritised casualty reduction measures	400,000	0	400,000
Safer Routes to School	100,000	0	100,000
Sub-total	1,840,000	0	1,840,000
Manage and maintain the existing network more efficiently			
Castle Lane East/Deansleigh Road junction upgrade	500,000	0	500,000
Minor Transportation Schemes – MTFP	100,000	0	100,000
Intelligent Transport Systems (ITS)	100,000	0	100,000
Data Collection	50,000	0	50,000
Sub-total	750,000	0	750,000

2/3 (continued next page)

Local Transport Grant (cont'd)	Funding Source (£)		
	2026/27 LTC Funding [£]	External grant indicative spend during 2026/27 [£]	Total funding 2026/27 [£]
Active travel & 'greener' travel choices			
Active Travel Fund (ATF) 2026-27 (CDEL) – refer to separate Cabinet Report for detail	0	2,249,725	2,249,725
Active Travel Fund (ATF) 2026-27 (RDEL) – refer to separate Cabinet Report for detail	0	705,900	705,900
<i>Local Electric Vehicle Infrastructure (LEVI) (2026/27) (RDEL)</i>	0	152,900	152,900
Public Rights of Way	100,000	0	100,000
Cross-pavement EV charging channel grant	0	93,000	93,000
Walking and Cycling (priorities derived from Local Cycling and Walking Infrastructure Plan)	80,000	0	80,000
School Streets	50,000	0	50,000
Accessibility improvements	50,000	0	50,000
Sub-total	280,000	3,201,525	3,481,525
Public transport alternatives to the car			
Local Authority Bus Grant (LABG) 2026/27 (CDEL) – refer to separate Cabinet Report for detail	0	3,018,821	3,018,821
Local Authority Bus Grant (LABG) 2026/27 (RDEL) – refer to separate Cabinet Report for detail	0	2,621,127	2,621,127
National Passenger Travel Information	25,000	0	25,000
Sub-total	25,000	5,639,948	5,664,948
Programme Management	166,000	0	166,000
Total for Local Transport Grant	3,721,100	8,841,473	12,562,573
Total Local Transport Grant and Highway Maintenance 2026/27 Programme	11,484,100	8,841,473	20,325,573
3/3			

Appendix B – Pie chart showing percentage of capital spend by theme



Appendix C - DIA Impact Summary table

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Amber - Minor negative impacts identified / unknown impacts	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	No positive or negative impacts identified	
Natural Environment	Amber - Minor negative impacts identified / unknown impacts	
Sustainable Procurement	No positive or negative impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **0.5**

Answers provided indicate that the carbon footprint of the proposal is:	Low	
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Equality Impact Assessment: Conversation Screening Tool

<p>What is being reviewed?</p>	<p>The Department for Transport (DfT) has set out details of the new Local Transport Consolidated Funding settlement for Local Transport Authorities (LTAs) and confirmed funding allocations for the next Spending Review period (2026/27 to 2028/29 for revenue funding and 2026/27 to 2029/30 for capital funding).</p> <p>The new settlement grant conditions require the council to submit Local Transport Delivery Plans (LTDP) setting out the planned 2026/27 investment of the funding and an indicative programme for the future year allocations covering the period 2027/28 to 2029/30.</p> <p>The DfT has set out expectations that local authorities deliver accessible and inclusive local transport as part of the funding conditions:</p> <p>“Authorities must role model inclusive policy making, and embed active consideration of accessibility within the development and delivery of policies funded through their consolidated funding. In particular they must:</p> <p>Assess equalities impacts throughout the policy development and delivery lifecycle, and reflect such consideration in Equality Impact Assessments for individual projects, which must be made available to the Secretary of State upon request:</p> <ol style="list-style-type: none"> Co-design policy, infrastructure and service change initiatives funded from consolidated funding with disabled groups; Align their processes with the government’s Transport Accessibility Charter, once published.” <p>A new programme of activity will be produced for Cabinet approval each financial year to determine priorities and to profile the annual DfT grant funding</p>
<p>What changes are being made?</p>	<p>The LTCF comprises of two principal elements: Integrated Transport Fund (ITF) and the Bus Services Fund (BSF). The ITF is intended to be used flexibly to deliver a wide range of local transport outcomes. The BSF should only be used to support outcomes for bus passengers/services. ITF includes Active Travel, Local Authority Bus Grant (capital), Local Electric Vehicle Infrastructure (LEVI), Highway Maintenance and Local Transport Grant.</p> <p>Due to existing reporting requirements that are set to remain in place during the funding period, separate Cabinet reports detailing the planned investment of the Active Travel Fund (ATF) and Local Authority Bus Grant (LABG) have been prepared with associated Equality Impact Assessment Screening Tools</p> <p>Local Transport Grant funded improvements include:</p> <ul style="list-style-type: none"> • Strategic network improvements, • Travel safety measures such as 20mph zones, pedestrian crossings, and Safer Routes to Schools • Active travel and ‘greener’ travel choices including walking and

	<p>cycling schemes identified in the Local Cycling and Walking Infrastructure Plan (LCWIP); accessibility improvements</p> <ul style="list-style-type: none"> • Public transport information • Intelligent Transport Systems (ITS) and data collection to manage the road network more efficiently – smarter traffic control • Minor transportation schemes. <p>Highway Maintenance schemes include:</p> <ul style="list-style-type: none"> • Resurfacing of roads and footways • Bridge and structures maintenance • Street lighting maintenance • Traffic signals maintenance
Service Unit:	Planning and Transport
Participants in the conversation:	Richard Barnes - Service Unit Equality Champion Susan Fox, LTP & Capital Programme Manager
Conversation date/s:	January 2026 and ongoing as integral part of the delivery of individual schemes.
Do you know your current or potential client base? Who are the key stakeholders?	<p>People living in, or visiting, Bournemouth, Christchurch, and Poole – as all are affected by local travel in some way.</p> <p>Households on travel corridors will be affected by any changes in road layout to improve sustainable travel options.</p> <p>BCP Council officers and Councillors - when making decisions or forming policies relating to, affecting, or affected by, transport and travel within the conurbation – with the Local Transport Plan 3 and forthcoming LTP4 as a point of reference.</p> <p>Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) as new or amended TRO's will be needed to deliver the programme. Organisations include - the emergency services – Police, Fire, Ambulances, Taxi associations/operators, and DOTS Disability/Dorset Local Access Forum - community interest company.</p> <p>Transport providers within our area who are involved in the programme – bus companies, Go South Coast – More Bus Network Rail and South Western Railway train operator</p> <p>Beryl - bicycle and scooter hire</p> <p>BH Active Travel Forum - local network promoting cycling and walking. Walk Wheel Cycle Trust – charity promoting sustainable transport.</p> <p>Other organisations including - Local Chambers of Commerce and Trade.</p> <p>Town Business Improvement Districts, employers, Bournemouth University, and the Arts University Bournemouth.</p> <p>Public Heath Dorset – relevant to the health benefits of active travel.</p> <p>Department for Transport linked to funding and monitoring of programme.</p>
Do different groups have different needs or experiences?	The difference in needs or experience will cover the general programme and will not go into detail of specific development or delivery schemes or other measures. For each individual scheme it will be essential to explore and assess how specific proposals could affect people from different protected characteristic groups, and how the needs of these groups can be met through the design.

The Local Transport Grant (LTG) elements of the programme will give different experiences depending on how people travel currently and how they could travel after the programme is complete. There is evidence of how both protected groups and different people within those groups are affected. From –

- A Bournemouth Christchurch and Poole travel survey from October 2018-January 2019, with detailed equality report and analysis of local travel patterns.
[Travel Survey Report](#)
- Consultation from recent active travel schemes (Summer 2020 onwards) introduced in the BCP area using HM Government funding linked to the COVID-19 pandemic.
- Initial consultation and engagement from Transforming Travel proposals.
- National transport studies and research include:
[Low Traffic Neighbourhoods Residents' Survey \(DfT, Jan 2021\)](#)
[Pave the Way - The Impact of Low Traffic Neighbourhoods on Disabled People \(Transport For All, Jan 2021\)](#)
- [BCP Council participates in the National Highways and Transport Network \(NHT\) Public Satisfaction Survey](#) which collects the public's views on different aspects of Highways and Transport in local authority areas.

Sometimes this evidence base is contradictory.

The needs or experience will cover the ethos of improving sustainable transport options, noting that individual parts of the programme will differ in specifics. Impacts for each scheme will be covered at a later stage as proposals are developed and issues identified.

Age

- Children and young people are less likely/unable to drive, and therefore improving other sustainable options will benefit them.
- Older people are less likely to cycle or drive, but more likely to walk and use public transport. Consequently, proposals to improve conditions for pedestrians will be of benefit. There is a Transforming Travel objective to 'Improve pavement access for people with mobility needs' - anticipated to benefit both older and younger people
- With bus use 'Particularly common for people aged 17 to 20 and over 70 years' (source National Audit Office), public transport improvements will advantage these groups.
- LTG funded trip end facilities e.g., cycle parking, for schools and educational facilities are planned, under the Transforming Travel initiative, which will assist younger people.
- Improvements, at bus stops and bus priority measures will benefit both younger and older people according to the local and national profile of people that use the bus.
- Road signal crossings provided through some schemes will help more vulnerable people including both younger and older people. Less conflict between motor vehicles and cyclists/pedestrians will benefit the more vulnerable including young and older people.
- A low percentage of both old and young people meet the government's recommendations for physical activity, which can adversely affect physical and mental wellbeing. Improving opportunities for people to walk and cycle as part of their daily

routine could help address this.

- Residents from middle age groups are more likely to drive and improvements to sustainable transport will be less important to these people based on their current travel patterns. By developing other travel options congestion should be reduced which could benefit those who drive.
- Groups that are more likely to drive are likely to be concerned to a greater extent about any changes to traffic flow or reduction in car parking arrangements arising from cycle schemes or bus priority measures.
- Initial consultation as part of the Transforming Travel programme showed; younger groups 18-24yrs more likely to walk and use the bus, but less likely to cycle; Middle aged groups from 35-54 yrs. more likely to cycle, but less likely to use the bus; older people from 55 yrs. and over were more likely to travel by car and bus and much less likely to cycle. Where asked for agreement with proposed schemes, for some measures, those from middle aged groups showed support; but people aged 65 and over, were much more likely to disagree with proposals.
- A Department for Transport review of Low Traffic Neighbourhoods introduced during the COVID pandemic showed that people aged over 65 were less supportive of schemes than people aged under 65. This shows that LTG fostered transport schemes prioritising active travel, are likely to vary in support and experience based on age profiles.
- Disability**
 - Disabled people overall are less likely to have access to a car than non-disabled people and are also more likely to use buses (BCP Council Travel Survey). Improving transport options for people that are unable to drive will be a benefit to those people whose disability does not preclude them from walking (including with a mobility aid), cycling (including with a non-standard cycle) or able to access public transport.
 - Improving pavement access for people with mobility needs is intended to benefit many disabled people. Traffic signal crossings provided through some schemes will assist more vulnerable groups including disabled people.
 - Improved cycling and walking facilities, including road safety improvements will reduce conflict between motor vehicles and vulnerable road users, which includes some disabled people.
 - Disabled people where a car is essential for all their transport needs are potentially affected by any changes to car parking and if car journeys are affected by different road layouts. Some disabled people will find it more challenging to get used to new road layouts compared to those without a disability.
 - Respondents to the BCP Council survey with a disability are significantly less likely to cycle or walk than those without a disability. Encouraging cycling and walking could exclude take up by some disabled people and those that are not disabled will benefit more.
 - Programme improvements prioritising buses will proportionately benefit disabled people who locally are more likely to use buses than drive.
 - The perspective of individual disabled people is likely to vary depending on the nature of their disability and/or whether they

	<p>drive or rely on other forms of transport.</p> <ul style="list-style-type: none"> Initial consultation as part of the Transforming Travel Programme showed; that disabled people were more likely to travel by bus but much less likely to cycle. Overall disabled people were much more likely to disagree with proposals compared to non-disabled people. For the Evening Hill active travel scheme consultation responses for those whose 'Disability limited their activity a lot' - showed the lowest levels of support at 21%. Where schemes are introduced which change the road layout, research indicates that disabled people are more affected by any outcomes such as increased journey times as they have limited alternative options for travel, compared to people that are not disabled. The Transport for All report cited the concerns of disabled people as the focus of debate about the impact of active travel schemes without their effective participation. <p>Race</p> <ul style="list-style-type: none"> Ethnicity is a factor in car use, with people from all other ethnicities far less likely to have access to a car than 'White British' people. Better access to sustainable transport is likely to improve access to employment, education, leisure, and social opportunities for most ethnic groups. Bus use is particularly common for most ethnic groups (Source – National Audit Office), so public transport improvements will help most ethnic minorities. Some differences according to race were evident from responses to the BCP active travel schemes. 'White Other' people were much more supportive than 'White British' respondents. There were also higher levels of satisfaction for the schemes from other ethnic groups. Lower levels of support were noted from 'White British' respondents. White British people who are more likely to own cars are anticipated to be less supportive of measures to develop walking, cycling and public transport. The objectives of the Transforming Travel Programme are less likely to benefit this group based on their current travel patterns. Locally 'White other' and BME residents are more likely to cycle than 'White British' residents. Nationally studies report that cycling is under-represented in other non-white people. Based on the ethnic profile of cycling some groups are going to benefit and use improved cycle facilities more than others. <p>Religion or Belief</p> <ul style="list-style-type: none"> The BCP Travel Survey showed that people with no religion and all other religions were less likely to drive than Christians. Development of other transport options are likely as a result to cover the transport needs of people without religious belief and all other religions to a greater extent than Christians. Initial consultation as part of the Transforming Travel Programme showed - people with no religion are significantly more likely to travel by bicycle and were more in agreement to proposed schemes compared to Christians.
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	<p>Gender</p> <ul style="list-style-type: none"> • The BCP travel survey indicated that men are twice as likely to cycle regularly compared to women. This means that parts of the programme that improve cycling facilities will benefit men more than women. • Women cited personal safety/ security concerns and busy roads as a barrier to cycling. As the programme aims to make cycling safer through some segregated cycle lanes this should encourage more women to cycle by addressing some of the concerns raised by women. • Bus use is particularly common for women and girls, (source National Audit Office), so any public transport improvements will particularly provide for females. • Initial consultation as part of the Transforming Travel Programme showed; Men are more likely to cycle compared to women and women are more likely to walk. For one proposed scheme men agreed more than women. <p>Sexual Orientation</p> <ul style="list-style-type: none"> • People who identify as one of 'All other sexual orientations' are significantly less likely to drive (56%) compared to heterosexuals (82%). • Bus use is also higher for 'All other sexual orientations' compared to heterosexual people. • LGBT+ people are more likely to suffer with mental ill health, loneliness, and inactivity than the general population. Therefore, improving opportunities for people to walk and cycle as part of their daily routine could help address this. • Improvements to the transport network from the programme are likely to benefit all other sexual orientations more than heterosexual people. • Initial consultation as part of the Transforming Travel Programme showed for one scheme, people identified as 'All other orientations' were more in agreement compared to heterosexuals. For the Evening Hill Active Travel Scheme consultation responses from - 'All other sexual orientations' showed the highest level of support of any group at 92%. <p>Deprivation</p> <ul style="list-style-type: none"> • People living in the most deprived areas are significantly less likely to own a car and drive than residents of less-deprived areas. In BCP 75% own a car in the decile of highest levels of social deprivation, compared to 96% household car ownership in the decile with the lowest level of social deprivation. • However more deprived areas are more likely to suffer the effects of car use – for example through air pollution, noise pollution and road danger. By improving conditions for walking, cycling and public transport, residents living in more deprived areas will benefit from more choice over how they travel, and more equalised access to education, employment, leisure, and social opportunities.
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	<p>There is not any evidence available of any discernible differences likely to arise from Transforming Travel on the other groups of - gender reassignment, marriage and civil partnership, members of the armed forces community and human rights. Responses to consultations have included that where a carer relies on a car any loss of parking or longer journey times can impact on the ability to do their work.</p>
<p>Will this change affect any service users?</p>	<p>Yes, as above, information about how different forms of transport can affect protected groups is available from a recent local travel survey, from analysis of responses by protected characteristics. This can be used as a guide to show how specified activity and schemes within the programme will affect different groups of people. Each activity within the programme may affect groups differently and information will be gathered through review of evidence and consultation as plans for the schemes are progressed. For each activity and individual scheme, it will be essential to explore and assess how specific proposals could affect people from different protected characteristic groups, and how the needs of these groups can be met through the design.</p>
<p>What are the benefits or positive impacts of the change on current or potential users?</p>	<p>The emphasis on creating more infrastructure to help make sustainable travel (walking, wheeling, cycling and public transport) more attractive and accessible to everyone is intended to benefit all protected groups. Groups that already are shown to use sustainable travel modes more will benefit from better connected routes, reduced danger from the speed and volume of traffic, and improved air quality. People currently less likely to use sustainable travel modes could potentially benefit as new infrastructure/initiatives will make it more attractive and safer to do so and encourage opportunities for healthy lifestyles through integrating active travel into people's everyday lives, particularly for shorter trips.</p> <p>Examples of schemes with positive impacts recently delivered:</p> <ul style="list-style-type: none"> • Zebra crossings, including with associated road safety measures, traffic calming and footway improvements • Controlled crossings including Puffins. Puffin crossings have sensors attached to the signal pole, instead of a timer. These sensors can detect whether any pedestrians are on the crossing and ensure that the lights for traffic do not change until all pedestrians have finished crossing the road. • Cycle tracks and facilities • Improving accessibility to bus stops and replacing bus shelters • Installing dropped kerbs to improve access to footways <p>The highway maintenance programme is guided by the principles of BCP's Highway Asset Management Policy and Strategy. Maintaining a safe and accessible network of roads, footways, cycleways encourages people of all ages and abilities to get out and about and to live independent lives.</p>
<p>What are the negative impacts of the change on current or potential users?</p>	<p>Groups that are currently less likely to travel locally by sustainable transport may be negatively impacted by measures intended to make these travel means more attractive. Improving conditions for cycling and walking are seen by some car drivers as negatively impacting their travel. Consultation and</p>

	<p>research show that people who usually drive are less receptive and do not think they will benefit as much as from plans to improve walking, cycling and public transport.</p> <p>Changes to parking arrangements proposed to prioritise cycling, walking and public transport can impact on some groups who are less able to access some locations as a result.</p> <p>People that are older than 65, and disabled people according to some research, are less likely to support active and greener travel choices, particularly where road layouts are changed as a result. Reasons given are that disabled people can feel disproportionately impacted by any longer journey times and change in itself can be an access barrier due to anxiety and confusion from any change to usual travel patterns.</p> <p>Any change implemented which affects the movement of vehicles and pedestrians will have an impact on disabled people, who feel the changes more strongly due to limited alternative options for travel.</p>
Will the change affect employees?	<p>Yes, as infrastructure/initiatives should improve accessibility by rebalancing the needs of all network users through improvements to sustainable/active travel and because of network efficiency activity.</p>
Will the change affect the wider community?	<p>Yes – both residents and visitors to our area, businesses, schools and higher education establishments, as local travel affects all our community.</p>
What mitigating actions are planned or already in place for those negatively affected by this change?	<p>For each individual scheme it is essential to explore and assess how specific proposals could affect people from different protected characteristic groups, and how the needs of these groups can be met through the design. Individual schemes will be subject to an Equality Impact Assessment as they come forward for delivery. Transport and Sustainable Travel and Engineering Services officers have an embedded process to ensure a consistent approach to EIA screening throughout each project's lifecycle, from initial brief, design, consultation, and delivery.</p>
Summary of Equality Implications:	<p>The LTCF Programme seeks to set out and deliver against the intended LTP4 policy objectives:</p> <ul style="list-style-type: none"> • Safeguard the climate and environment • Improve health and wellbeing • Create accessible and prosperous places • Enable a safer transport system • Maintain a resilient and fit for purpose transport network • Ensure public transport is inclusive and accessible to all. <p>Therefore, overall, the equalities implications of the proposed programme are extremely positive.</p> <p>Individual schemes can affect protected groups in different and sometimes contradictory ways, and this will continue to be addressed on a scheme-by-scheme basis:</p> <ul style="list-style-type: none"> • Individual schemes will be subject to Equality Impact Assessment Screening as they come forward for delivery. • Project management processes will ensure a consistent approach to EIA screening throughout each project's lifecycle.

	<ul style="list-style-type: none">• Officers within Transport and Sustainable Travel and Engineering Services will continue to review individual scheme EIAs, share learnings and good practice.
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Agenda Item 8

CABINET



Report subject	Our Place and Environment: Active Travel Funding 2026/27
Meeting date	4 March 2026
Status	Public Report
Executive summary	<p>Active Travel England, the government's executive agency responsible for walking, wheeling and cycling in England, published its Active Travel Capability Ratings in December 2025. BCP Council was uprated from a Level 2 authority to a Level 3 authority.</p> <p>The council is one of only 11 local authorities in the country to achieve level 3, and one of only 5 that isn't part of a large, combined authority or city region.</p> <p>The increased grading has resulted in the council being allocated a larger Active Travel settlement. The council has been allocated £2,249,725 of capital funding for walking, wheeling and cycling infrastructure, per year up to and including 2029/30. Alongside this, a revenue allocation of £705,869 per year up to and including 2028/29. This represents a significant increase from the 2025/26 allocations of £1,128,857 (capital) and £330,685 (revenue).</p> <p>This report recommends how the grant award should be invested and seeks delegated authority to facilitate the delivery. The recommended proposals are aligned with the Local Cycling and Walking Infrastructure Plan (LCWIP) approved by Council in May 2022.</p> <p>This report should be read in conjunction with the Local Transport Consolidated Funding Programme 2026/27 Cabinet report.</p>
Recommendations	<p>It is RECOMMENDED that Cabinet:</p> <p class="list-item-l1">(a) Recommends to Council delegation of the investment of the £2.96m of 2026/27 active travel funding to the Service Director for Planning & Transport in consultation with the Portfolio Holder for Climate Response, Environment and Energy.</p>
Reason for recommendations	<p>To expediate investment of the 2026/27 active travel funding award in line with the constitution and financial regulations delegations.</p> <p>The investment of the ATF funding is aligned with the LCWIP; Council's Corporate Strategy; and the Climate and Ecological Emergency Action Plan.</p>

Portfolio Holder(s):	Councillor Andy Hadley - Portfolio Holder for Climate Response, Environment and Energy
Corporate Director	Glynn Barton – Chief Operations Officer
Report Authors	Richard Pincroft – Head of Transport and Sustainable Travel Beth Barker-Stock – Sustainable Travel Team Leader
Wards	All
Classification	For Recommendation

Background

1. On 5 December 2026 a letter was received from Active Travel England confirming BCP Council's increase from Level 2 to Level 3 Capability Rating.
2. Level 3 is defined as "Very strong local leadership and organisational capability, comprehensive plans, and a significant network in place with a growing number of people choosing to walk, wheel and cycle."
3. The letter also advised that, for the first time, multi-year funding allocations have been agreed which means that the Council has surety about its capital active travel funding for the next 4 years, and its dedicated revenue funding for the next 3 years.
4. Allocations are calculated based on Local Authorities' Active Travel Capability Ratings and population size.
5. BCP Council has been awarded a total of £2,249,725 capital funding per year over the 4 years to 2029/30, and £705,869 revenue funding per year for the 3 years to 2028/29. In total this equates to £11,116,505 over 4 years.
6. The funding is intended to support local authorities with developing and constructing walking, wheeling and cycling facilities, along with network planning, community engagement and training activities.
7. The proposed expenditure set out within this report includes projects which are all aligned with the BCP Local Cycling and Walking Infrastructure Plan (LCWIP) approved at Council in May 2022 and the following motion approved at Council in November 2022:

'In order to meet our climate emergency declaration, we will work to decarbonise the transport network in the BCP area. In order to do this we will aim to get to 50% of journeys within the BCP area to be done by walking, scooting, cycling or public transport by 2030, in the spirit of the government's 'Decarbonising Transport. A Better, Greener Britain 2021 report'.
8. The proposals also align closely with the Corporate Strategy vision and ambitions, for example:
 - a. "People and places are connected by sustainable and modern infrastructure"
 - b. "Climate change is tackled through sustainable policies and practice"

- c. "High quality of life for all, where people can be active, healthy and independent"

9. An assessment of the existing council active travel related programmes including the delivery of high-quality walking, wheeling and cycling infrastructure, behaviour change activities and capability building measures has been undertaken by the council Sustainable Travel Team in consultation with the Active Travel England Regional Lead, Portfolio Holder for Climate Response, Environment and Energy, and Portfolio Holder for Destination, Leisure & Commercial Operations.

10. The output of the assessment is a recommendation that the following items are funded using the active travel allocation 2026/27:

Capital Allocation	
Description (refer to Appendix A for more details)	Estimated Cost [£]
Delivery – new crossings including localised safety and accessibility improvements leading to them: Turbary Park Avenue, Kinson Road, Canford Cliffs Road, Bournemouth Road, A35 Iford Road/Barrack Road	1,230,000
Design work for delivery in a future year – pedestrian and cycle route improvements: Wallisdown Road between University Roundabout and Boundary Roundabout, Turbary Park Avenue, Poole Park to Broadstone Way Phase 2 of 3 (Birds Hill to Sterte Road), Talbot Roundabout to Lansdowne.	260,000
Delivery – Poole Park to Broadstone Way Route Phase 1 of 3 (Poole Park Causeway). Landscaping and improvements to existing walking and cycling route.	250,000
Access to Urban Greenspace programme – package of works to improve accessibility to and through BCP's parks and green spaces.	149,725
Design work for delivery in a future year – new crossing facilities at: Charminster Road, Queens Park Avenue, Columbia Road	110,000
Secure cycle parking in town and district centres and key destinations	90,000
Delivery – pedestrian crossing facilities at Riverside Avenue traffic signal junction	75,000
Data collection equipment to support network development	60,000
Wayfinding on existing walking and cycling routes	25,000
Total	2,249,725

Revenue Allocation	
Description (refer to Appendix A for more details)	Estimated Cost [£]
Active Schools Programme – extension of existing education and engagement programme working with multiple schools	200,000
Programme delivery resource, monitoring, promotion, activation and communications relating to active travel fund activities	195,869
Safer Active School Journeys at three schools/school clusters – East Way schools, Poole High, Twynham	120,000
Wheels for All - accessible cycling hub pilot	100,000
Development for future year delivery: Feasibility for resident led area-wide traffic management and public realm interventions across neighbourhoods	75,000
Secure cycle parking in town/district centres – operating costs	10,000
Training for officers and members	5,000
Total	705,869

Note: All schemes will be subject to appropriate consultation and engagement. The extent and exact location of schemes (crossings for example) are subject to change as proposals develop. Appendix A includes additional detail and the reason for recommending some of the schemes scheduled above.

Options appraisal

11. Options:

- a) Do nothing – not recommended. Reason: this would require the council to return the coming year's £2,955,594 funding to the Department for Transport and forfeit the opportunity to provide infrastructure and activities to encourage and enable active travel in our communities.
- b) Support recommendation to invest the grant as scheduled above under item 6 – recommended. Reason: acceptance of the grant and investment would be directly aligned with high priorities in the council Local Cycling and Walking Infrastructure Plan (LCWIP) and Local Transport Plan (LTP). Delivery of the priority items scheduled would help to maximise the impact of infrastructure built to date by providing key links to connect them. Revenue activities have been carefully considered to support the development of a pipeline of future years' schemes, as well as to continue the Council's valuable engagement and training work with schools.
- c) Adjust recommendation – not recommended. Reason: the proposed schedule has been developed in consideration of LCWIP, Local Transport Plan priorities

and capacity to deliver the schemes within the time period. Therefore, adjusting the recommendation would likely result in lower priority items being delivered and/or the Council being unable to deliver the schemes on time, which would jeopardise the future Capability Rating thus leading to funding being reduced.

Summary of financial implications

12. All resources and costs to deliver the schemes in accordance with the grant criteria are included within the funding.
13. Failing to accept the funding will mean that these prioritised and strategically important projects would not be funded.
14. Officer time spent delivering the schemes shall be recharged to the programme.

Summary of legal implications

15. The proposed schemes are all at varying levels of development and where appropriate public engagement and consultation would be undertaken to ensure that residents and stakeholders are able to inform proposals.
16. Delivery of some schemes funded by the grant scheme would require alterations to Traffic Regulation Orders and these would be progressed in accordance with the detailed procedures set out in legislation, including public consultation as required.

Summary of human resources implications

17. The cost estimates set out in this report allow for programme management (including financial support) and associated communications and consultation costs to be recharged to the programme.

Summary of sustainability impact

18. A DIA has been completed (ID 754) and the impact summary is appended to this report. The overall impact is positive, with few minor impacts, and the carbon footprint score is moderate.

Summary of public health implications

19. The delivery of schemes to support walking, wheeling and cycling would enable and encourage more people to travel by active modes, thus incorporating physical movement into their daily lives. This in turn would result in improved health and well-being for residents and visitors, with evidence showing that more daily activity leads to fewer sickness days and positive long-term health outcomes. Active travel undertaken in the place of motorised journeys has a positive impact on air quality with consequential health benefits.

Summary of equality implications

20. The funded programme of projects will have an overall **positive** impact on people from protected characteristic groups, particularly those living in the relevant areas and travelling on foot, by cycle, wheeling, or using a mobility aid.

Crossing busy main roads can be a real barrier and safety concern for anyone who is permanently or temporarily visually, mentally or physically disabled or

impaired. Provision of formal crossing points can help people make safer, more comfortable active journeys.

Similarly, implementing measures in and around schools to help children travel safely and independently to school on foot, or by scooting, wheeling or cycling, improves safety and perceptions of safety. It can also help reduce the number of children being driven to school, which helps increase activity rates, improves air quality and reduces road danger, and is in line with national and local policy.

21. Where applicable further EIA screenings and potentially full assessments shall be undertaken as proposals are progressed.

Summary of risk assessment

22. Not accepting the funding would result in the delay or non-delivery of active travel schemes in the BCP council area. This would impact on the propensity to shift to sustainable travel modes and make it more difficult to achieve reductions in traffic congestion, which in turn impact on air quality, the local economy, health and wellbeing and climate change targets.

Background papers

[BCP Local Cycling and Walking Infrastructure Plan](#)

Appendices

Appendix A – List of proposed projects with details

Appendix B – DIA Impact Summary table

Appendix C – Equality Impact Assessment screening

Appendix A – List of proposed projects with details

Description	Further details	Rationale
<p>New crossings:</p> <p>Turbary Park Avenue, Kinson Road, Canford Cliffs Road, Bournemouth Road, A35 Iford Road/Barrack Road</p>	<ul style="list-style-type: none"> Turbary Park Avenue near Mandale Road Kinson Road near Kinson Academy and Medical Centre Canford Cliffs Road on NCN25, near Links Road Bournemouth Road near Alexandra Road and North Lodge Road A35 Iford Road/Barrack Road, linking Iford Old Bridge with Oak Avenue 	<p>High priority in the LCWIP due to the roads they cross being a barrier to walking, wheeling and/or cycling.</p>
<p>Design work for delivery in a future year – pedestrian and cycle route improvements at:</p> <ul style="list-style-type: none"> Wallisdown Road between University Roundabout and Boundary Roundabout Turbary Park Avenue Poole Park to Broadstone Way Phase 2 of 3 (Birds Hill to Sterte Road) Talbot Roundabout to Lansdowne 	<ul style="list-style-type: none"> Provision of cycle track, footway improvements, and new crossings at University Roundabout. Cycle lane between Poole Lane and new crossing near Mandale Road. “Quiet route” active travel improvements from Birds Hill Road to Sterte Road via Garland Road and Tatnam Rd. Active travel improvements along Talbot Avenue, Wimborne Road and Lansdowne Road 	<p>High priority in LCWIP due to being missing links in the existing network. Form parts of routes to places of education.</p>

Poole Park to Broadstone Way Route Phase 1 of 3 (Poole Park Causeway).	<p>Landscaping and improvements to existing walking and cycling route through Poole Park between Whitecliff Road and Parkstone Road. Replace the temporary barriers at the gate with a permanent solution; create planted areas to reclaim some of the asphalt; provide benches, shade, “play on the way”; resurface including smoothing the speed humps.</p>	<p>This is a key walking, wheeling and cycling route both for leisure and for journeys to schools and to the hospital. It links to Baiter/Whitecliff and beyond, and to the new crossing over Parkstone Rd (bottom of Birds Hill Rd) which is being delivered in 2026 using a previous round of funding.</p>
Access to Urban Greenspace programme	<p>A programme of interventions to improve residents' access to and through green spaces and parks. For example, improved gateways, signage and paths, and access to doorstep greenery as per the BCP Urban Greening strategy.</p>	<p>Paths through parks and open spaces may form parts of longer journeys, as well as those spaces being destinations in themselves.</p>
Design work for delivery in a future year – new crossing facilities at: Charminster Road, Queens Park Avenue, Columbia Road	<p>Design work for delivery in a future year – new crossing facilities at:</p> <ul style="list-style-type: none"> Charminster Road near junction with West Way Queens Park Avenue at junction with Howard Road Columbia Road near junctions with Ensbury Avenue and Draycott Road 	<p>Identified in LCWIP, in close proximity to schools and link into wider existing routes</p>
Secure cycle parking in town and district centres and key destinations	<p>Locations to be determined – across BCP.</p> <p>To form a network of reliable and secure cycle parking.</p>	<p>A lack of secure cycle parking is a key barrier to people cycling for their everyday journeys.</p>
Contribution to adding pedestrian crossing facilities to Riverside Avenue traffic signal junction	<p>Junction of Riverside Ave and Castle Lane East, Riverside Avenue arm.</p>	<p>There are currently no pedestrian crossing facilities to enable people to safely cross over to the Stour Valley park.</p>

Data collection equipment to support network development	Apparatus purchase and installation	Provides evidence for business case development and design development for future years' schemes.
Wayfinding on existing walking and cycling routes	Adding suitable signage to make existing walking and cycling routes more coherent and recognisable.	Supports people who may be new to walking or cycling in the area to find the most suitable, safe and convenient routes.
Active Schools Programme – extension of existing education and engagement programme working with multiple schools	Programme of activities and engagement with schools across BCP delivered by the Walk Wheel Cycle Trust (previously known as Sustrans)	This popular and successful programme has been running in BCP for several years now and is supporting us to deliver modal shift and better engagement with school communities, as well as new School Streets.
Programme management, monitoring, promotion, activation and communications relating to active travel	To include staffing, resourcing, business support, corporate comms and other project overheads	Necessary in order to properly manage delivery of this substantial programme of work.
Safer Active School Journeys – street audits and intensive engagement to identify barriers and determine required improvements on routes to three schools/school clusters – East Way schools, Poole High, Twynham.	Intensive study and engagement to identify the barriers and safety concerns in the area around, and key routes leading to, large schools or clusters of schools. A holistic design approach will follow in a future year to ensure that more children are empowered to walk or cycle to school through making their journeys safer.	Studies show that many more children that currently do, would like to walk or cycle to school. However the roads around schools tend to be very busy and therefore parents can be reluctant to allow children to travel independently. Improving safety around schools on key routes will address this and lead to modal shift. The largest schools (or clusters) have been chosen in the first instance to positively impact the greatest number of children.
Wheels for All - accessible cycling hub pilot	A project to deliver a pilot scheme which gives disabled people the opportunity to try out a range of specially adapted cycles in a safe and supportive environment. If successful, this could lead to a permanent hub in BCP which would benefit many residents.	Many disabled people already use cycling to get around, but many more disabled people do not have access to the type of cycle, or the training or support, that they need. In addition, the hub will allow us to deliver cycle training to children with SEND who are not currently able to do Bikeability due to a lack of suitable cycle.
Development for future year delivery: Feasibility for resident led area-wide traffic	Measures within scope to include:	Identified as a LCWIP deliverable to create quiet routes connecting communities

management and public realm interventions across neighbourhoods	Pedestrian crossings and footway improvements Trees and planting Speed reduction measures Accessibility improvements (including to public transport) Creation of quiet routes School Streets	
Secure cycle parking in town/district centres – operating costs	Operating costs including maintenance, back office administration, cleansing and servicing.	Essential cost associated with capital delivery of secure cycle parking facilities.
Training for officers and members	Appropriate training courses, continuous professional development and attendance at relevant industry conferences and forums.	Important for officers and members to be equipped with up to date knowledge in order to aid decision-making and design development.

Appendix B – DIA Impact Summary table

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Amber - Minor negative impacts identified / unknown impacts	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	Green - Only positive impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **5**

Answers provided indicate that the carbon footprint of the proposal is:	Moderate	
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Appendix C – Equality Impact Assessment Screening

Equality Impact Assessment: Conversation Screening Tool

What is being reviewed?	Expenditure of the Active Travel Funding (ATF) '26-'27 on an agreed programme of projects.
What changes are being made?	<p>£2.92m of funding (capital and revenue) is being accepted by the Council from Active Travel England in order to deliver a range of measures and initiatives to enable more people to walk, wheel or cycle.</p> <p>The programme of projects on which the funding is to be spent has been agreed with the Portfolio Holders and derived from the Local Cycling and Walking Infrastructure Plan (LCWIP) which was approved by Council in 2022 following extensive public consultation.</p> <p>The proposed Capital projects include:</p> <ul style="list-style-type: none"> • Delivery of a number of new crossings over busy roads • Design development for future years' active travel schemes (not yet funded for construction) • Upgrade of junctions to provide better crossing facilities • Provision of secure cycle parking at a number of town/district centres and destinations • Data collection and wayfinding <p>The proposed Revenue projects include:</p> <ul style="list-style-type: none"> • Continuation of our Active School Journeys project (formally called Bike It Plus) in schools along with School Streets – including intensive engagement with schools and families around modal shift. • Street audits and school/community engagement in a number of areas around schools across BCP to establish what safety improvements are needed to improve accessibility and facilitate more walking, wheeling and cycling. • A pilot project to create a hub for accessible cycling – enabling disabled people to try out specialist cycles in a safe and inclusive environment
Service Unit:	Planning and Transport
Participants in the conversation:	<p>Beth-Barker-Stock – Sustainable Travel Team Leader</p> <p>Emily Cooper – Senior Cycling and Walking Officer</p>

	Katie Rice – Walking and Cycling Officer
Conversation date/s:	7 th January 2026 29 th January 2026
Do you know your current or potential client base? Who are the key stakeholders?	<p>People who walk (with or without mobility aids), wheel, scoot or cycle as a mode of transport within the BCP Council area – including people who may do so in the future.</p> <p>This will include residents as well as people visiting the area for work, education, leisure or any other purpose, using any of the above modes of travel for or during their visit.</p>
Do different groups have different needs or experiences?	<p>Generally:</p> <ul style="list-style-type: none"> • Age – children and young people are less likely/unable to drive, and therefore improving other options such as walking and cycling will benefit them. Older people are less likely to cycle or drive, but likely to walk and catch buses, and therefore proposals to improve conditions for pedestrians will be of benefit. A low percentage of both old and young people meet the government's recommendations for physical activity, which can adversely affect physical and mental wellbeing. Improving opportunities for people to walk, wheel and cycle as part of their daily routine could help address this. • Disability – Disabled people are less likely to have access to a car than non-disabled people. Improving transport options for people that can't drive will be a benefit to those people whose disability does not preclude them from walking (including with a mobility aid), wheeling or cycling (including with a non-standard cycle). A lack of safe crossings over busy roads is likely to be a barrier to disabled (and/or elderly, or very young, people) being able to walk, wheel or cycle for everyday journeys that would otherwise be possible for them. • Race – Ethnicity is a factor in car use, with all people from all ethnicities far less likely to have access to a car than white people. People from black and minority ethnic backgrounds are more likely to live in areas which suffer from a lack of public transport options, and therefore walking, wheeling and cycling can be a good option for these communities, if safe and direct infrastructure is

	<p>provided. Better access to free/cheap transport is likely to improve access to employment, education, leisure and social opportunities.</p> <ul style="list-style-type: none"> • Sexual Orientation – people who identify as one of ‘All other sexual orientations’ are less likely to drive compared to heterosexuals. LGBT+ people are more likely to suffer with mental ill health, loneliness and inactivity than the general population. Therefore improving opportunities for people to walk, wheel and cycle as part of their daily routine could help address this. • Deprivation – People living in the most deprived areas are significantly less likely to drive than less-deprived areas. However they are more likely to suffer the effects of car use – for example through air pollution, noise pollution and road danger. By improving conditions for walking, wheeling and cycling, residents living in more deprived areas will benefit from more choice over how they travel, and more equalised access to education, employment, leisure and social opportunities.
Will this change affect any service users?	<p>Introducing new or improved infrastructure such as road crossings may impact any service users who travel actively in that area, or who may wish to in the future.</p>
What are the benefits or positive impacts of the change on current or potential users?	<p>There will be a positive benefit of implementing the projects proposed, in particular to many of the groups as listed above. New crossings over busy main roads, and other safety improvements will remove existing barriers to active travel for many people, helping to improve access to essential services and facilities; education; employment; social contact and leisure.</p>
What are the negative impacts of the change on current or potential users?	<p>There are no foreseen negative impacts to people with protected characteristics of implementing the proposed projects. Where appropriate, an individual EIA screening will be carried out on the respective individual schemes as they progress in order to assess and mitigate any concerns with the designs.</p>
Will the change affect employees?	<p>The proposed infrastructure schemes may positively affect employees who use them.</p>
Will the change affect the wider community?	<p>The proposed infrastructure schemes may positively affect anyone within the community who use them.</p>

What mitigating actions are planned or already in place for those negatively affected by this change?	<p>It is not believed that the progression of the proposed programme of projects will have any effects that require mitigation.</p> <p>As schemes are developed, they will be further assessed and consulted upon as appropriate. Any negative impacts which are highlighted as a result will be examined and mitigated appropriately.</p>
Summary of Implications: Equality	<p>The ATF programme of projects will have an overall positive impact on people from protected characteristic groups, particularly those living in the relevant areas and travelling on foot, by cycle, wheeling, or using a mobility aid.</p> <p>Crossing busy main roads can be a real barrier and safety concern for anyone who is permanently or temporarily visually, mentally or physically disabled or impaired – and for children and elderly people. Provision of formal crossing points and junction improvements can help people make safer, more comfortable active journeys.</p> <p>Similarly, implementing measures in and around schools to help children travel safely and independently to school on foot, or by scooting, wheeling or cycling, improves safety and perceptions of safety. It can also help reduce the number of children being driven to school, which helps increase activity rates, improves air quality and reduces road danger, and is in line with national and local policy.</p>

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CABINET



Report subject	Our Place and Environment: Local Authority Bus Grant (LABG) 2026/27
Meeting date	4 March 2026
Status	Public Report
Executive summary	<p>The council has been awarded £5.64m Local Authority Bus Grant (LABG) by the Department for Transport (DfT) for 2026/27 to continue delivery of the Bus Service Improvement Plan (BSIP).</p> <p>The purpose of this paper is to seek council approval to accept and invest the grant, which is a combination of both capital and revenue funding.</p> <p>A proportion of the revenue element of the grant has been allocated to support a revised subsidised bus service network in accordance with the 4 February 2026 Subsidised Bus Services Review Cabinet report.</p> <p>Note: this report should be read in conjunction with the Local Transport Consolidated Funding Programme 2026/27 Cabinet report.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p class="list-item-l1">(a) Cabinet recommends to Council acceptance of the £5.64m Local Authority Bus Grant funding for 2026/27 from the Department for Transport</p> <p class="list-item-l1">(b) Cabinet recommends to Council to Delegate delivery of the Local Authority Bus Grant funded Bus Service Improvement Plan programme set out in Appendix 2 of this report to the Service Director for Planning and Transport in consultation with the Portfolio Holder for Climate Mitigation, Energy and Environment</p>
Reason for recommendations	<p class="list-item-l1">(a) To inform Cabinet of the improvements introduced for the benefit of buses and bus passengers funded by BSIP/LABG programme to date.</p> <p class="list-item-l1">(b) Approval is sought to accept the LABG funding to support immediate investment in bus service improvements.</p> <p class="list-item-l1">(c) The investment of the LABG funding is aligned with the Council's Corporate Strategy and the Climate and</p>

	<p>Ecological Emergency Action Plan.</p> <p>(d) The council is a key partner of the BCP Enhanced Bus Partnership with local bus operators. The recommended programme has been co-developed and endorsed by the partnership.</p>
Portfolio Holder(s):	Councillor Andy Hadley, Cabinet Member for Climate Mitigation, Energy and Environment
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	<p>Richard Pincroft, Head of Transport and Sustainable Travel</p> <p>John McVey, Sustainable Transport Manager</p> <p>Nick Phillips, Sustainable Transport Operations Team Leader</p>
Wards	Council-wide
Classification	For Information and Recommendation

Background

1. The DfT has awarded the council further Local Authority Bus Grant (LABG) funding to deliver its Bus Service Improvement Plan (BSIP). The funding, comprising revenue and capital, is formula-based and now a multi-year allocation which provides certainty and assists with forward planning. LABG has replaced the previously separate Bus Service Improvement Plan (BSIP) and devolved Bus Service Operators Grant (BSOG) allocations.
2. The allocations from 2026/27 are as follows:

	2026/27	2027/28	2028/29	2029/30
Revenue (RDEL)	£2,621,127	£2,621,127	£2,621,127	-
Capital (CDEL)	£3,018,821	£3,079,501	£3,140180	£3,200,860
Total:	£5,639,948	£5,700,628	5761307	£3,200,860

3. The council has been in receipt of bus grant funding (capital and revenue) since 2022/23 and, through the Enhanced Partnership with the bus operators, has made good progress with the delivery of the BSIP. A summary of the schemes and initiatives delivered and currently underway is set out in **Appendix 1**. Cabinet is asked to note the achievements and positive outcomes from the programme to date.
4. Delivery of the BSIP programme has previously been delegated to the Service Director for Planning and Transport in consultation with the Portfolio Holder for Climate Mitigation, Energy and Environment.

5. Payment of the LABG is conditional on the submission of a Delivery Plan by the end of March 2025 which lists the schemes to be delivered with the funding. The recommended Delivery Plan is set out in **Appendix 2**.
6. Cabinet will be aware that, in accordance with the Medium-Term Financial Plan, a Bus Subsidy review has been undertaken. Following the review, DfT confirmed that it would permit the council to utilise the Local Authority Bus Grant (LABG) revenue allocation to subsidise services on the basis that the local network has been reviewed following consultation and performance review to demonstrate best value.

Options Appraisal

7. With regards to the Bus Grant funding, there are two possible options for Members to consider:
 - a) Accept the £5.64m 2026/27 Bus Grant funding allocation and implement the programme set out in **Appendix 2** developed in conjunction with the Enhanced Partnership Board. This will help attract more passengers to bus services and make service operation more viable for the bus companies which in turn will reduce traffic congestion, improve air quality and contribute to the council's carbon reduction targets (**Recommended**).
 - b) Decline the funding and have a much-reduced opportunity to support buses and bus passengers. This will not find favour with the DfT and could impact on future funding awards (**Not Recommended**).

Summary of financial implications

8. The council has been awarded a funding allocation £5,639,948 (of which £3,018,821 is capital and £2,621,127 is revenue) to continue delivery of the BSIP. This covers the period from 1 April 2025 to 31 March 2026 but is part of a multi-year settlement (to 2028/29 for Revenue and to 2029/30 for capital).
9. Where applicable the cost of additional support from Corporate Services will be recharged to the programme. For example, financial monitoring, procurement, communications.
10. The DfT BSIP Programme Board has agreed changes to the change control guidelines supporting an extension of the original 2022/23-2024/25 BSIP 1 award. An extension of the Capital spending was approved to March 2026 (where schemes are committed to by March 2025), similarly an extension of the revenue spending was approved to March 2026 (for service support).
11. The LABG award terms and conditions state that the 2026/27 allocation can be carried forward into 2027/28 financial year provided the schemes/proposals within the programme are committed to before end of March 2027.

Summary of legal implications

12. The BSIP Delivery Programme is developed in conjunction with the Enhanced Partnership Board. The Enhanced Partnership is a statutory arrangement created by the Bus Services Act 2017. All parties have a stronger commitment to joint working than the previous voluntary partnership arrangement.

Summary of human resources implications

13. The council benefits from well experienced public transport professionals embedded within the teams with a good track record of partnership working to deliver positive

outcomes for bus passengers. In-house resources will be supplemented by external specialist consultants where appropriate. Where applicable, the cost of additional support from Corporate Services will be recharged to the programme. For example, financial monitoring, public engagement, procurement, communications.

Summary of sustainability impact

14. A Decision Impact Assessment DIA Proposal ID753 has been created for this decision.

Answers provided indicate that the score for the carbon footprint of the proposal is 4.5 and the carbon footprint of the proposal is **Low**.

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Green - Only positive impacts identified	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	Green - Only positive impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: 4.5

Answers provided indicate that the carbon footprint of the proposal is:	Low	
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Summary of public health implications

15. Urban traffic speeds are falling by on average 2% every year, causing NOx emissions to rise. Diesel cars are the single biggest contributor to NOx levels,

responsible for 41% of all NOx emissions from road transport. Buses are amongst the cleanest vehicles on our roads with many now achieving Euro VI emissions standards. Improving local bus services contributes to the BCP Council priority of developing an eco-friendly and active transport network with positive implications for public health.

Summary of equality implications

16. An Equalities Impact Assessment was undertaken regarding the acceptance and delivery arrangements for the first round of BSIP funding and considered by the EIA Panel on 11 August 2022. This received an overall rating of **Green – good to go/approved, providing sufficient evidence the public sector equality duty has been met.**

The same circumstances applied to the 2025/26 BSIP funding and now apply to the 2026/27 funding. Individual schemes and measures will require specific EIAs as appropriate.

Summary of risk assessment

17. None identified.

Background papers

1. [Bus Back Better - A National Bus Strategy for England](#)
2. [BCP Council Enhanced Partnership Plan and Scheme](#)
3. [BCP Council Bus Service Improvement Plan \(BSIP\)](#)

Appendices

Appendix 1 – Summary of BSIP 2022/23-24/25 and 2025/26 Programmes

Appendix 2 – BSIP 2026/27 Capital and Revenue Programme

Appendix 1

Summary of BSIP 2022-26 Programme

Capital funded Projects

1. Bournemouth Station to Town Centre Bus Priority Route

The key corridor from Bournemouth Travel Interchange to the town centre is used by 22 buses in each direction per hour. Seasonal traffic volumes (to the beach car parks in particular) cause significant congestion and hence delay to these bus services. This results in both increased journey times and delays across the bus network. In addition, many bus stops in the area lack modern, accessible facilities and require updating.

A public engagement exercise was undertaken from 27/2/24 – 2/4/24 on proposed improvements to this key corridor and this showed widespread support for the outline proposals.

72% of respondents supported the key objectives of the scheme as follows:-

- Improve journey times and reduce delays for buses by providing two-way bus movements along Old Christchurch Rd.
- Encourage greater bus use by improving passenger waiting facilities with Real Time Information displays and CCTV.
- Reduce congestion and improve traffic flow.
- Improve access to Bournemouth Town Centre, Lansdowne and Railway Station.

This feedback enabled more detailed plans to be drawn up, and a public consultation exercise was then held from 16/4/25 to 12/5/25. This again showed support for the plans, with the summary of measures below:

Old Christchurch Road - Reconfiguration of sections of on-street parking will permit two-way bus use. New and improved bus stops and shelters will be provided.

Gervis Place, Hinton Road and Westover Road - The junction with Hinton Road and Gervis Place will be reconfigured to permit two-way bus use. The footways in Gervis Place on the Northern (shops) side will be widened, with a new crossing point provided. New bus shelters with raised accessible boarding kerbs and CCTV will be provided throughout.

Westover Road - Benefits from new bus shelters with CCTV, resurfacing, plus a better distribution of loading and disabled parking spaces.

The Traffic Regulation Order (TRO) consultation has been completed, detailed designs agreed and a contractor appointed. Construction of the scheme commenced on 12 January 2026 with the initial delivery phase being undertaken at Westover Road.

2. Provide bus priority at signalised junctions

System successfully tested in partnership with Yunex, Ticketer and Morebus. All equipment installed and working correctly, providing bus priority at 65 key junctions across the BCP area.

3. Branksome, Poole Road/Bourne Valley Road Bus Priority

Junction phasing amendments completed to give added priority to Poole Road traffic (including high frequency bus services).

4. Westbourne Bus Priority

Junction improvement at County Gates gyratory delivered in November 2025 following successful trial period. This has resulted in reduced journey times for Westbound buses entering the gyratory.

5. Westbourne Grosvenor Road Junction

Junction improvement completed in November 2025 to aid left turning buses into Poole Road.

6. Christchurch High Street and Bargates

Significant improvements to passenger waiting facilities completed in May 2025. Three new larger fully accessible bus shelters have been installed onto widened pavements. Raised boarding kerbs permit level access onto the bus for wheelchair users and passengers with mobility impairments. Real Time Information displays and CCTV provided at all three stops. Full width shelter seating and new benches installed.

7. Southbourne & Pokesdown Bus Priority

Following consultation scheme delivered in December 2025 to reallocate parking from Seabourne Road into side roads to aid the flow of all traffic (including buses) and reduce congestion overall. Bus stop clearways also extended to permit safe access onto the bus for all users.

8. Further Bus Priority Schemes- Charminster, Purewell, Winton, Branksome Roundabout and Bournemouth Travel Interchange (Asda) Slip Rd – Station Roundabout

Schemes in preparation.

9. New Bus Shelters and Accessible Boarding kerbs

10 fully accessible bus shelters now installed. These include full width seating, wheelchair/buggy spaces and Real Time Passenger Information. Accessible boarding kerbs installed at 20 locations as part of an ongoing programme of works.

10. New Real Time Passenger Information (RTPI) Displays

New RTPI displays now installed. They include audible announcements for blind/visually impaired passengers. Bus operator has ability to directly add additional information on delays/diversions if required, ensuring passengers are kept always informed.

11. Poole Bus Station Improvements

Totems with RTPI and CCTV installed at 14 stands in Poole Bus Station with excellent feedback received. In addition to real time information, they are updated to provide details of roadworks/diversions/delays as required.

Comprehensive CCTV and regular patrols by **Transport Safety Officers** has provided added security for passengers and staff in an area and a reduction in ASB incidents.

Further works in the Bus Station will include redecoration and improved flooring, lighting, signage and seating. The underused tarmac area at the Seldown Car Park end of the site is being transformed into a greener, more welcoming space for everyone to use. This includes new seating and planting, with works commencing in January 2026.

12. Live Stream CCTV from 250 bus shelters to council control room

Cameras now installed into the busiest bus shelters across BCP. They have directly helped to reduce vandalism of bus shelters and have improved passenger security at the bus stop.

13. Provision of Low Emission Vehicles

Two electric single deck buses have been ordered and are due to be delivered in Summer 2026. Charging facilities will be provided in Seldown Coach Park.

Revenue funded Projects

1. Align morebus Ticketing Zone A with BCP Council area boundary (previously excluded Merley and Highcliffe)

Successfully delivered and now gives equitable pricing for all BCP residents.

2. Child/young person's 30-day and 90-day period tickets available via morebus app.

New child 30-day and 90-day period tickets available from June 2024, with over 6,250 sold so far.

3. Commuter club £1 fare ticket bundles for participating businesses

"Commuter Club" launched to businesses in September 2024 providing multi trip bundles of 20 journeys for £20. Supports flexible working and designed to encourage workers to try the bus for the first time. Promoted with Press Release, social media and direct marketing to employers in the area. Over 50 local businesses are now participating in the scheme.

4. £1 evening fare after 7pm

£1 single fare available on all buses within BCP area to encourage ridership and support the Night Time Economy. Over 212,000 tickets sold from May – December 2025.

5. Bus Service 13 frequency enhancement

Daytime frequency enhanced from half hourly to every 20 minutes, with joint funding provided by Dorset Council.

6. Bus Service 18 frequency enhancement

Daytime frequency enhanced from hourly to every 30 minutes on Mondays- Saturdays. Sunday service introduced.

7. Night Bus Service frequency enhancement

N1, N2 and N5 services now operating daily from May 25.

8. Trial of New Services 11 and 21

Service 11 Bournemouth to Canford Paddock and Service 21 Bournemouth to Turbary Retail Park introduced in May 25.

9. Extension of Service 33

Service now extended from Bournemouth- Alum Chine.

10. Mobility as a Service (MAAS) Transport App

Morebus App to have enhanced multi- modal content including real time information on train, bike share and car share options.

11. Passenger Satisfaction – Passenger Charter and Passenger Surveys

Passenger Charter introduced. Transport Focus "Your Bus" Survey results showed BCP third in the country with 91% overall satisfaction with bus services. Results being further analysed at regular meetings with operators.

Appendix 2 - BSIP 2026/27 Programme – Capital			
National Bus Strategy objective	Title of scheme or proposal	Description	Estimated cost [£]
Bus Priority	Bournemouth Travel Interchange to Town Centre	Passenger accessibility improvements	£458,821
Bus Priority	Poole Civic Centre Gyratory	Bus lane for Eastbound Services from Clock Tower to Willow Park	£350,000
Bus Priority	Winton High St (Banks - Ensbury Park Rd)	Delivery of bus improvements including extending bus stops clearways, raised kerbs, new shelters	£300,000
Bus Priority	Bus Priority- Red Routes	Red Routes - Development and delivery of phased programme of prioritised sections	£300,000
Bus Priority	Minor Traffic Regulation Order amendments to speed up bus journeys	Review existing laybys, parking arrangements and bus lane times along bus routes	£60,000
Bus Priority	Bus Priority Ashley Road (Pottery Junction) to County Gates	Feasibility Study for delivery in 2027/8 capital programme including Pottery Junction, Pedestrian Crossings, St. Aldhem's Road and Bourne Valley Junction	£50,000
Bus Priority	Alma Road - Winton	Review of existing parking arrangements to improve bus journey times and reliability	£50,000
Accessibility and inclusion	Raised kerbing and extended bus stop clearways at 50 stops	Provision of raised kerbs and 27m bus stop clearways at 50 stops in area to improve boarding for disabled users	£350,000
Waiting and interchange facilities	Shelter upgrade programme	Upgrade of 20 bus stops with new bus shelters, Real Time Passenger Information and live-stream CCTV	£600,000
Waiting and interchange facilities	Poole Bus Station	Refurbishment including redecoration, CCTV and potential reopening of toilets	£250,000
Waiting and interchange facilities	Bournemouth Travel Interchange	Refurbishment including lighting, CCTV, redecoration	£200,000
Waiting and interchange facilities	Boscombe Bus Station	Detailed design for provision of bus priority bypass around Centenary Way Roundabout for Westbound buses. Reconfigure exit from Bus Station	£50,000
Total Capital [£]			£3,018,821

Appendix 2 - BSIP 2026/27 Programme – Revenue			
National Bus Strategy objective	Title of scheme or proposal	Description	Estimated cost [£]
Service level and network coverage	Socially necessary bus services	Support new subsidised bus service network following comprehensive review	£1,003,818
Service level and network coverage	Frequency enhancement	Service enhancements (13, 14, 18, 20, 24, 33, N1, N2 and N5) to promote increased patronage	£942,000
Bus passenger experience	Transport Safety Officers	2 x Trained Security Officers to patrol travel interchanges and journeys to help prevent anti-social behaviour	£140,000
Bus passenger experience	Poole Bus Station enhancements	Improved cleanliness of Poole Bus Station including potential to re-open and staff/maintain toilet facilities	£110,000
Bus passenger experience	Transport Focus Survey	Participation in Transport Focus 'Your Bus Journey' Passenger Satisfaction Survey	£55,000
Lower and simpler fares	Discounted weekend young person's Day Rider - £2	Reduced price day rider ticket for unlimited travel in the BCP area for young people at weekends	£180,000
Lower and simpler fares	Commuter Club	£20 for bundle of 20 journeys for employees of businesses that sign up to the club (£1 per journey) up to 5 x bundles available per employee.	£88,309
Lower and simpler fares	£2 multi-trip bundle - app only	£20 for bundle of 10 journeys open to all when purchased via the morebus app	£52,000
Lower and simpler fares	Concessionary fares travel during peak times for job holders	Trial to enable disabled passengers with concessionary fares entitlement to travel before 9:30am for a £1 single fare. This will enable them to access employment/education/volunteering opportunities	£50,000
Total Revenue [£]			£2,621,127

CABINET



Report subject	Our Place and Environment: BCP Council Lane Rental Scheme
Meeting date	4 March 2026
Status	Public Report
Executive summary	<p>The council has consulted on the potential establishment of a BCP Lane Rental Scheme (LRS) which would enable the council to charge up to £2,500 per day for works on the busiest roads at the busiest times.</p> <p>This report presents the outputs of the consultation and seeks approval to apply to the Secretary of State for Transport to establish a BCP Lane Rental Scheme.</p>
Recommendations	<p>It is RECOMMENDED that Cabinet recommends to Council to:</p> <p class="list-item-l1">(a) approve the submission of an application to the Secretary of State for Transport to establish and operate a Lane Rental Scheme across Bournemouth, Christchurch and Poole</p> <p class="list-item-l1">(b) subject to Secretary of State approval, delegate the establishment and operation of a BCP Lane Rental scheme to the Service Director for Planning and Transport in consultation with the Portfolio Holder for Climate Mitigation, Energy and Environment.</p>
Reason for recommendations	<p>The introduction of a Lane Rental Scheme would help to encourage:</p> <p class="list-item-l1">(a) Behaviour change to minimise the duration of road works occupation of the highway at the busiest locations at the traffic-sensitive times</p> <p class="list-item-l1">(b) Right first-time reinstements</p> <p class="list-item-l1">(c) Minimise the number of works taking place during traffic-sensitive times</p> <p class="list-item-l1">(d) Contribute to reducing disruption to all road users</p> <p class="list-item-l1">(e) Encourage a proactive approach to planning and undertaking of works on the highway</p> <p class="list-item-l1">(f) Encourage innovations that will reduce the duration and need for roadworks</p> <p class="list-item-l1">(g) Encourage collaborative working amongst activity promoters</p> <p class="list-item-l1">(h) Ensure parity of treatment for all activity promoters</p> <p class="list-item-l1">(i) Reduce any unreasonable occupation of the Highway through efficient coordination and minimise the impact of</p>

	works on the travelling public.
Portfolio Holder(s):	Councillor Andy Hadley, Cabinet Member for Climate Mitigation, Energy and Environment
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	Richard Pincroft, Head of Transport and Sustainable Travel Richard Pearson, Transport Network Manager
Wards	Council-wide
Classification	For Information and Recommendation

Background

1. The Traffic Management Act (TMA) 2004 imposes a duty on all local traffic authorities to secure the expeditious movement of traffic on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks. Additionally, the New Roads and Street Works Act (NRSWA) 1991 places a duty to coordinate street and road works on the highway. These duties are the responsibility of the Network Management section and Traffic Manager for the Authority.
2. Under provisions within the TMA the council introduced a Street Works Permit Scheme in September 2020 and that has improved the council's ability to manage and control all Streetworks.
3. The New Roads and Streets Works Act 1991 (NRSWA), as amended by the Traffic Management Act 2004 (TMA), contains additional provisions for highway authorities to operate Lane Rental Schemes that involve charging promoters for the time their works occupy the highway (Section 74A of NRSWA) on defined sections of road that are particularly sensitive to traffic disruption. The power for local highway authorities to implement and operate a LRS in England is subject to the approval of the Secretary of State for Transport.
4. Under NRSWA, the Council defines a network of traffic sensitive streets where additional restrictions apply to road works. Prior to applying for a LRS it is a mandatory requirement to conduct a review of this network and that exercise, including a consultation was completed in the summer of 2025. The traffic sensitive network is data led being based on traffic flow data, bus routes and the historic number of road works and can be seen in Appendix A. The LRS network must be traffic sensitive and a maximum of 10% of the traffic sensitive network can be classified as lane rental. Similar to the traffic sensitive network, the lane rental network is data driven with the most traffic sensitive parts of the traffic sensitive network being chosen. The proposed LRS network can be seen in Appendix B.
5. Prior to applying for powers to implement a LRS an authority must also conduct a consultation on its proposed lane rental scheme including a business case justifying the scheme and details of the governance of the scheme.

Existing Lane Rental Schemes

6. In England the following highway authorities have introduced a LRS: 1) Transport for London (TfL) 2) Kent 3) Surrey 4) West Sussex 5) East Sussex, and schemes are being developed in Southwark and Hampshire.
7. Where they have been introduced, LRS have reduced road roads and related traffic congestion on the defined routes by between 9 and 25%.

BCP Lane Rental Scheme Consultation

8. Following a review of the other schemes that are operating nationally and an assessment of the potential benefits that a BCP Lane Rental Scheme could provide, the council launched a public consultation to help inform if it should apply to the Secretary of State to implement a scheme and to seek views regarding how such a scheme should be shaped.
9. To launch the consultation a briefing was hosted on the 8 December 2025 with key stakeholders and partners ahead of the public consultation going live on 15 December 2025. The consultation ran until 1 February 2026.
10. The consultation included the proposed lane rental network, business case and operational details of the scheme as shown in the following Appendices:

Appendix C BCP LRS Scheme

Appendix D BCP LRS Road Schedule

Appendix E BCP LRS Governance for Surplus Funding

Appendix F BCP LRS Evaluation Plan

Appendix G BCP LRS Cost Benefit Analysis

Appendix H BCP LRS Charges

Appendix I BCP LRS Stakeholder Presentation

11. The consultation summary report can be read in Appendix J of this report.
12. A total of 156 respondents comprising 142 individuals, 11 businesses (including utility companies) and three that did not specify their status answered the following questions:
 - To what extent do you agree or disagree with the Lane Rental Scheme proposal?
 - What impact do you feel this may have on you, your business or the wider community?
13. Overall, most respondents expressed agreement with the Lane Rental Scheme proposal, with 73% of businesses indicating that they either strongly agreed or tended to agree and 85% of individuals.
14. Overall, just over half of respondents (55% for both individuals and businesses) indicated that the proposals would have a positive impact on them, their business or the wider community. Most business responses were positive (55%), although a notable minority expected negative impacts (27%). Some of those expecting negative effects said they would need to use the scheme.
15. Alongside these questions, some respondents also chose to submit feedback in free text in response to the following question:
 - Please let us know what impact you think the scheme will have or if you have any other comments, suggestions or alternatives you think we should consider?

16. Key themes that were identified from the free text responses were:

- Coordination and timing of road works
- Effects on congestion and journey times
- Financial impacts and utility costs
- Duration of works
- Impacts on local businesses and daily life

- Quality of reinstatement and surface condition
- Governance, enforcement, and fairness

17. Respondents also suggested additional roads for inclusion within the scheme:

- Sandbanks Road, including the section to the ferry and beyond Lilliput shops
- The Avenue to Branksome Dene
- Willow Drive, Christchurch
- The A35, including the Christchurch bypass and A35 Upton Road
- Upton Road and Pergin Crescent

18. Several of the major utility companies that operate in BCP submitted comprehensive responses and the council shall respond to them directly in detail regarding the matters that they have raised. Dialogue with them shall continue between now and when any application (subject to council decision) to the Secretary of State is submitted. The council shall continue to include them in the process.

19. The main themes raised by the utility companies were:

- The limited times (windows) that lane rental charges would not apply along proposed lane rental streets
- Potential noise implications for residents due to increased activity in the evenings, overnight and early morning
- Waiving of charges if their works are delivering the roll out of nationally important infrastructure
- 48hrs (2 days) not being a sufficient period to undertake emergency repairs to services
- Concern about health and safety and welfare of employees that may be required to work later and start earlier
- Requested examples of innovative working practices that would qualify for discounts and/or funding from the scheme revenue
- Costs that would be incurred from the charges and administrative costs within the respective companies to manage the process

20. In addition to the above there were also some minor typographical errors that were fed back upon and shall be rectified ahead of any potential application.

Proposed BCP Lane Rental Scheme

21. Having fully considered the consultation feedback there are no recommended changes to the proposed scheme which (subject to approval) would see the following lane rental charges introduced along the roads shown in red on the plan presented in Appendix B:

Identified Lane Rental Charge Streets (Bands)	Lane Rental Charge Discount Applied	Full Day Charge
Band 1 (Road Closure or Single Carriageway Road Occupancy)	0%	£2,500
Band 2 (All Carriageway Remedial Works)	0%	£2,500
Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway)	20%	£2,000
Band 4 (Cycle Track)	40%	£1,500

Note: Band 4 cycle track includes cycle lanes, cycle paths, and cycle routes, including both on-carriageway cycle lanes and off-carriageway, physically separated tracks.

22. The reasons for not recommending changes to the consulted upon scheme include:

- Only up to 10% of the network can be eligible for lane rental charges, hence, including the streets listed (paragraph 17) in the proposed scheme is not permissible at this stage unless other streets are removed. This is not recommended because the detailed analysis of the data undertaken when designing the scheme supports the proposed streets being the priority. Furthermore, the network over which lane rental charges apply can be increased once a scheme has been established, hence, provided they meet the criteria they could be included in the scheme in future years following review.
- Conversely the extent of the proposed network over which it is proposed lane rental charges apply and adjustment to the times of day that they apply (to reduce) is not recommended because they have all been identified as traffic sensitive. Note: the council has recently consulted twice on the Traffic Sensitive network. The main routes around and between the three towns are busy for large periods of time on both working days and at the weekend (as shown in the traffic counts). The network identified for lane rental reflects this.
- The purpose of lane rental is not to generate revenue it is to reduce the duration of roadworks on critical routes, encourage collaboration among works promoters and to promote off-peak or non-peak hour work to lessen traffic congestion. And to drive innovation. Any surplus funds are to be invested in highway maintenance to reduce the volume of reactive works on the network in the future by improving the condition and to be available to support and drive innovation.
- Examples of innovative processes or work methodology could include trenchless technologies like directional drilling or impact moling. Using faster setting materials, or methods that reduce the time the works are in place or using more efficient traffic management.
- The 48-hour period is stated within the 'Lane Rental Schemes in England, Operational Guidance'. In the interests of consistency nationally, it is imperative when developing a lane rental scheme that the guidance is adhered to.

- There is no requirement for any organisation to work outside of normal hours to avoid lane rental charges if it believes doing so would compromise safety thereby increasing the risk of harm to employees, or the public.
- Waivers and discounts can be applied to works dependent on the circumstances. One of the principal objectives of the scheme is to drive collaboration. Early engagement with the council will help to agree discounts/waivers during the planning stage of works.
- If/when established the Lane Rental Schemes would be reviewed annually and amendments undertaken informed by data/performance of the scheme.

Options Appraisal

23. With regards to the BCP Lane Rental Scheme, there are three possible options for Members to consider:

- a) Proceed with an application to establish and operate a BCP Lane Rental Scheme. This is **recommended** because where they have been introduced, LRS have reduced traffic congestion on the defined routes by between 9 and 25%.
- b) Not proceed with an application to establish and operate a BCP Lane Rental Scheme. This is **not recommended** because none of the benefits of a lane rental scheme would be realised.
- c) Amend the proposed scheme by either reducing the proposed charges and/or increasing the times of day during which the lane rental charges do not apply. This is not recommended because reduced charges would reduce the incentive to work more efficiently and/or collaboratively. Increasing the times of day during which the charges do not apply would lead to more works at these times on routes that have been identified as being traffic sensitive. It should also be noted that the proposed scheme allows for discounts and waivers for locations to be assessed on a case-by-case basis and once established a scheme can be adjusted. Therefore, the amendment of the proposed scheme is **not recommended** at this stage.

Summary of financial implications

24. A Lane Rental Scheme increases the costs of road works to Public Utility Companies, the council's own maintenance and improvement works and developers. By reducing road works, the local economy will operate more efficiently and due to the reduction in traffic delays a societal financial benefit will arise. The council has conducted a financial assessment of the likely costs and the likely benefits of its proposed scheme, and this predicts a Benefit Cost Ratio of 8.9 will be achieved.

25. It is anticipated that the operation of the LRS will cost £75k to set up and then £500k per annum for the increased resource. The £75k shall initially be funded via the Local Transport Consolidated Fund 2026/27 programme. The estimated total lane rental charges levied are expected to be approximately £2.3m per annum and in the first year the revenue shall be used to repay the estimated £75k set up cost alongside covering any operational costs.

26. The anticipated annual LRS charges to the council as Highways Authority (HA) for carrying out maintenance and improvement work is estimated at £460k and the costs to Public Utility (PU) companies is estimated at £1.85m based on projections from previous years.

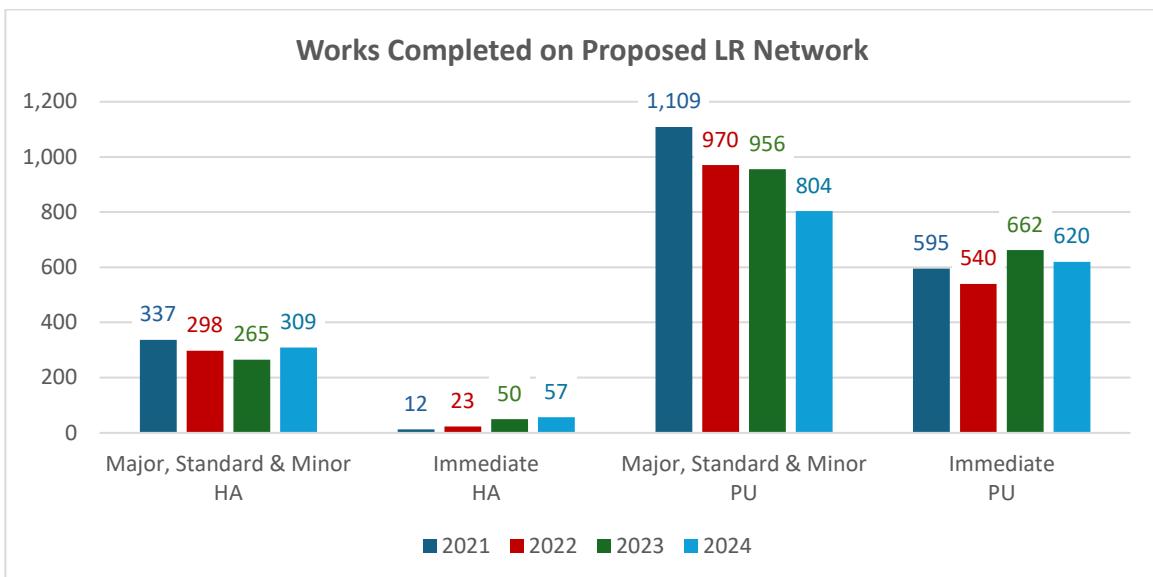


Figure 2: Baseline Works Completed based

27. The DfT amended the Regulations to the Code of Practice for the Co-ordination of Street and Road Works effective from 5 January 2026. Highway Authorities operating a lane rental scheme must spend 50% of all net proceeds from surplus lane rental funds on highway maintenance and the remaining 50% on purposes intended to reduce the disruption caused by street works, innovations, etc. BCP Council is expected to generate approximately £2.3m per annum, and a surplus of approximately £1.8m per annum after the £500k operating costs are taken into account. As 50% of the LRS surplus is required to be used for highway maintenance, it is estimated the LRS will generate approximately £900k (50%) of income to the council's maintenance and improvement teams. That will cover the LRS costs of approximately £460k per annum and provide an overall surplus for additional investment in highway maintenance. Other benefits are likely to arise from the remaining 50% of the surplus including further reductions in disruption due to road works. This 50% of the surplus can be allocated to the council's highway maintenance and improvement teams as well as Public Utility companies, under the governance structure set out in the LRS.
28. Where applicable, roadworks promoters will still apply for but will not need to pay for a permit to work. Therefore, the LRS will result in a reduction in income through the council's Permit to Work scheme. This is likely to be approximately £40 to £50k per annum. The estimated LRS income is based on historic roadworks activity over the last 4yrs. It does not take account of reduced income of approximately £40 to £50k through the Permit to Work scheme. It is important to note that all projected incomes and any more minor reductions could vary widely on a year-by-year basis depending on the volume of roadworks that promoters bring forward. It will also vary based on the degree to which roadworks promoters are incentivised or able to revise their delivery plans to avoid falling within the scope of the LRS. There is a legal requirement for the council to report the impact, annual costs and revenues from the Permit to Work Scheme and also, if taken forward the LRS. This will ensure that the council will continue to monitor the performance of these activities.
29. As described in Appendix E, a body of appointed representatives will form a Board, referred to as the "BCPLRS Surplus Fund Management Board". This will oversee the administration of the surplus revenues, with the principal responsibility to evaluate and monitor proposals to spend this revenue towards initiatives. The BCPLRS Surplus Fund Management Board will assess applications for use of the surplus funding and will have delegated powers to allocate funding on behalf of the council in line with assessment criteria to be developed and agreed by the board.

Summary of legal implications

30. As set out in the background information at the beginning of this report. The Traffic Management Act (TMA) 2004 imposes a duty on all local traffic authorities to secure the expeditious movement of traffic on their road networks, and to facilitate the expeditious movement of traffic on other authorities' networks. Additionally, the New Roads and Street Works Act (NRSWA) 1991 places a duty to coordinate street and road works on the highway. These duties are the responsibility of the Network Management section and Traffic Manager for the Authority.
31. Under provisions within the TMA the council introduced a Street Works Permit Scheme in September 2020 and that has improved the council's ability to manage and control all Streetworks. The New Roads and Streets Works Act 1991 (NRSWA), as amended by the Traffic Management Act 2004 (TMA), contains additional provisions for highway authorities to operate Lane Rental Schemes that involve charging promoters for the time their works occupy the highway (Section 74A of NRSWA) on defined sections of road that are particularly sensitive to traffic disruption. The power for local highway authorities to implement and operate a LLRS in England is subject to the approval of the Secretary of State for Transport.
32. Under NRSWA, the Council defines a network of traffic sensitive streets where additional restrictions apply to road works. Prior to applying for a LRS it is a mandatory requirement to conduct a review of this network and that exercise, including a consultation was completed in the summer of 2025. Furthermore, prior to applying for powers to implement an LRS an authority must also conduct a consultation on its proposed lane rental scheme including developing a business case justifying the scheme and details of the governance of the scheme in line with the DfT guidance:
[Lane rental schemes: guidance for English highway authorities - GOV.UK](https://www.gov.uk/government/publications/lane-rental-schemes-guidance-for-english-highway-authorities)
33. As set out in section 21 above the required consultations and supporting documents have been prepared in line with the relevant guidance. The council, therefore, considers that it has satisfied the conditions to enable it to apply to the Secretary of State for Transport for permission to operate a LLRS.

Summary of human resources implications

34. To operate the proposed LLRS it is estimated that 5 new posts shall be required as follows:
 - Lane Rental Scheme Coordinator
 - Street Works Inspector x 2
 - Permit Officer x 2Furthermore, up to 7 existing posts may need their role profiles to be re-evaluated.
35. The cost of establishing and operating the LLRS are fully recoverable from the income generated from LR fees.
36. Further scoping will be required with the People Business Partner to further understand people implications and the appropriate processes to be followed.

Summary of sustainability impact

37. A Decision Impact Assessment DIA Proposal ID 752 has been created for this decision.

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Green - Only positive impacts identified	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	No positive or negative impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **4.5**

Answers provided indicate that the carbon footprint of the proposal is:	Low	
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Summary of public health implications

38. Urban traffic speeds are falling by on average 2% every year, causing NOx emissions to rise in some cases. Diesel cars are the single biggest contributor to NOx levels, responsible for 41% of all NOx emissions from road transport.
39. Reducing congestion and works durations that impact the highway including pavements and cycle tracks contributes to the BCP Council priority of developing an eco-friendly and active transport network with positive implications for public health.

Summary of equality implications

40. An Equalities Impact Screening has been undertaken and can be found in Appendix K and concluded that drawing on data from national travel surveys and the BCP Local Travel Plan the introduction of a Lane Rental Scheme will only bring benefits to our communities.
41. The reduction in congestion will improve journey time reliability, reduce emissions and improve the economy and these benefits will translate into benefits for all road users in different ways with some of the more notable benefits to the elderly, the young, the disabled and other groups being described in more detail in this EIA Equality Impact Assessment Screening Tool.
42. Increasing sustainable transport options, including travel by public transport allows people that do not have access to a car to better access services, education, healthcare and leisure with associated benefits for mental health and wellbeing.
43. Overall, the scheme will only result in people being positively impacted. there are only benefits to persons with protected characteristics.

Summary of risk assessment

44. Legal challenge due to unforeseen documentation or process errors resulting in either a proposed scheme not being approved in a timely manner for implementation by the Department for Transport, or legal challenge from any objector to a scheme for the reasons stated above. Note: the council has tried to mitigate these risks by following the published DfT guidance and using consultants that have overseen the implementation of other LRS nationally.

Background papers

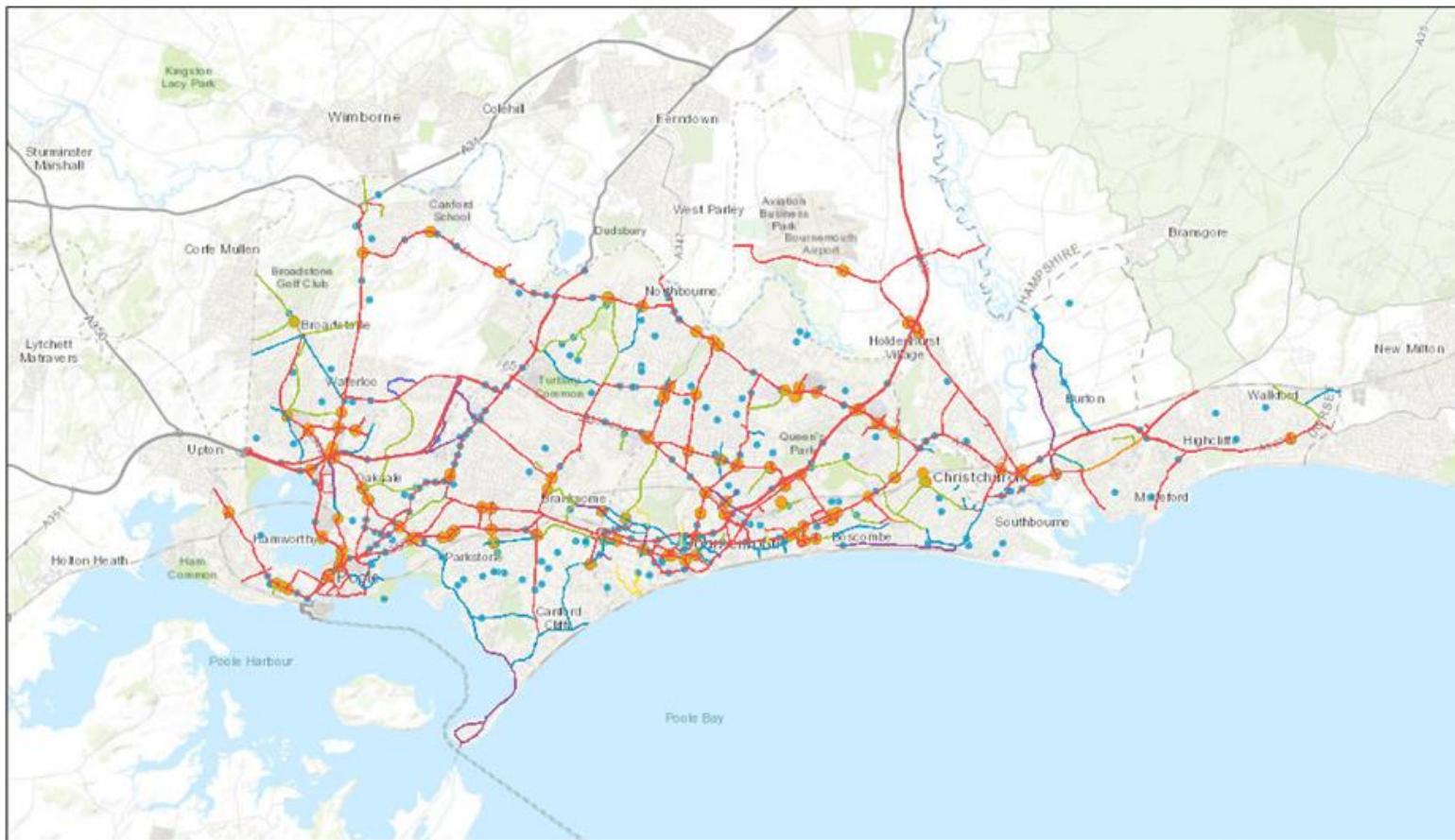
None

Appendices

- Appendix A BCP Traffic Sensitive Streets
- Appendix B BCP Lane Rental Network
- Appendix C BCP LRS Scheme
- Appendix D BCP LRS Road Schedule
- Appendix E BCP LRS Governance for Surplus Funding
- Appendix F BCP LRS Evaluation Plan
- Appendix G BCP LRS Cost Benefit Analysis
- Appendix H BCP LRS Charges
- Appendix I BCP LRS Stakeholder Presentation
- Appendix J Consultation Outcome
- Appendix K Equality Impact Assessment Screening Tool

Appendix A BCP Traffic Sensitive Streets

Bournemouth Christchurch Pool Traffic Sensitive Street Review



11/5/2025

BCP Proposed Traffic Sensitive Streets

Weekdays, 06:00-09:30, 14:30-18:00	Monday-Saturday, 09:00-19:00
Weekdays, 06:00-09:30, 16:00-18:00	Everyday, 06:00-22:00
Weekdays, 06:00-20:00	Everyday, 06:00-09:30, 14:30-18:00
Monday-Saturday, 07:00-20:00	Everyday, 06:00-20:00
	Everyday, 07:00-20:00

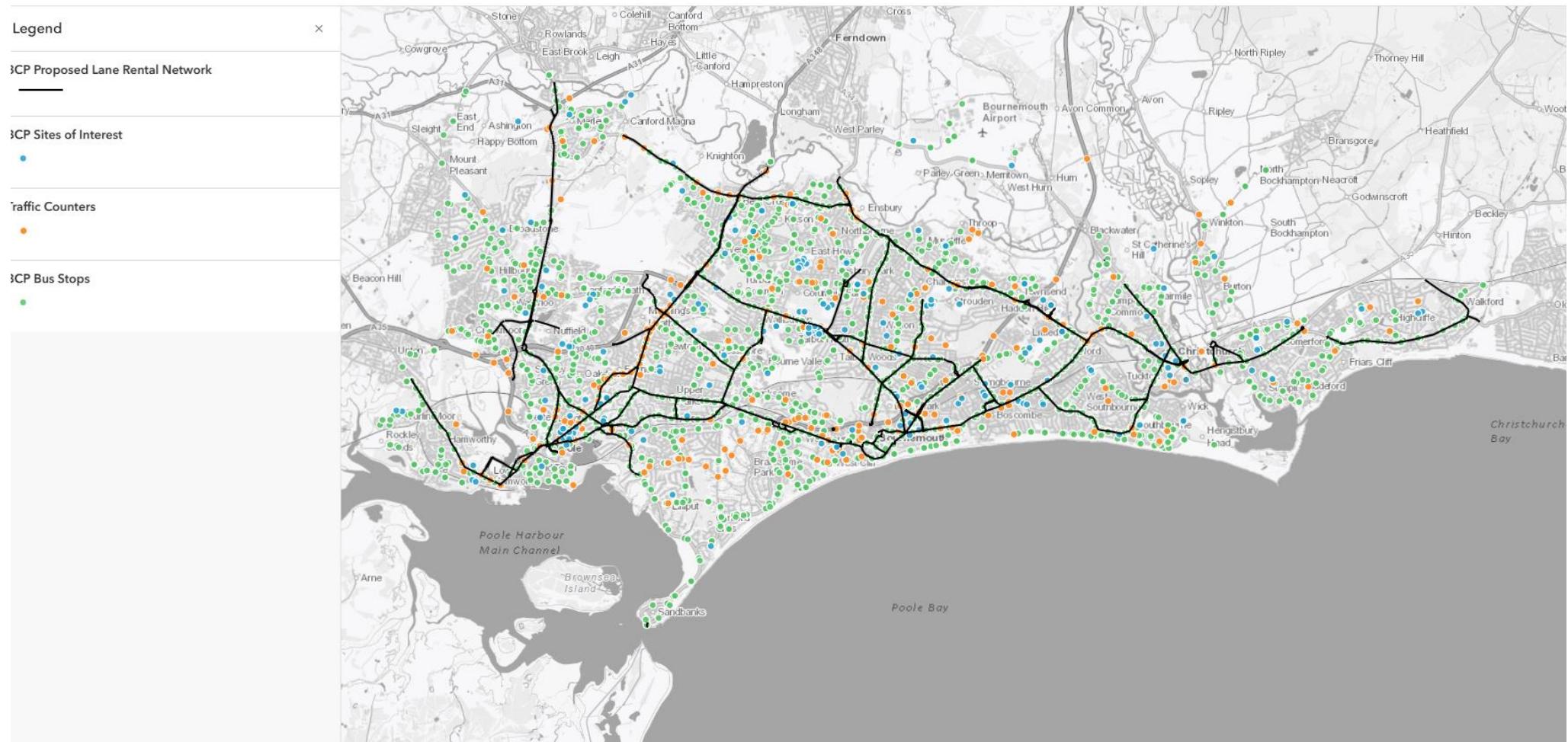
- traffic_signals
- Traffic Counters
- Citations

1:177,458
0 0.75 1.5 3 6 km
0 1.5 3 mi

IGN, Esri UK, Esri, HERE, Garmin, USGS, NGA

Appendix B BCP Lane Rental Network

BCP Lane Rental Network Review





BCP Lane Rental Scheme

Scheme Document

Document Control

Version

History

Date	Version	Comments
15/12/25	1	DRAFT for consultation

Review Control

Reviewer	Date	Section	Comments	Actions Agreed

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5.8	<u>Works Spanning Multiple Streets</u>	Error! Bookmark not defined.
5.9	<u>Works wholly contained within a white hatched area</u>	Error! Bookmark not defined.
5.10	<u>Use of temporary traffic signals to replicate permanent signals</u>	Error! Bookmark not defined.
5.11	<u>Traffic Control deployed on a Lane Rental Street</u>	...	Error! Bookmark not defined.
5.12	<u>Side road closures</u>	Error! Bookmark not defined.
5.13	<u>Partial or semi recessed road space</u>	Error! Bookmark not defined.
5.14	<u>Location of a works vehicle</u>	Error! Bookmark not defined.
5.15	<u>Use of road plates and/or temporary materials</u>	Error! Bookmark not defined.
5.16	<u>Remedial Works</u>	Error! Bookmark not defined.

5.17	Change of Promoter	Error! Bookmark not defined.
5.18	Damage to apparatus by third parties	Error! Bookmark not defined.
5.19	Monitoring Activity	Error! Bookmark not defined.
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7	Lane Rental Inspections	Error! Bookmark not defined.
7.1	Highway Occupation	Error! Bookmark not defined.
8	Dispute Resolution	Error! Bookmark not defined.
8.1	Dispute Review	Error! Bookmark not defined.
8.2	Sanctions	Error! Bookmark not defined.
8.3	Offences	Error! Bookmark not defined.
8.4	Section 74 of NRSWA	Error! Bookmark not defined.
9	IT Systems and Street Gazetteer	Error! Bookmark not defined.
9.1	National Street Gazetteer	Error! Bookmark not defined.
10	Evaluation and Governance	Error! Bookmark not defined.
10.1	Parity Obligation	Error! Bookmark not defined.
10.2	Lane Rental Scheme Evaluation	Error! Bookmark not defined.
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10.4	Scheme Variations	Error! Bookmark not defined.
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Introduction

The BCP Council Lane Rental Scheme (BCPLRS) has been introduced to enable the council to support the duty to co-ordinate and manage all street and road works, also known as activities, on the highway, to minimise disruption in accordance with the Network Management Duty a key principle of the Traffic Management Act 2004.

A Lane rental scheme is designed to work in conjunction with a permit scheme to complement the powers provided within it by implementing a charging regime for works taking place on the most congested section of the network at peak times.

The BCPLRS will align with the objectives of the BCP Permit Scheme, particularly:

- Encourage a proactive approach to planning and undertaking of works on the highway.
- Ensure parity of treatment for all activity promoters.
- Reduce any unreasonable occupation of the Highway through efficient coordination and minimise the impact of works on the travelling public.

Objectives and Principles

The BCPLRS seeks to limit the amount of disruption to BCP Council roads by encouraging the undertaking of activities at the least disruptive time for road users, and for the early completion of works.

The New Roads & Street Works Act 1991 (NRSWA) contains provision in Section 74a for highway authorities to operate schemes that involve charging Promoters for the time their works occupy the highway (as a daily charge).

The Government considers that well-designed and well-targeted lane rental schemes, focused on the most critical parts of the highway network, and with charges applying only at the busiest locations at traffic sensitive times, should encourage those undertaking works to carry out their works in a less disruptive manner.

The BCPLRS is designed to limit the carrying out of activities at specified locations by applying a daily charge for any part(s) of the day that the highway is occupied by the activities during chargeable hours.

The daily charge will not apply if the activities take place outside of the specified traffic sensitive times.

The BCPLRS therefore provides a mechanism for providing all activities' Promoters with an incentive to change behaviour and minimise the occupation of lane rental streets at the most traffic sensitive times which are the most critical parts of the BCP highway network.

The BCPLRS applies the following guiding principles:

- The cost of disruption from activities on the highway network must be recognised
- Inconvenience to all people using a street must be minimised, but especially for people with accessibility requirements, and also other vulnerable road users, such as people walking or cycling.
- Working with all parties operating within the Scheme to ensure there is an open approach to meeting the objectives of the scheme
- Taking a practical and reasonable approach to decision making and any disputes that arise; and
- Providing transparency to the success and governance of the scheme.

The objectives of the BCPLRS are to:

- Apply the scheme to all work Promoters on a consistent basis
- Promote behaviour change to minimise the duration of occupation of the highway at the busiest locations at the most traffic sensitive times
- Complete works to the required standard first time, reducing the need to return to the site to carry out further works
- Minimise the number of works taking place during the most traffic sensitive times; and

- Contribute to reducing disruption to all road users.

The council will measure these objectives and evaluate whether they are being met.

The means by which that will be achieved are set out in the Evaluation and Governance section of the BCPLRS below.

National Infrastructure

The BCPLRS will support, wherever possible, UK national infrastructure projects, including:

- Airport expansion.
- High speed rail.
- Nationwide full fibre broadband by 2033.
- Half of the UK's power provided by renewables by 2030.
- Three quarters of plastic packaging recycled by 2030.
- Preparing for 100 per cent electric vehicle sales by 2030.
- Ensuring resilience to extreme drought.
- A national standard of flood resilience for all communities by 2050.

Improvements Expected

The expected improvements from the BCPLRS are:

- Behavioural changes that minimise the duration of occupation of the highway at the busiest locations at traffic sensitive times.
- Reductions in the number of works taking place during traffic sensitive times.
- Contributions towards maintaining or improving journey time reliability on the highway network.

Regulatory Compliance

The New Roads & Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for Highway Authorities to operate lane rental schemes that involve charging Promoters for the time their street or road works occupy the highway.

The BCPLRS, which applies charges determined by reference to the duration of works, is based on the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 (the "Lane Rental Regulations") made under Section 74A, and is designed to operate in conjunction with Section 74 of NRSWA, and the Traffic management (Bournemouth, Christchurch and Poole Council) Permit Scheme Order ("BCPPS"), subject to certain exemptions on charges and fees contained within the Scheme.

The Regulations are the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 ("the Regulations") made under Section 74A of NRSWA.

NRSWA contains provision for two forms of charge for works:

- Section 74 – Charge for occupation of the highway where works are unreasonably prolonged; and
- Section 74A – Charge determined by reference to duration of works.

The power for Local Authorities to implement lane rental schemes in England is subject to the approval of the Secretary of State.

The Prescribed Charge in the Regulations is the charge multiplied by the number of days, including part days, comprising the duration of the works.

Section 59 of NRSWA places a duty on Highway Authorities to co-ordinate works of all kinds on the highway.

Equally important is the parallel duty on works Promoters to co-operate in this process under Section 60 of NRSWA.

As well as the duty to co-ordinate under Section 59 of NRSWA, BCP Council has a duty under Section 16 of the TMA to manage its road network (the Network Management Duty) with a view to achieving, so far as may be reasonably practicable, having regard to its other obligations, policies and objectives, the following overriding objectives:

- Securing the expeditious movement of traffic on the Authority's Road network.
- Facilitating the expeditious movement of traffic on road networks for which another Authority is the Traffic Authority.

In preparing the BCPLRS, BCP Council has had regard to the requirements of the Public Sector Equality Duty under section 149 of the Equality Act 2010.

In accordance with the DfT's Guidance for Lane Rental Schemes, the agent appointed by BCP has consulted with all relevant stakeholders during the development of the BCPLRS.

Scope of the Scheme

The BCPLRS has been designed to ensure that charges are only applied when works Promoters occupy the highway at traffic sensitive times and to allow exemptions or reduced charges to encourage Promoters to adopt less disruptive working practices.

The scope of the Scheme has been designed to meet the objectives and principles of a lane rental scheme and in accordance with The Street Works (Charges for Occupation of the Highway) (England) Regulations 2012.

The Scheme will apply a lane rental charge when a Promoter undertakes work on the highway during traffic sensitive times on those streets to which the Scheme applies.

The Scheme provides incentives through charge exemptions and discounts to encourage the planning and subsequent undertaking of works to have a less disruptive impact to the highway.

Promoters

The scope of the BCPLRS applies to any person or organisation that commissions or promotes specified works on the highway.

Specified Works

All non-excavation works, such as operating valves, hydrants, sewer jetting, lifting manhole covers, leakage and fault detection, and above-ground asset maintenance, in traffic sensitive designated streets at traffic sensitive times are deemed as a 'registerable activity' and will therefore require a Permit and may be subject to the Scope of the BCPLRS.

Any non-excavation works subject to the Scope of the BCPLRS that result in reduction of Lane Width, or the use of Traffic Management, for example give & take, stop & go boards, portable traffic signals, will result in a Charge.

Diversionary works are included within the DLRS under "works for road purposes" – maintenance and improvement work to the road itself carried out by, or on behalf of, the highway authority. Please refer to the glossary for further clarification on the term 'diversionary work'.

The BCPLRS applies to all works, as defined in the Glossary, that include:

- That require a permit under the relevant section of the DPS.
- Are executed under a NRSWA Section 50 licence.
- Are executed under an agreement pursuant to Section 278 of the Highways Act 1980.
- Are executed under an agreement pursuant to Section 106 of the Town and Country Planning Act 1990.

Specified Locations

Under the DfT's Lane Rental Guidance Document, lane rental charges are to be targeted at the most critical parts of an Authority's highway network, which are streets where evidence shows that works in the highway cause the highest levels of disruption and thus require the greatest efforts to manage the impact the works may have on pedestrians, cyclists, buses, freight or other general motor vehicles. The BCPLRS will apply when there is either a Road Closure or a Lane Closure, where the term Lane Closure refers to any of the following:

- Any form of traffic control is deployed on the carriageway or a cycle track.
- Any traffic management reduces the number of lanes of a carriageway or cycle track which can be safely used.
- There is any impact which reduces the traffic flow capacity or operation of a junction.

Charges will not be payable in the following circumstances:

- Charges will not apply if the activities take place outside of the traffic sensitive streets specified times.
- Charges will be waived for a period of 48 hours from the start of immediate works beginning; after which time the normal lane rental rules for the location will apply.
- Charges will be waived for activities which are confined to a verge or footway, footpath, bridleway, or byway.
- Charges will be waived if works which do not reduce the number of lanes, or prescribed width, available to traffic or if normal traffic flows can be maintained.

The streets selected on the council Highway Network are those where the lane rental charge will, by encouraging behaviour change, have the most effect in reducing disruption and the cost of disruption.

Works in the footway that involve breaking up the street, or tunnelling or boring under it, will be subject to the Scheme and charge if such works require any form of traffic control to be deployed on the carriageway.

The BCPLRS does not apply to works that are carried out in a verge or on a footway of a lane rental chargeable street that does not involve any occupation of a carriageway or cycle track. (such occupation includes use by any associated plant, vehicles, or materials, or for any temporary arrangements for providing a walkway for pedestrians, as a result of, or as part of the works).

Specified Days and Times

Lane rental charges under the BCPLRS will apply to specified locations at specified days and times detailed in the 'BCPLRS List of Lane Rental Streets'.

BCP Council expects any Promoter planning to avoid specified times will allow sufficient contingency into the time needed to complete their work.

As such BCP will charge for any activities found to have continued into the specified time, even if only by a few minutes.

These times will be limited to when a street is designated as traffic sensitive, including weekends and Bank Holidays – except for Christmas Day and Boxing Day. The traffic sensitive times on a Bank Holiday will be the same as those for a Sunday at that location.

The BCPLRS will apply at the specified locations that are designated as a lane rental record within the current version of Bournemouth, Christchurch and Poole Council Additional Street Data (ASD) file. This is published on the National Street Gazetteer hub (as defined in the Glossary).

The Lane Rental designation record will identify:

- If it applies to the whole street or part street.
- If it applies to the carriageway or cycle track.
- If it is a tidal record, it will identify the direction affected and the Lane Rental operational times, for example eastbound from 07:00 to 09:30.
- The days and times when lane rental will apply.
- The applicable charge.

This data will be kept up to date by the Council and no variation to specified locations, days or times will come into effect without the relevant updates to the NSG.

Environmental Considerations (Potential Impacts of Noise, Vibration, Dust, Lighting)

The council will take responsibility to apply a balanced approach to the needs of the Promoter, the Authority's network management duty and Environmental Health Department's duties and considerations, when determining an application to work at a specified location.

Care shall always be taken to minimise the potential for disturbance from noise, vibration, dust and lighting. It is recognised that the potential for disturbance is heightened for works taking place outside of normal working hours. As such, where potential disturbance is likely for out of hours works.

If the council considers that a Promoter has made a genuine attempt to plan work outside of Specified Times but is prevented from doing so by environmental impacts, it may consider applying a discount to lane rental charges, provided all other means of avoiding the charge have also been adequately explored.

Works by BCP Council or Third-Party Developers

Works carried out by or on behalf of BCP Council, including those by third party developers pursuant to an agreement under Section 278 of the Highways Act 1980, fall outside of the scope of 74A of NRSWA.

However, since it is BCP Council's intention to minimise all disruptive occupation of the traffic sensitive parts of the BCP Council Highway Network, as part of the BCPLRS, BCP Council will apply the same Lane Rental charge to its own works and works carried out under a Section 278 Highways Act agreement, as it does to statutory undertaker works.

Immediate Works

Immediate works (which can include Immediate Emergency & Immediate Urgent works) that must be carried out during the charging period to avoid significant danger to public safety or significant damage to property will be provided with a 'Lane Rental Charge Free Period' to enable the immediate works to be dealt with.

The Lane Rental charge free period shall begin from the start of the immediate works and shall apply for a period of 48 hours, after which time the normal lane rental rules for the location will apply on and from the third calendar day.

To minimise disputes, works Promoters claiming this waiver must, when requested by BCP Council, provide documentary evidence of the nature of the emergency before the waiver will be granted.

This evidence will need to be sufficient to demonstrate the works categorisation as immediate works.

Permit Scheme

Under the existing BCP Permit Scheme (BCPPS), anyone intending to carry out activities on the highway must apply for permission from BCP in advance of the activities.

BCP Council has operated the BCPPS on its highway network since 2020, and all provisions of that scheme and those set out under Section 50 of NRSWA apply to the BCPLRS.

The BCPLRS is designed to work in conjunction with the BCPPS to complement the powers provided within the BCPPS.

As the content of the permit will determine whether the work is within the scope of the Scheme, it is imperative for the Promoter to include accurate details of location, traffic control and duration, including times.

Unless a Promoter indicates otherwise in their permit, the Council will assume work on a specified street is subject to the Scheme.

Permit Application on a Lane Rental Street

As the content of the permit application will determine whether the planned or immediate works is within the scope of the BCPLRS it is imperative for the Promoter to include accurate details for location and duration, including times.

For all permits where the BCPLRS applies, the Permit Authority will assume, the activity is subject to the BCPLRS. If the Promoter intends to work under a waived or reduced lane rental charge within the BCPLRS, they must include relevant text in their permit application.

Permit Variations

The BCPPS allows for a Promoter to vary a permit in instances where unforeseen circumstances prevent the completion of an activity within the agreed times, and where the activity may extend beyond the reasonable period.

If the variation will result in the activity taking place in a different Lane Rental charging band to that of the original activity, then this must be clearly indicated on the permit variation application.

Promoters should also indicate any instances where the revised activity will result in work being carried out in a Lane Rental chargeable area for any part of the activity duration.

Highway Authority Imposed Changes

In any instances where the Permit Authority issues a Highway Authority Imposed Change to a Promoter which results in an activity becoming subject to the scope of the BCPLRS, or an

increased rate of BCPLRS charge, no new charge or any increase in charges will be applied as a result of the Permit Authority's instruction.

Permit Fees

A permit fee will not be charged where an activity is liable to a BCPLRS charge.

The BCPPS related process and procedures as defined in the BCPPS are integral to the BCPLRS.

Where an activity is not liable for a BCPLRS charge, then the relevant permit fee will apply.

Where a permit fee has been applied but it is discovered, without a Promoter variation, that the activity carried out by the Promoter should have been subject to a BCPLRS charge, then all permit related fees will be returned and BCPLRS charges applied.

Lane Rental Charges

In accordance with the Regulations and the Scope of the BCPLRS, BCP will apply a daily rate of charge for the duration of the specified works carried out by the undertaker of the activities for the Promoter of the activities at the specified location during the specified times and days.

Lane rental charges will only apply when there is either a Road Closure or a Lane Closure, where the term Lane Closure refers to any of the following:

- Any form of traffic control is deployed on the carriageway or;
- any traffic management reduces the number of lanes of a carriageway which can be safely used or;
- there is any impact which reduces the traffic flow capacity or operation of a junction.

Lane Rental Charge Status

For all activities on a lane rental street BCP Council will issue a Comment, using the topic 'General', on the activities record which will contain the estimated charge status for reference, if able to be determined.

The estimated charge does not denote the charge that will be applied but provides an indication of the charge that may be applied.

BCP Council will use a code to define the charge, similar in use to codes for permit conditions. These codes and example use of these codes are shown below.

Codes to denote the charges to be applied to works

- Code LR0, Activities on a lane rental street, but no charges will apply. The code must be applied with an appropriate suffix (letter) to signify the reason(s) why no charges will apply. If more than one reason is appropriate, then each suffix must be added to the code, e.g., LR0 AB. Where the code D for other is used, a short text description will be given as to why charges do not apply.
- Code LR0A, Activities outside of lane rental times.
- Code LR0B, No reduction of traffic flow or capacity on the carriageway.
- Code LR0C, Activities outside of lane rental section where the whole road is not included.
- Code LR0D, Other reason.

- Code LR1, Activities on a lane rental street with a charge. The duration and charge category will be added to the Permit or Licence details.
- Code LR2, Activities on a lane rental street with a discounted charge. This code will be applied with an appropriate suffix (letter) to signify the relevant discount and also the amount of discount, i.e. LR2 A100, where a 100% discount is being applied for major infrastructure improvement. If more than one discount is to be applied, then each suffix must be added to the code, with the total discount to be applied.
- Code LR2A, Activities on a lane rental street with a discount applied for major infrastructure improvement.
- Code LR2B, Activities on a lane rental street with a discount applied for collaboration.
- Code LR2C, Activities on a lane rental street with a discount applied for innovation.
- Code LR2D, Activities on a lane rental street with a discount applied for other cases, as agreed with the Highway Network Manager (or delegated officer).

Calculating the Charge

To calculate the daily rate of charge, other than for immediate works lane rental charges will apply between dates and times specified in the start of works notice and the works stop notice (as the date of works ended).

For all types of immediate works, the charges will apply on and from the third calendar day of occupation – taking the works start as stated within the relevant permit application and ending on the date specified in the works stop notice.

Promoters are strongly encouraged to consider the carrying out of immediate works outside of specified times or days wherever possible.

When calculating the actual work start and finish dates for all activities, the Permit Authority or the Promoter may provide additional information to prove a variation to the duration of the works and/or activity type, if different to any submitted application or notice.

In all circumstances, any BCPLRS charge will be applied according to the actual occupation and activity.

Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the BCPLRS charges.

Change Categories

The Regulations allow for a prescribed daily rate of charge, which may be waived or reduced in particular cases.

In accordance with the Regulations and with consideration to the objectives of the BCPLRS, there are a range of charge categories depending on the traffic control type, works type, location, times and days of work.

The 'BCPLRS List of Lane Rental Streets and 'BCPLRS Charges Policy and Table' sets out the traffic control type, works type, location, times and days of work and any applicable charge.

If an activity spans more than one traffic control type at any time during the duration of the activities, then the daily rate of charge will apply for the days the different traffic control type is in place.

In instances where the works have fully moved to a lower traffic control type, thereby changing the charging to be applied, the Promoter must submit a timely permit variation. If the permit

variation is solely for the purpose of notifying that the works have transferred from one traffic control type to another, then this permit variation would not be subject to a permit fee.

For the calculation of charges in such instances, the Permit Authority will determine the timings for such changes based on the receipt of the associated permit variation.

Exemptions

Charges will be waived for a period of 48 hours for immediate works, after which time the normal lane rental rules for the location will apply.

Certain types of works are exempt from lane rental charges under the BCPLRS as follows:

- Works in non-traffic sensitive streets.
- Works which are confined to a verge or footway with no impact on the carriageway or cycle track at a specified location.
- Works in traffic sensitive streets at non-traffic sensitive times.
- Replacing poles, lamps, columns or signs in the same location; or pole testing.

If one of the above applies, the activities Promoter must record the appropriate lane rental charge waiver or exemption in the permit application and, if possible, works clear, works closed or works stop notices.

Failure to do so will result in appropriate action being taken.

BCP would expect any deliveries associated to works to be outside of traffic sensitive times whenever possible. Short exemptions may be allowed when this is not possible and in agreed circumstances, a condition will be applied to the Permit to provide for the opportunity requested. Such circumstances may include:

- delivering safety critical equipment to the site; or
- the collection of spoil using a grab lorry.

Lane Widths

The minimum acceptable Lane Widths allowable under the BCPLRS will be as defined in Safety at Street Works and Road Works, a Code of Practice, or otherwise in any superseding code of practice as that suitable for "Normal traffic including buses and HGV".

Lane rental charges will not be applied to works which do not reduce the number of lanes, or prescribed width, available to traffic or if normal traffic flows can be maintained.

Variations to Lanes Available within an Activity

In such instances where the reduction of lane width changes during an activity, the Promoter must submit a permit variation to the Permit Authority clearly indicating the change applied at the relevant time the change is made. There will be no permit fee for such variations.

For the calculation of changes in such instances, the Permit Authority will determine the timings for such changes based on the receipt of the associated permit variation.

Works Spanning Multiple Streets

Where activities cover more than one USRN, and therefore a Permit is required for each separate USRN and the work site does not contain any form of junction, then the equivalent of one charge will apply for the entire activities. No permit fees will apply to those activities.

An example is where works are carried out over two USRNs that the lane rental fee will be discounted on each works so that the total fee amounts to a charge for one work only. i.e. 50/50 between the two permits.

Where a work site contains a junction, irrespective of whether a joining street is a lane rental street, then the Highway Network Manager (or delegated officer) will review this on a case-by-case basis.

Works wholly contained within a white hatched area

No charge will apply where a work is wholly contained within a white hatched area (of the carriageway) with no encroachment onto the carriageway, thereby reducing the traffic flow or capacity.

Use of temporary traffic signals to replicate permanent signals

Where temporary traffic signals are used at a location where permanent signals are usually in operation, BCP Council will consider reducing the charge, dependent on how closely the temporary traffic signals have been designed and programmed to replicate the intelligent operation of the permanent signals.

If the temporary traffic signals fully replicate all aspects of the permanent signals being replaced, and the junction can effectively continue to operate without any detrimental impact to the traffic flow capacity, BCP Council will waive charges.

Traffic Control deployed on a Lane Rental Street

Where activities are not on a lane rental street, but traffic control needs to be deployed on a lane rental street, thereby reducing the traffic flow or capacity of that street, charges will apply. The Specified Work is located on a street without a lane rental designation, and the traffic control is deployed on a street with a lane rental designation.

Side road closures

Where a road closure is wholly contained within another street with a separate USRN which adjoins a lane rental scheme street, thereby not affecting traffic flow or capacity of the carriageway of the lane rental street, no lane rental scheme charges will apply.

Partial or semi recessed road space

Where activities are wholly within a recessed area of the carriageway, thereby not reducing the traffic flow or capacity of the carriageway, no lane rental charges will apply.

Location of a works vehicle

A works vehicle may be parked in a works site if it is necessary for carrying out those works. A vehicle entirely within the coned off area of the site may require a larger coned off area than would otherwise be the case.

A vehicle may be parked outside a works site if it obeys the parking rules that apply to any other vehicle in that street. Outside the works site, the vehicle has no special status and no exemption from parking enforcement.

Use of road plates and/or temporary materials

If suitable road plates and/or other materials can be safely used to avoid activities impacting on traffic flow or capacity at specified times, then charges will not be applied, even if such measures necessitate a speed limit reduction for their safe deployment.

For example, it may be possible for excavations to be safely covered during specified times thereby maintaining the carriageway traffic flow or capacity, with traffic control measures deployed outside of specified times only.

This process could be repeated each day throughout the duration of the activities. If such a solution were viable for activities, the Local Highway Authority would consider the duration a reasonable period, recognising that the duration of the activities may be extended to accommodate these measures.

Road plates and/or other materials will need to comply to the tolerances for surface profile as set out in the Specification for the Reinstatement of Openings in Highways and with suitable skid resistance appropriate to the location. Such measures should be checked at regular intervals to ensure they remain in place and in good condition.

Remedial Works

Remedial works carried out at traffic sensitive times at specified locations to rectify defective reinstatements on the carriageway or on the footway or verge which impacts on the carriageway will be subject to the maximum daily charge.

Change of Promoter

Where activities are liable for charge changes responsibility from one Promoter to another relevant charges will be applied to the initial activities until such time as either the responsible Promoter (who owns the defect) takes over the work site or creates their own work site to undertake repairs, thus allowing the initial Promoter to clear site.

An example is where a defect / safety issue is made safe by the council in the first instance whilst the responsible Promoter is identified for the necessary remedial activities.

The responsible Promoter should submit the appropriate permit to cover their activities on site, and this work will be liable for charge.

The initial Promoter may recover their reasonable costs from the responsible Promoter, which may include any charges which were applied for the initial period during which they were occupying the highway, prior to the responsible Promoter taking over the activities.

In such instances the council expects the initial Promoter to make best endeavours to mitigate the charges, rather than seek to pass on the charges without having given consideration as to how they might have been avoided or reduced.

Damage to apparatus by third parties

In situations where damage to apparatus is due to another Promoter's activities there are two scenarios:

- Scenario 1: Promoter A has left site and promoter B has to excavate to repair apparatus – these activities would be charged against the permit for promoter B in the expectation that promoter B would pass charges / costs onto promoter A who caused the original damage.

- Scenario 2: Promoter A is still on site and promoter B undertakes repair works in their excavation – these would be charged against the permit for promoter A already in place.
- In an instance where unreasonable delays in Promoter B's attendance to effect repairs cause Promoter A to be liable for further lane rental charges over and above those that would already have applied (i.e. Promoter A's activities duration is extended solely as a result of any unacceptable delay in repair) Bournemouth, Christchurch and Poole Council considers that any financial reconciliation will take place directly between Promoter A and Promoter B to agree any distribution of charges received which may be dependent on a variety of factors, many of which Bournemouth, Christchurch and Poole Council would not have clear sight of as they would not be a requirement of any permit content.
- Where damage to apparatus is because of other third parties, such as damage to apparatus as a result of a Road Traffic Collision, charges will still be applied and it will remain the responsibility of the Promoter to recover their reasonable costs incurred, including applicable lane rental charges.

In such instances the council expects the Promoter to make best endeavours to mitigate the charges, rather than seek to pass on the charges without having given consideration as to how they might have been avoided or reduced.

Monitoring Activity

The calculation of the daily rate of charge, in most circumstances, is based on the dates specified in the relevant Section 74 notices.

If during the monitoring of activities on the highway, the Permit Authority obtains evidence that the actual activity carried out by the Promoter varied from the notices received and as a result became subject to a daily rate of charge, then all relevant BCPLRS charges or permit fees will apply.

The Permit Authority recognises the effect that unforeseeable circumstances can have on the carrying out of activities and will always consider fairness and any impact when taking appropriate action.

In such circumstances the Promoter is advised to contact the Permit Authority at the earliest opportunity to inform them of the reasons for change and to discuss mitigating action being taken to prevent any unnecessary disruption to the highway.

In all circumstances of monitoring activity, if the Permit Authority considered that an offence has been committed by the Promoter, they may consider applying any relevant sanction or pursuing a prosecution.

Payment and reconciliation of charges

For the collection of lane rental charges, the Council will follow the same timescales and procedures associated to the Permit Scheme - an account will be issued to a Promoter, who will be provided with the opportunity to reconcile this account, prior to invoicing.

It is expected that the Promoter will also follow the procedures and timescales of the Permit Scheme for the payment and reconciliation of lane rental charges.

The Council will issue an account, setting out the lane rental charges payable to a Promoter no later than three months after receipt of the final notice for the works.

The Council will issue two separate accounts to the Promoter. One for permit fees and one for lane rental charges.

The payment and reconciliation process will follow a similar process to the Permit Scheme fee payment process, following a monthly cycle with a reconciliation period.

The Council will only issue accounts to a Promoter or their agreed representative and reconcile the account with that organisation, not a contractor or third-party.

The activities reference number will be included which is based on the numerical reference generated by the permit system.

Payment and reconciliation of permit fees

As there is a direct relationship between permit fees and lane rental charges but different timescales to collect payment for either, the Local Highway Authority will undertake the following process to ensure the payments are aligned:

- Permit fees will be applied according to the fees table at the time of granting the PAA, Permit or Permit Variation.
- Where payment of a permit fee has been collected and activities did incur a lane rental charge the collected permit fees will be credited to the Promoter.
- These permit fees will be identified clearly on the reconciliation issued to the Promoter.
- Where a permit fee has not been charged for activities subject to lane rental charges and the activity was either (a) cancelled, (b) did not proceed, or (c) did not become subject to lane rental charge, the permit fee will be charged and collected on the next available billing cycle.

An example of the application of this process is detailed below:

- Permit application on 25th April with activities are not subject to a lane rental charge.
- Permit granted on 26th April - a permit fee is generated.
- Payment of the permit fee is collected in May.
- Activities commence on the 1st June and completed on 5th June and did become subject to a lane rental charge.
- Permit fee paid in May will be credited to Promoter on the next applicable permit fee billing cycle.

Reduced Charges (Discounts)

In accordance with the Lane Rental Regulations, the council may waive or reduce lane rental charges as it deems appropriate.

The Council will apply a discount, as a percentage reduction of the original lane rental charge, to any lane rental charge in specified circumstances. Multiple discounts may apply to a single work up to a total amount of 100% of the lane rental charge.

Further discounts may be considered for any works on a case-by-case basis. A Promoter should discuss these with the Council's Highway Network Manager (or delegated officers).

Collaborative Works

Any opportunity for two or more Promoters to collaborate their activities to reduce the occupation of the highways is strongly encouraged.

Collaborative works that are carried out concurrently and / or consecutively by two or more works Promoters at the same location can apply to have charges reduced or waived for the period of collaboration.

Where two or more sets of works are carried out in collaboration concurrently, the lane rental charge will be discounted by a minimum of 25% for each Promoter during the period of collaboration.

Collaboration will be as identified within the associated permit applications and/or site inspections, however the onus to prove such collaboration rests with the Promoter to receive this discount.

In some instances, charges may be reduced for collaboration where the works originate from two distinctively different operational divisions of the same organisation.

At BCP Council's discretion charges may be waived where there is a significant positive impact of collaboration.

Innovation

Where it is agreed that a Promoter can demonstrate to the Council that an innovative process or work methodology has reduced the detrimental impact of their work, compared to a traditional works methodology, the lane rental charge will be discounted by a minimum of 25%.

Major Infrastructure Improvements

Discounts up to 100% are available in some circumstances and are considered on a case-by-case basis. For example, any works that:

- Deliver significant infrastructure improvements or upgrades that substantially extend the longevity of, improve or renew an asset.
- Are recognised by the Council to be nationally significant infrastructure projects. or
- Install infrastructure specifically to minimise detrimental impact of future works.

Shuttle Lane lengths for temporary traffic signals

For long length activities, the length of the shuttle lane for any temporary traffic signals can directly affect the scale of the disruption and/or congestion caused by the activities.

The council will give careful consideration as to the most appropriate length of shuttle lane permitted, with regards day-to-day level of disruption against overall duration of the activities.

For example, for activities involving a maximum allowed 100-metre-long shuttle lane resulting in a duration of two weeks, it may be considered preferable to allowing a 200-metre-long shuttle lane, which would have allowed activities to be completed within one week.

Reviewing any activities featuring temporary traffic signals, these options will be carefully considered for each location as would the reasonable period for any activities using temporary traffic signals.

The council may consider reducing charges in some instances where a Promoter had reasonably proposed longer shuttle lane lengths in their traffic management proposals to achieve a shorter activities duration, but where it is determined that a shorter shuttle lane over a longer period was more preferable from an overall network impact assessment.

The council will not however consider reducing charges in any instance where a clearly unreasonable and unrealistic shuttle lane length is being proposed. Promoters should not seek

to use this provision to artificially reduce charges by proposing a shorter overall activities duration in the knowledge that the Local Highway Authority would not agree to such shuttle lane lengths and may reduce actual lane rental charge liabilities as the final reasonable period agreed would no doubt be longer than the duration originally proposed for the unrealistic traffic control proposals.

Lane Rental Inspections

The Local Highway Authority will undertake live site inspections of activities on lane rental streets to check that the activities are being undertaken in accordance with the agreed working arrangements.

There is no specific lane rental inspection category within Street Manager, therefore a Live Site type with Site occupancy category will be used to record a lane rental compliance inspection.

For each inspection an appropriate outcome for the inspection type will be selected to indicate the status of the activities.

- Works stopped – apparatus remaining.
- Work in progress – no carriageway incursion.
- Works in progress.
- Works stopped.
- Unable to complete inspection.

In addition, a code will be added within the text description field to denote the specific results of the lane rental compliance inspection, i.e., whether the activities are adhering to the working arrangements or is not adhering to the working arrangements.

6.1 Inspection failure categories and definitions

- Code LR-A The activities are adhering to the working arrangement for lane rental as defined in the Permit or Licence.
- Code LR-NA-CI. There is non-adherence – Carriageway Impact. The activities are not adhering to the working arrangement in relation to avoiding impact to the carriageway.
- Code LR-NA-TIM. There is non-adherence – Timing. The activities are not adhering to the working arrangement in relation to avoiding working at lane rental times.
- Code LR-NA-EI. There is non-adherence – Environmental Impacts. The activities are not adhering to the working arrangement in relation to avoiding environmental impacts.
- Code LR-NA-DIS. Non-adherence – Discount. The activities are not adhering to the working arrangement in relation to discounts.
- Code LC-NA-WIP. Non-adherence – Work in Progress. An active site should be closed or has been notified as closed.
- Code LR-NA-OTH. Non-adherence – Other. The failure reason is not covered by the defined categories, detailed above.

Where a non-adherence is recorded the council will also send a Comment to the Promoter to inform them of a change to the charge status as appropriate.

Highway Occupation

Without exception, works will be defined as complete when the Promoter has completed any required reinstatement and:

- removed all signing, lighting and guarding in respect of the works; and
- removed all remaining spoil, unused materials and other plant in respect of works; and
- returned the highway fully to public use (normal traffic capacity).

Dispute Resolution

The council is committed to delivering its Network Management duty using all available tools. It is also committed to maintaining a positive working relationship with all stakeholders and particularly those that carry out road and street works on the council Highway Network.

Please see the Code of Practice for Co-ordination of Street Works and Road Works and Related Matters, HAUC (England) Edition, Chapter 13 Dispute Resolution, or the equivalent relevant documents.

Dispute Review

If agreement cannot be reached locally on any matter arising in relation to the BCPLRS, the dispute will be referred for review on the following basis:

Straightforward issues. Where the council and the Promoter(s) consider that the issues involved in the dispute are relatively straightforward, the matter will be referred to impartial members of SWHAUC for review.

That review should take place within the timescales set out in the HAUC dispute process, from the date of referral. Both parties will accept the result as binding.

Complex Issues. If the council and the Promoter(s) involved in the dispute think the issues are particularly complex, HAUC(England) will be asked to set up a review panel of four members - two Utilities and two Highway Authorities. One of the four persons will be appointed as Chair of the panel by the HAUC(England) joint chairs.

Each party must make all relevant financial, technical and other information available to the review panel.

The review would normally take place within the timescales set out in the HAUC(England) dispute process, from the date on which the issue is referred to HAUC(England). The conclusions of the review panel will be binding on all parties.

Adjudication. If agreement cannot be reached by the procedure above, the dispute can be referred to independent adjudication. Adjudication within the BCPLRS will only be used if the council and the Promoter(s) agree in relation to the matter under dispute, that:

- the decision of the adjudicator is deemed to be final; and
- the costs of adjudication will be borne equally unless the adjudicator considers that one party has presented a frivolous case, in which case costs may be awarded against them.

Where the adjudication route is followed, the council and the Promoter(s) will apply to the joint chairs of HAUC (UK), who will select and appoint the independent adjudicator from a suitable recognised professional body.

Arbitration. Disputes relating to matters covered by the following sections of NRSWA may be settled by arbitration, as provided for in Section 99 of NRSWA:

- Section 74 (2) - charges for occupation of the highway where works are unreasonably prolonged.
- Section 74A (12) - charges determined by reference to duration of works.

Sanctions

Regulations 21 to 28 of the Traffic Management Act Permit Scheme (England) Regulations 2007 (and Schedules 1 & 2) authorise BCP as a Permit Authority to issue Fixed Penalty Notices in respect of criminal offences.

Offences

Fixed Penalty Notices offer the offender an opportunity to discharge liability for an offence by paying a penalty amount.

These powers and any subsequently amended powers will continue to apply to all roads managed by BCP.

Similarly, any offences under NRSWA continue to be offences and BCP as a Permit Authority maintains the right to take such action, as is appropriate, including prosecution where such offences have been committed.

Section 74 of NRSWA

Bournemouth, Christchurch and Poole Council will continue to apply its powers under Section 74 of NRSWA.

Legislation allows lane rental charges to be applied daily while works are occupying the highway, for the duration of works, but also during days of unreasonably prolonged occupation (known as overruns under section 74 NRSWA). Lane rental charges may be applied in addition to charges under section 74 for the duration of the overrun.

The regulations make provision (similar to overrun charges) for a one-off charge of £100 (set out in paragraph (8) of the Regulations) to apply (in place of the full daily lane rental charge) where up to 5 items of signing, lighting or guarding have inadvertently been left behind on site and have been removed by the end of the working day following the day on which the authority informed the undertaker and asked them to remove the items.

This reduced charge would apply only in cases where the responsible party had made all reasonable efforts to clear the site but had inadvertently left a small number of items behind. Full daily charges would continue to apply where such efforts had not been made.

IT Systems and Street Gazetteer

As defined by the Bournemouth, Christchurch and Poole Permit Scheme, all permit applications must comply with the definitive format and content of electronic permit applications.

National Street Gazetteer

The National Street Gazetteer (NSG) and associated additional street data (ASD) will contain the related information for the BCPLRS specified locations.

This data will be kept up to date by the Permit Authority, as NSG Custodian, and no variations to the BCPLRS will come into effect without the relevant updates to the NSG and/or ASD, as required.

Evaluation and Governance

In accordance with the Regulations, BCP Council will retain revenues obtained from charges to meet the costs incurred for the efficient operation of the BCPLRS. Any surplus revenues will be applied towards initiatives that are associated to the objectives of the BCPLRS, within the areas of transportation; enabling infrastructure; and industry practices and research and development.

The council will publish periodic evaluation reports, and in accordance with any format or frequency specified in legislation or statutory guidance.

Parity Obligation

BCPLRS will apply to BCP Council's own works in the same way as it applies to all Promoters activities.

The principles applied to the application of the surplus revenues will be applied equally, without any consideration to the source of the revenue and in consistency to the parity treatment for all Promoters within the BCPLRS.

Lane Rental Scheme Evaluation

The council recognises the need to evaluate the operational performance of the BCPLRS, both in terms of its efficiency and the effectiveness at meeting its objectives.

The BCPLRS will be evaluated on an annual basis. The first evaluation report will cover a full year from the commencement date specified in the Statutory Instrument / Lane Rental Scheme Order.

See the BCP Council Lane Rental Scheme Evaluation Plan for further details.

Prior to the Governance Group coming into effect, BCP will prepare a full cost-benefit analysis to demonstrate that the overall benefits are sufficient to justify the full costs involved in running the Governance Group.

The Permit Authority will collect data, prior to the BCPLRS coming into effect, to provide a clear evaluation of the benefits achieved from operating the BCPLRS.

Surplus Revenue Policy

In accordance with the Regulations, the council will retain revenues obtained from charges to meet the costs incurred for operating the BCPLRS, including any subsequent costs required for BCPLRS evaluation.

The Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 requires Highway Authorities to invest at least 50% of surplus funds into highway maintenance.

Any surplus revenues will be applied towards initiatives that are associated to the objectives of the BCPLRS, within the areas shown below.

- Innovation – Techniques, research, and systems, including:

- Innovation in responses to the Climate Emergency.
- Developing new disruption saving products, services, or techniques.
- Improvements in noise, pollution, or safety.
- Research and development.
- Disruption - Congestion Mitigation, including:
 - Deploying new disruption saving products, services, or techniques.
 - Measures to mitigate congestion and disruption caused by activities, particularly major projects.
- Transport - Transportation Development, including:
 - Sustainable Transport in response to the Climate Emergency.
 - Transportation initiatives.
 - Enabling infrastructure.
 - Active Travel.
 - Accessibility.
- Infrastructure – Infrastructure and Apparatus, including:
 - Projects in responses to the Climate Emergency
 - Installing infrastructure to enable apparatus to be accessed without disruption.
 - Measures to improve systems and records.
- Repairing potholes
 - Caused by utility street works (where permitted by regulations).

(The surplus fund can't be used for the repairing of potholes caused by general wear and tear or, for example, bad weather).

Surplus funds may be used for either capital or revenue projects.

To determine the appropriate use of surplus revenues, the Council will establish a Lane Rental Scheme Governance Board, which will operate in accordance with any statutory guidance and will evaluate opportunities or requests for the application of these funds. This board will comprise of:

- Representatives from the regional Joint Utilities Group (comprising water, gas, electricity and communications).
- Representatives from BCP Highways, Permit Authority, Treasurer and Administrator.
- An appointed BCP Board Chair.
- Representatives from the team or body administering the process that evaluates opportunities or requests for funding and monitors and reports on the results.

Requests for allocation of surplus funds will be submitted with a business case setting out estimated costs, benefits; expected outcomes; and time scales.

The principles applied to the application of the surplus revenues will be applied equally, without any consideration as to the original source of the funds and consistent with a parity of approach for all Promoters.

If the person or organisation submitting the request for funding does not have the skills or resources to prepare a business case, a request can be made to the team or body that administers the process for support. Details of relevant forms will be provided on the council website and will be available upon request.

The results of the initiatives undertaken will be published and an objective measurement will be recorded and published to in order to identify the end benefit towards the network management and road users in Bournemouth, Christchurch and Poole.

The management of the revenues from the Governance Group will be separate from other BCP revenues.

BCP Council or its agent will keep an account of the revenues and costs associated to the Governance Group, including a record of the application of surplus revenues. These accounts will be published on an annual basis.

Scheme Variations

Demands on the BCP Council highway network are always subject to change and therefore BCP will always seek to change the BCPLRS to help manage that demand.

It is therefore expected that the BCPLRS and scope may vary to ensure it is providing the necessary powers and tools required by the Permit Authority to meet their statutory duty. There may be a requirement to amend the waivers and/or charge reductions to ensure the incentives from the BCPLRS charges are achieving the desired objectives.

In circumstances where BCP wants to change the BCPLRS, subject to Regulation, any such changes will be formally consulted on, including via SWHAUC. Where applicable, for example, in the amendment to locations or charge bands, associated evidence will be provided to justify the changes requested.

Any changes will not vary the total road length or number of streets or alter the overall ratio of charge bands covered by the BCPLRS from the current number by more than +/- 3% (three per cent).

For more substantial changes to the BCPLRS, such as the scope and structure of the scheme, these cannot be made without the consent of the Secretary of State, in which case a new application and legal Order may be required. In this case a Lane Rental Scheme Joint Development Group will be established which will consider, review and comment on documentation prepared to support formal consultation with stakeholders by Bournemouth, Christchurch and Poole Council for proposed changes to the BCPLRS.

The Joint Lane Rental Development Group will be made up of Officers of the Council, Environmental Health officer(s), local Utility representatives who are members of the Joint Utilities Group (JUG), any consultants or support staff employed by the Council, National Highways, and neighbouring Local Authorities as appropriate.

Formal consultation will follow the most recent published DfT Guidance available at the time the consultation is undertaken.

Transitional Arrangements

BCP will provide Promoters with no less than 12 weeks' formal notice for the coming into effect of the BCPLRS.

The basic rules of transition will apply to all works which could be covered by the scope of the BCPLRS:

- i. No lane rental charges will be levied on any works for the first calendar month of Scheme operation following the Scheme coming into effect date, however, the Council still expects all promoters of works in Specified Locations at specified times during this period to best mitigate any disruption their works might cause.
- ii. After the initial calendar month of scheme commencement, the Scheme will apply to all works where the initial permit application, or in cases of Major works, a provisional advanced authorisation, is submitted to the Council after the date the Scheme comes into legal effect.

- iii. All works with a permit granted prior to the Scheme coming into effect will not be subject to lane rental charge (see iv below).
- iv. If any works covered by (iii) are varied by duration or methodology once the Scheme is in effect, they will become subject to lane rental charge from the date that any variation takes effect, beyond the initial calendar month when no lane rental charges will be applied as set out in (i).
- v. All works with a Provisional Advanced Authorisation granted prior to the Scheme coming into effect will not be subject to a lane rental charge, provided the work has started within 24 months of the Scheme coming into effect. Where a subsequent permit application for these works to commence within 24 months of commencement of the scheme has been submitted, but road network coordination considerations prevent the Council from granting the permit, a work will not be subject to a lane rental charge provided the Promoter commences the works at the earliest date at which the Council considers there to be acceptable availability on the road network.
- vi. Any works directly related to works covered by (v), but which will have a separate permit application (such as diversionary works) will also not be subject to a lane rental charge.

In advance of the BCPLRS coming into effect and during the period of notice, the Permit Authority will operate a shadow-running of the BCPLRS for a period of 4 weeks.

This period will provide opportunity for the Promoter and Permit Authority to embed new ways of working, including operating processes and IT system usage.

If, during this period and prior to a BCPLRS coming into effect any Promoter considers that they have a planned activity that may affect their compliance to the BCPLRS, they must contact the Permit Authority at the earliest opportunity to discuss a practical resolution.

During the transition and formal notice period, prior to a BCPLRS coming into effect, no BCPLRS charges will apply.

There are no dis-applied or modified sections from NRSWA because of the BCPLRS coming into effect.

Timeline Overview	Month 1	Month 2	Month 3	Month 4	Month 5
SoS Approval	x				
Notice Given to Promoters		x			
Statutory Instrument Process		x	x	x	
Shadow Running + No Charges				x	
BCPLRS Commences + Charges					x

The timescale has the following steps:

- The Secretary of State's Approval in Month one.
- A statutory notice of the intention is given to the works promoters in month two.
- The statutory instrument is drawn up, which will take place from months two to four.

- The lane rental scheme will shadow the permit scheme with one lane rental charges in month four.
- The lane rental scheme comes into operation with charges applying from month five.

It is noted that this timescale is approximate although the notice period will be adhered to.

Appendix D BCP LRS Road Schedule

USRN	Street Description	Road Number	Whole Road Flag	Part Road Description	Part Length (km)	Traffic Sensitive	Periodicity Days	Periodicity Times
3700001	RICHMOND HILL ROUNDABOUT	A347	Yes		0.29	Yes	Everyday	06:00-20:00
3702951	COOPER DEAN ROUNDABOUT	A3060	Yes		0.26	Yes	Everyday	06:00-20:00
3700001	ALMA ROAD	A3049	Yes		1.10	Yes	Everyday	06:00-20:00
3702401	ASHLEY ROAD	A3049, A35	Yes		1.31	Yes	Everyday	06:00-20:00
3704301	BATH ROAD	B3066	Yes		1.11	Yes	Everyday	06:00-20:00
3705051	BELLE VUE ROAD	B3059	Yes		2.16	Yes	Weekdays	06:00-09:30, 16:00-18:00
3707101	BOUNDARY ROAD	A347	No	WHOLE ROAD - EXCLUDES SIDE ACCE	1.20	Yes	Everyday	06:00-20:00
3711251	CASTLE LANE EAST	A3060	Yes		2.64	Yes	Everyday	06:00-20:00
3711301	CASTLE LANE WEST	A3060, C319	No	WHOLE ROAD (EXCLUDE ACCESS ROA	5.59	Yes	Everyday	06:00-20:00
3711941	CENTENARY WAY	A35	Yes		0.56	Yes	Everyday	06:00-20:00
3712351	CHERRY DRIVE	A347	Yes		0.11	Yes	Everyday	06:00-20:00
3713251	CHRISTCHURCH ROAD	A35, B3064	Yes		5.36	Yes	Everyday	06:00-20:00
3714551	COMMERCIAL ROAD	C320	No	EXCLUDES PEDESTRIANISED AREA	0.36	Yes	Everyday	06:00-20:00
3717876	DEANSLIEGH ROAD		No	DEANSLIEGH ROAD - CASTLE LANE EAS	0.62	Yes	Everyday	06:00-20:00
3721701	ENSBUURY PARK ROAD	A347, C318	No	REDHILL AVENUE TO CHERRIES DRIVE	0.08	Yes	Everyday	06:00-20:00
3722201	EXETER ROAD	C307, B3066	Yes		0.73	Yes	Everyday	06:00-20:00
3722951	FIRVALE ROAD	C320	Yes		0.13	Yes	Weekdays	06:00-09:30, 16:00-18:00
3724551	GERMIS PLACE	C307, C320	Yes		0.34	Yes	Everyday	06:00-20:00
3731201	GOLDHILL ROAD	A3049, A35, C320, B3066	Yes		3.03	Yes	Everyday	06:00-20:00
3732951	LANDSOWNE ROAD	B3059	Yes		1.41	Yes	Everyday	06:00-20:00
3738851	MAGNA ROAD	A341	Yes		0.44	Yes	Everyday	06:00-20:00
3743451	NEW ROAD	A347	No	WHOLE ROAD - EXCLUDES SERVICE RC	0.82	Yes	Everyday	06:00-20:00
3745251	OLD CHRISTCHURCH ROAD	C320	No	EXCLUDES PEDESTRIANISED AREA	0.69	Yes	Everyday	06:00-20:00
3745701	OSWALD ROAD	A347	No	ONE WAY SECTION BETWEEN REDHILL	0.07	Yes	Everyday	06:00-20:00
3746301	PALMERSTON ROAD	A35	No	CENTENARY WAY TO CHRISTCHURCH I	0.35	Yes	Everyday	06:00-20:00
3747951	POOLE HILL	C320	Yes		0.22	Yes	Everyday	06:00-20:00
3748051	POOLE ROAD	C320, B3066	Yes		1.48	Yes	Everyday	06:00-20:00
3749901	REDHILL AVENUE	A347	No	ENSBUURY PARK ROAD TO ASHTON	0.55	Yes	Everyday	06:00-20:00
3750051	REDHILL DRIVE		No	ROAD				
3750451	RICHMOND PARK ROAD	A3049	No	AVENUE	0.16	Yes	Weekdays	06:00-09:30, 16:00-18:00
3750701	RINGWOOD ROAD	A348	No	EXCLUDES SPUR AT SOUTHERN END	1.24	Yes	Everyday	06:00-20:00
3753501	SEABOURNE ROAD	C309, B3059	Yes	EXCLUDES SIDE ACCESS ROADS ETHE	5.08	Yes	Everyday	06:00-20:00
3753701	SEAMOOR ROAD	C320	Yes		0.68	Yes	Everyday	06:00-20:00
3755451	SOUTHBOURNE GROVE	B3059	Yes		0.60	Yes	Weekdays	06:00-09:30, 16:00-18:00
3755551	SOUTHBOURNE ROAD	C309, B3059	No	SOUTHBOURNE GROVE TO TUCKTON F	0.44	Yes	Weekdays-Satur	07:00-20:00
3757951	ST PAUL'S ROAD	A35	Yes		0.39	Yes	Weekdays	06:00-09:30, 14:30-18:00
3758151	ST MARY'S ROAD	C320	No		0.58	Yes	Everyday	06:00-20:00
3758151	ST MATHIAS'S ROAD SOUTH	A35	No	GERMIS PLACE TO GLEN FERN ROAD	0.20	Yes	Weekdays	06:00-09:30, 16:00-18:00
3760751	TALBOT AVENUE	A347	Yes	EXCLUDES ACCESS ROAD TO 2-20 ST S	0.68	Yes	Everyday	06:00-20:00
3760901	TALBOT ROAD	A3049	Yes		1.44	Yes	Everyday	06:00-20:00
3761351	TERACE ROAD		Yes		1.08	Yes	Everyday	06:00-20:00
3762501	TUCKTON ROAD	C309	No	TUCKTON ROAD - STOUR ROAD TO SOI	0.40	Yes	Everyday	06:00-20:00
3764801	WALLISDOWN ROAD	A3049	Yes		1.84	Yes	Everyday	06:00-20:00
3767301	WESTOVER ROAD	C320	No		0.42	Yes	Everyday	06:00-20:00
3767601	WHITELEG WAY	A347	Yes		0.98	Yes	Everyday	06:00-20:00
3768001	WILLOWMEAD	A341, A3049, A347, C319, A3060	No	EXCLUDES SIDE ROAD BETWEEN NORT	0.76	Yes	Everyday	06:00-20:00
3769272	REDHILL YOUTH WEST ROUNDABOUT		Yes		0.17	Yes	Everyday	06:00-20:00
3770280	REDHILL ROUNDABOUT	A347	Yes		0.12	Yes	Everyday	06:00-20:00
3770317	NORTHBORUNE ROUNDABOUT	A347	Yes		0.18	Yes	Everyday	06:00-20:00
3770333	BOUNDARY ROUNDABOUT	A347	Yes		0.18	Yes	Everyday	06:00-20:00
3770337	ST MATHIAS'S ROUNDABOUT	A35	Yes		0.13	Yes	Everyday	06:00-20:00
3770340	EAST AVENUE ROUNDABOUT	A347	Yes		0.14	Yes	Everyday	06:00-20:00
3770341	BOURNEMOUTH INTERNATIONAL C	B3066	Yes		0.07	Yes	Everyday	06:00-20:00
3770342	THELANDSOWNE ROUNDABOUT	B3064	Yes		0.12	Yes	Everyday	06:00-20:00
3770404	THE PARK AVENUE	C320	No	ROUNDABOUT BETWEEN HOLDENHUR	0.01	Yes	Weekdays	06:00-09:30, 14:30-18:00
3771111	RICHMOND PARK BRIDGE	A3049	Yes		0.44	Yes	Everyday	06:00-20:00
7500010	PURWELL CROSS ROAD	B3059	Yes		0.62	Yes	Everyday	07:00-20:00
7500021	HIGHCLIFFE ROAD	A337	No	EAST OF HOBURNE ROUNDABOUT TO I	0.45	Yes	Everyday	06:00-20:00
7500029	SOMERFORD ROAD	B3059	No	EXCLUDE NORTHERN PARALLEL ACCE	1.58	Yes	Monday-Satur	07:00-20:00
7500035	STONYLANE ROUNDABOUT	A35	Yes		0.43	Yes	Everyday	06:00-20:00
7500042	STOUR ROUNDABOUT	B3059	Yes		0.08	Yes	Monday-Satur	07:00-20:00
7500043	HIGH STREET	B3073	Yes		0.32	Yes	Everyday	06:00-20:00
7500044	BRIDGE STREET	C350	No	EXCLUDE ACCESS TO ROSSITERS QUA	0.41	Yes	Everyday	06:00-20:00
7500045	FAIRMILE ROAD	B3073	Yes		1.84	Yes	Everyday	06:00-20:00
7500177	GERMIS PLACE	C350	Yes		0.01	Yes	Everyday	06:00-20:00
7500181	LINGTON ROAD	A337	No	EXCLUDE SIDE ACCESS ROAD TO 132-1	3.45	Yes	Everyday	06:00-20:00
7500224	BARRACK ROAD	A35	No	WHOLE ROAD - EXCLUDES ACCESS RO	3.43	Yes	Everyday	06:00-20:00
7500344	SOMERFORD ROAD ROUNDABOUT	A35	Yes		0.19	Yes	Everyday	06:00-20:00
7500554	STOUR ROAD	C16X, B3059	Yes		1.26	Yes	Everyday	06:00-20:00
7500667	STONYLANE	B3347	No	PURWELL TO STONYLANE ROUNDABO	0.45	Yes	Everyday	06:00-09:30, 16:00-18:00
7500675	HOBURNE ROUNDABOUT	A337	Yes		0.12	Yes	Everyday	06:00-20:00
7500781	CASTLE STREET	C350	Yes		0.05	Yes	Everyday	06:00-20:00
7500815	GROVE ROUNDABOUT	B3073	Yes		1.37	Yes	Weekdays	06:00-09:30, 14:30-18:00
7500902	RINGWOOD ROAD	C497	Yes		0.35	Yes	Everyday	06:00-20:00
7501012	ROCKSIDE WAY	A35	No		0.48	Yes	Everyday	06:00-20:00
7500666	BARTATES	B3073	Yes		0.08	Yes	Monday-Satur	07:00-20:00
7500650	PURWELL CROSS ROAD ROUNDABOUT	B3059	Yes		0.09	Yes	Everyday	06:00-20:00
7500665	BAILEY ROUNDABOUT	A35	Yes		0.07	Yes	Everyday	06:00-20:00
7502052	FAIRMILE ROUNDABOUT	B3073	Yes		0.16	Yes	Everyday	06:00-20:00
10100194	ST PETER'S ROUNDABOUT	B3066	Yes		1.09	Yes	Everyday	06:00-20:00
30300067	RIGLER ROAD	A350	Yes		0.26	Yes	Everyday	06:00-20:00
30300097	BRIDGE APPROACH	A350	No	LONGFLEET TO PARKSTONE ROAD	0.14	Yes	Everyday	06:00-20:00
3030101	ELIZABETH ROAD	A350	Yes		0.78	Yes	Everyday	06:00-20:00
3030101	WEST CLAY ROAD	A350	Yes		0.03	Yes	Everyday	06:00-20:00
3030111	BAY HOG LANE	A350	Yes		0.13	Yes	Everyday	06:00-20:00
3030144	TONNIGATE BRIDGE	A350	Yes		0.87	Yes	Everyday	06:00-20:00
3030166	KINGLAND ROAD	C338	No	KINGLAND ROAD ROUNDABOUT TO GE	0.55	Yes	Everyday	06:00-20:00
3030171	PARKSTONE ROAD	A350, A350	Yes		1.26	Yes	Everyday	06:00-20:00
30300172	MOUNT PLEASANT ROAD ROUNDABOUT	A350	Yes		0.13	Yes	Everyday	06:00-20:00
30300176	GEORGE ROUNDABOUT	A350	Yes		0.29	Yes	Everyday	06:00-20:00
30300177	LONGFLEET ROAD	A350, B3068	Yes		1.03	Yes	Everyday	06:00-20:00
30300213	SANDBANKS ROAD	A35, B3369, A350	No	PARK ROAD TO ELGIN ROAD	1.29	Yes	Weekdays	06:00-09:30, 16:00-18:00
30300213	SANDBANKS ROAD	A35, B3369, A350	No	GYRATOR FROM PARK ROAD TO PARK	0.43	Yes	Everyday	06:00-20:00
30300242	STOUR ROAD	A35	No	SANDBANKS ROAD TO COMMERCIAL R	0.24	Yes	Everyday	06:00-20:00
30301515	FERNSIDE ROAD	C305, B3093, A35	Yes		1.43	Yes	Everyday	06:00-20:00
30300217	WIMBORNE ROAD	B3093, A35	Yes		2.69	Yes	Everyday	06:00-20:00
30300218	SERPENTINE ROAD ROUNDABOUT	B3093	Yes		0.06	Yes	Everyday	06:00-20:00
30300316	NORTH ROAD	C305	Yes		1.39	Yes	Everyday	06:00-20:00
30300317	CONSTITUTION HILL ROAD	C312	Yes		1.00	Yes	Weekdays	06:00-09:30, 14:30-18:00
30300319	RINGWOOD ROAD	A3049, B3068	Yes		5.17	Yes	Everyday	06:00-20:00
30300320	ASHLEY ROAD	A3040, B3061	Yes		2.23	Yes	Everyday	06:00-20:00
30300329	RICHMOND ROAD	C332	Yes		0.46	Yes	Everyday	06:00-20:00
30300352	BOURNEMOUTH SOUTH ROAD	A35	Yes		2.06	Yes	Everyday	06:00-20:00
30300353	WILLOW WAY	C300, A349	Yes		0.12	Yes	Everyday	06:00-20:00
30300505	HERBERT AVENUE	C322	Yes		2.06	Yes	Everyday	06:00-20:00
30300556	ALDER ROAD	A340	Yes		2.59	Yes	Everyday	06:00-20:00
30300664	VIEWPOINT ROUNDABOUT	B3061	Yes		0.07	Yes	Weekdays	06:00-09:30, 16:00-18:00
30300675	OLD WARHAM ROAD	B3061	Yes		1.23	Yes	Everyday	06:00-09:30, 16:00-18:00
30300680	OLD WARHAM ROAD ROUNDABOUT	B3068	Yes		0.06	Yes	Everyday	06:00-20:00
30300684	ALDER ROAD ROUNDABOUT	A340	Yes		1.57	Yes	Everyday	06:00-20:00
30300758	BROADSTONE WAY	C300, A349	No	CABOT LANE TO HOLES BAY	0.70	Yes	Everyday	06:00-20:00
30300845	SHOOTING STICK ROAD	C321, A349	No	WHOLE ROAD - EXCLUDES SIDE ACCE	1.20	Yes	Everyday	06:00-20:00
30300906	FLEETBRIDGE ROUNDABOUT	A349	Yes		0.40	Yes	Everyday	06:00-20:00
30300995	DARBY'S CORNER ROUNDABOUT	A349	Yes		0.31	Yes	Everyday	06:00-20:00
30300996	GRAVEL HILL	A349	Yes		3.77	Yes	Everyday	06:00-20:00
30300997	DUNVEATS ROAD ROUNDABOUT	A349	Yes		0.13	Yes	Everyday	06:00-20:00
30301018	MAGNA ROAD	A341	Yes		2.61	Yes	Everyday	06:00-20:00
30301055	OAKLEY HILL ROUNDABOUT	A349	Yes		0.06	Yes	Everyday	06:00-20:00
30301798	COMMERCIAL ROAD	A35	Yes		1.08	Yes	Everyday	06:00-20:00
30301896	HIGH STREET/NORTH	A350	Yes		0.20	Yes	Everyday	06:00-20:00
30302215	WILLISLAWN ROAD	A3049	Yes		1.67	Yes	Everyday	06:00-20:00
30302220	OAKLEY HILL	B3073	No	OAKLEY HILL ROUNDABOUT TO BOROL	0.03	Yes	Weekdays	06:00-09:30, 14:30-18:00
30302220	OAKLEY HILL	A349	No	GRAVEL HILL TO OAKLEY HILL ROUND	0.23	Yes	Everyday	06:00-20:00
30302545	MANNINGS HEATH ROAD	C322	Yes					



BCP Lane Rental Scheme

Governance of Surplus Funding

Document Control

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Introduction

On <insert date>, Bournemouth, Christchurch and Poole Council introduced a lane rental scheme, the Bournemouth, Christchurch and Poole Lane Rental Scheme (BCPLRS), to apply

charges to those undertaking street works and road works at the busiest locations at traffic sensitive times to encourage these works to be carried out in a less disruptive manner.

In accordance with the Regulations, Bournemouth, Christchurch and Poole Council will retain revenues obtained from charges to meet the costs incurred for the efficient operation of the BCPLRS. Any surplus revenues will be applied towards initiatives that are associated to the objectives of the BCPLRS, within the areas of transportation; enabling infrastructure; and industry practices and research and development.

This document details the governance model for the administration of revenues towards these initiatives—describing the roles of the participants and processes for decision-making, monitoring and evaluation.

This document does not detail the governance for the administration of the revenues obtained to meet the costs incurred for operating the BCPLRS. This governance will be subject to existing BCP financial governance and procedures.

Application of Surplus Funding

The Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 requires Highway Authorities to invest at least 50% of surplus funds into highway maintenance.

The BCPLRS sets-out the specific initiatives that the remaining 50% surplus revenues will be applied towards, which are principally associated to the objectives of the BCPLRS; to be applied equally (within a limited tolerance) to the following areas:

- Innovation – Techniques, research, and systems, including:
 - Developing new disruption saving products, services, or techniques
 - Improvements in noise, pollution, or safety. Research and development
 - Disruption - Congestion Mitigation including deploying new disruption saving products, services, or techniques.
 - Measures to mitigate congestion and disruption caused by activities, particularly major projects.
- Transport - Transportation Development, including:
 - Sustainable Transport
 - Transportation initiatives
 - Enabling infrastructure
 - Active Travel
 - Accessibility.
- Infrastructure – Infrastructure and Apparatus, including:
 - Installing infrastructure to enable apparatus to be accessed without disruption
 - Measures to improve systems and records
 - Schemes.
- Potholes
 - Caused by Utility Works.

The primary purpose of these initiatives is based on reducing the impact of works on the highway network, to reduce any disruption whilst important and essential services are maintained - this is the Scope of this administration. This Scope supports the aim to raise standards in the planning and execution of works for the benefit of the road users in Bournemouth, Christchurch and Poole.

Roles and Responsibilities for the BCPLRS Surplus Fund Management Board

A body of appointed representatives will form a Board, referred to as the “BCPLRS Surplus Fund Management Board”, which will oversee the administration of the surplus revenues, with the principal responsibility to evaluate and monitor proposals to spend this revenue towards initiatives.

The management and administration duties of the Board members are detailed within this section. In addition to these, there are common principles shared by all Board members, which are to:

- support the objectives of the BCPLRS regarding the application of surplus revenues,
- prudently invest revenues towards the objectives of the BCPLRS,
- be impartial among stakeholders and interested parties,
- account for actions and keep stakeholders and interested parties informed,
- be loyal,
- not delegate, unless by agreement,
- not profit,
- not be in a conflict-of-interest position,
- administer support the best interest of the beneficiaries.

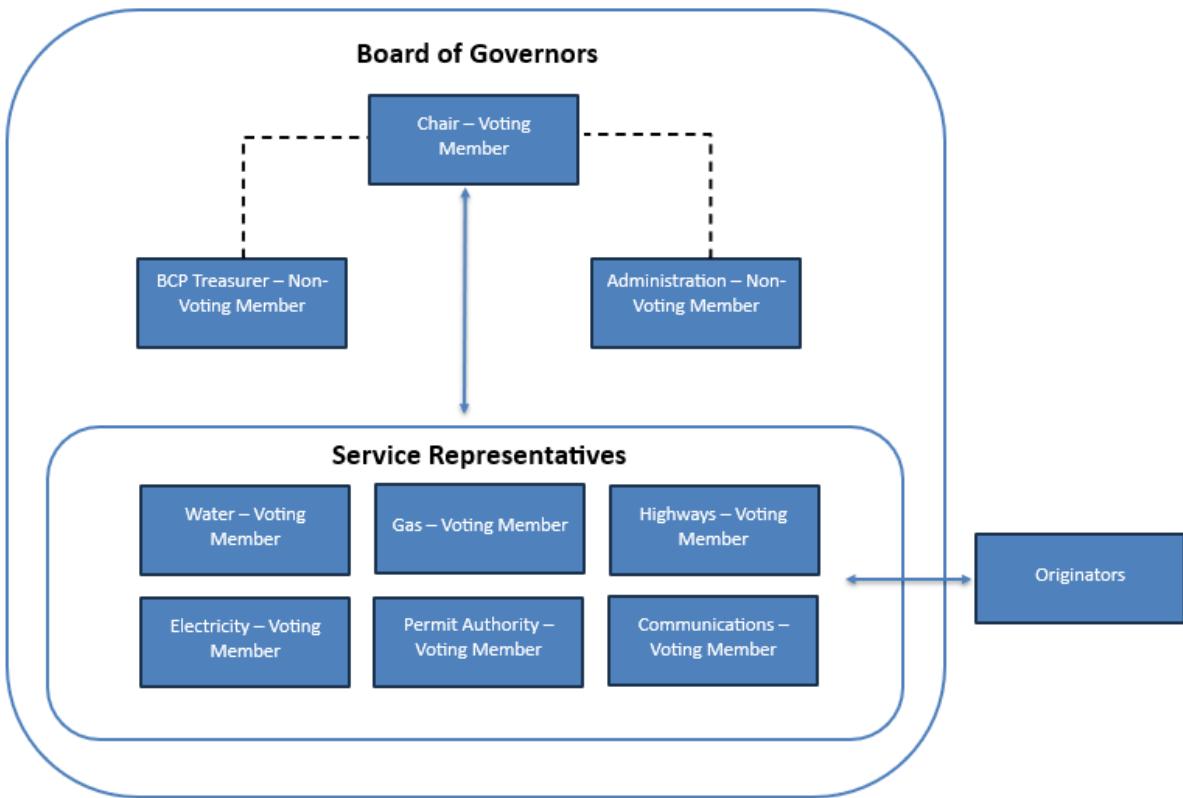
The Board members also have a responsibility to the wider implications and effect of their decisions outside of Bournemouth, Christchurch and Poole, for the benefit of industry and to ensure efficiency in the use of the surplus revenues.

To this effect, where possible, the Board must encourage collaboration with national groups and interested parties, including those operating schemes with similar initiatives. Every opportunity must be taken to maximise the effectiveness and efficiency in the use of surplus revenues.

The diagram below provides a graphical overview of the Board, which will essentially comprise members from service areas representing either promoter of works or BCP as a Permit Authority. These representatives will have the capability to identify, agree and implement any initiatives that will deliver the intended objectives of this administration.

Any involvement with the Board is on a voluntary basis without recompense from the BCPLRS revenues.

Structure of the BCPLRS Surplus Fund Management Board



The structure of the board of governors will be:

- Chair of the Board, who will have a vote
 - BCP Lane Rental Co-ordinator/Treasurer, who won't have a vote
 - Administration Support, who won't have a vote.
- Service Representatives
 - Water, who will have a vote
 - Gas, who will have a vote
 - Electricity, who will have a vote
 - Communications, who will have a vote
 - Highways, who will have a vote
 - Permit Authority, who will have a vote.

Board Representatives from the Joint Utilities Group

One representative from each of the utility areas of water, gas, electricity and communications will be included within this Board.

The National Joint Utilities Group (NJUG) will be invited to attend the Board, as a non-voting member, to ensure visibility and cross-industry engagement is obtained by the Board.

Board Representatives from BCP Highways (Promoter)

One representative from the BCP Highways Team as a Promoter of works will be included within this Board.

Board Representatives from BCP as Permit Authority

One representative from the BCP Permit Team as Street Authority will be included within this Board.

Board Representatives from BCP as Chair

A member of the BCP Senior Leadership Team will act as the Board Chairperson, referred to as Chair, or delegate this function to an appropriate officer, who will own the responsibility to:

- Chair the meetings of the Board.
- Organise and coordinate the Board's management and associated information.
- Evaluate the governance and performance of the Board.
- Resolve issues and mitigate risks related to the purpose of the Board.

They shall also ensure that the board operates in accordance with the BCP Council Financial Regulations.

BCP Administration Support

One representative from BCP will provide administrative support to the chair and collate funding applications.

BCP Controller/Treasurer

This role will be held by a BCP employee and will be primarily responsible for controlling and monitoring the surplus revenues and the associated governance.

This role will also administer the processes within the Governance, whilst also acting as a liaison between all parties and ensure the governance is in place and followed correctly.

This position will be appointed by BCP as a function of the BCPLRS Governance and Stakeholder Liaison Officer position.

Appointment to the Board

The initial Board will comprise of elected members from SWHAUC and those assigned to roles from BCP Council.

To ensure continuity and representation on the Board, each member may nominate one other individual to serve as a deputy in cases where the primary Board member is unable to attend.

Subsequent Board members will be nominated and elected via SWHAUC, where applicable. In any instances where a decision related to an appointment cannot be made by SWHAUC, BCP, as the Permit Authority, has the final decision on any appointment.

Term of Appointment

Each Board member will serve for a 24 (twenty-four) month term of appointment, after which time re-appointment must be sought or a new member appointed (as detailed within the previous section).

If, during a term of appointment, a Board member wishes to leave the Board, a new member will be sought either through SWHAUC or BCP (as appropriate). Ideally, the Board member will provide at least 3 (three) months' notice of their intention to leave to provide opportunity to facilitate a new appointment.

In circumstances where a Board member cannot provide sufficient notice and a new member cannot be appointed; a deputy representative can be nominated to the Board. BCP retain the authority to allow or deny this nomination during this interim stage.

In all instances, any new member of the Board, including deputy representatives, will take on the responsibilities and duties held by the previous member, including any related to new or existing initiatives.

Management and Administration - General Principles

The management of initiatives for surplus revenue spend will follow a process, with four key stages: (i) Application; (ii) Board Decision; (iii) Implement and (iv) Evaluation.

The initial stage is the development of an application, which will detail the objective to be achieved and the proposed methods to achieve this objective. This process will be carried out by an Application Originator.

Completed Applications will be considered and voted on by the Board who will determine whether the proposed surplus revenue spend is accepted or not.

Where an application is recommended for approval and funding is released by the Council, the Sponsor will take on responsibility for monitoring the implementation, expenditure, and any subsequent evaluation of the project, also ensuring the Group is kept updated during this process. At this stage, the Sponsor can be changed from the initial Sponsor to another Promoter Representative or Chair.

Once an application has been agreed, the proposed initiative will be implemented, which will require monitoring and Evaluation once it is complete. The final Evaluation stage will feed back into the Application development and Decision processes to further enhance decision making and management.

Application

Any organisation with a legitimate application can make a submission, however in the first instance anyone who wants to make an application will need to complete an Application for Revenue Spend - this individual will be referred to as the Originator. Where an Originator is not a member of the Board, they will need to seek sponsorship for the Application from a relevant Member (according to the service area or outcome of the initiative).

Completed Applications are to be sent to the BCPLRS Governance and Stakeholder Liaison Officer via email to BCPLRS@bcpcouncil.gov.uk, The BCPLRS Governance and Stakeholder Liaison Officer will immediately log the Application assigning it a unique number for identification. This number will be used throughout the life of the initiative for reference.

The BCPLRS Revenue Administrator will conduct an initial review of the Application to ensure it has been completed thoroughly and in accordance with the guidelines. If any further detail or development is required, the Application will be sent back to the Originator. Once an application is ready for review, it will enter the Decision process.

Decisions

The Implementation of any approved initiative will require close monitoring to ensure that it is delivered within the agreed scope, as defined within the Application, and achieves its stated objectives through the expected outcomes.

It is recognised that the initiative may be implemented by multiple parties not represented on the Board, so the Owner will be responsible for monitoring the management and progress during implementation, including reporting to the Board progress towards completion, variation to the scope and potential risks.

If at any stage of the implementation, either the Owner or the Board decide that the initiative will not meet the objectives outlined within the Application, or that there is a variation to the agreed scope of the initiative, then the implementation must be stopped and a formal report presented to the Board outlining a proposed course of corrective action. If necessary, this action may include stopping the Implementation and commitment of further resources, including cost, until a variation of course of action is agreed.

In such cases, the Owner must contact the Board Chair to discuss this matter at the earliest opportunity. The Board Chair will then decide on the best course of action, in consideration to any progress to date and schedule, to mitigate the impact of committed resources and potential wasted revenues.

Once the Implementation is complete, a final report must be submitted to the Board detailing the results of the initiative (as an Evaluation).

Evaluation

Every completed initiative must have an Evaluation of the overall result (outcomes) in consideration to the objectives. The purpose of this Evaluation is to (a) provide evidence that the initiative has delivered a tangible positive outcome; (b) provide information to enable the identification of further initiatives; and (c) provide lessons learnt to develop the decision-making process.

The evaluation of the initiative will be considered at the outset of the process through the Application stage; however, this can be developed in more detail during the implementation to allow further areas of evaluation.

The evaluation must be clearly aligned to the objectives of the BCPLRS, within the areas specified in the Scheme. Wherever possible, any associated measurements must represent tangible outcomes, for example, a reduction in the occupation of road-space, however, intangible outcomes may also support the overall evaluation, for example the opinion of residents or businesses.

During the development and preparation of the evaluation, the Owner and/or Originator is advised to consult with BCP to ensure the objectives, outcomes and associated measurements are pragmatic and fit-for-purpose.

Revenue Monitoring

The BCP Treasurer will take on the responsibility to record and monitor the accounts related to the surplus revenue, including current balance, projected income and monies allocated but not issued.

The Owner will be responsible for monitoring and reporting any spend in relation to a proposal during the implementation stage.

Both accounts will be presented to the Board at a BCPLRS Revenue Governance Meeting for review.

The revenue allocation, together with supplier engagement and management (if required) will be agreed through the Application process, but the general principle is stage payments and Originator supplier engagement and management (through their own protocols and procedures).

If after 12 (twelve) months of any allocation of revenues there is no evidence of research or tangible product as described in the Application, then BCP will reserve the right to recover all or any of the revenues allocated.

Meetings and Information Releases

The Board will meet on a three-month (quarterly) basis to review the application of the surplus revenue and make decisions in relation to the new and on-going initiatives.

If, due to extenuating circumstances, an application requires assessment in advance of an upcoming Board meeting, then a promoter may request that an application be circulated via email for consideration. Note: this will only be considered in extraordinary circumstances.

Chair and Administration

A member of the BCP Senior Leadership Team will Chair the BCPLRS Revenue Governance meetings.

BCP will provide administration to this meeting, to include scheduling and invitations; arranging the meeting venue; disseminating information; managing the agenda; and collecting and preparing a record of Key Actions and Decisions.

Agenda

The standard Agenda for the meeting is shown below; however, this may be adapted or developed as required:

- Apologies and Introductions – apologies for absence and introductions for new members or nominated representatives
- Previous Actions – a review of Actions from previous meetings (these may be covered within other Agenda items)
- New and Developed Applications – presentations; review and decisions relating to new and developed (previous) Applications
- Implementation Progress Update – updates from the monitoring and evaluation of approved Applications (until complete and closed) and the revenue account.
- Any other Business – other matters not considered on the agenda and within the scope of the meeting
- Next Meeting – confirmation of the date for the next meeting and any potential revision to the agenda.

The members of the Board are responsible for identifying any additional agenda items and preparing any information or background documentation for these items.

Related Management Information

The Administration will collate all the relevant meeting information including progress and account reports and circulate this to the Board one week (5 working days) prior to the scheduled meeting date.

Publicity

The Recipient of surplus following successful application shall use all reasonable endeavours to ensure that the public is aware that the works are supported by the BCP Lane Rental Scheme.

The Recipient shall include the use of the BCP Lane Rental Scheme logo (to be approved by the board) on publicity material, followed by the words:

"Supported by the BCP Lane Rental Scheme"

Information

BCP will provide an annual report on the use of the surplus revenues, detailing the initiatives undertaken and any measured outcomes. This report will be published to the BCP website, thereby accessible to the public.

BCP will review the governance arrangements for allocation of surplus revenue as part of the annual evaluation. This review will consider changes at both a BCP level for the LRS and a wider national level. The latter is to consider any national alteration in approach to the operation or governance of lane rental schemes, including changes to guidance relating to governance arrangements. Any proposed changes to governance arrangements will be take account of any views of relevant stakeholders prior to any changes being adopted.



BCP Lane Rental Scheme Evaluation Plan

Document Control

Version History

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Introduction

The New Roads & Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for Highway Authorities to operate lane rental schemes that involve charging Promoters for the time their activities (road and street works) occupy the highway during traffic sensitive times.

The BCP Lane Rental Scheme (BCPLRS) has been introduced to enable BCP Council to support the duty to co-ordinate and manage all activities on the highway to minimise disruption.

The BCPLRS will be evaluated on an annual basis. The first evaluation report will cover a full year from the commencement date specified in the Statutory Instrument / Lane Rental Scheme Order.

The BCPLRS Evaluation Report will be based on the original assumptions made within the BCPLRS Cost Benefit Analysis (CBA), data collected by the BCP Council Permit Scheme and various BCPLRS data and monitoring reports.

This document provides details on the evaluation methodology and the baseline data to be used for assessment and comparison purposes.

In the interest of parity and transparency, representatives of both BCP and Promoters will be actively involved in monitoring and the evaluation process.

The Regulations permit a portion of lane rental revenues to be applied for the purposes of lane rental scheme evaluation.

The evaluation plan includes provision for independent evaluation of the BCPLRS performance, including an assessment of the overall balance between costs and benefits arising from the BCPLRS.

Joint Working Arrangements

The joint working arrangements for the BCPLRS will be a group made up of Officers of BCP Council, local Utility representatives who are members of the Joint Utilities Group (JUG) and any consultants or support staff employed by BCP Council.

The Chair will be a Lead Officer from BCP Council with delegated authority from the council who shall act as the accountable body for the scheme.

BCP Lane Rental Scheme Scope

The BCPLRS has been designed to ensure that charges are only applied when Promoters occupy lane rental streets at traffic sensitive times and to allow waivers or reduced charges at other times or for different ways of working to encourage Promoters to adopt less disruptive working practices.

Background

The Government's expectation is that a robust evaluation plan will be built into any proposed lane rental scheme that is submitted for Secretary of State approval.

As the evaluation plan is an integral part of the BCPLRS, there is a need to adhere to the plan to comply with the terms of any Secretary of State approval.

The BCPLRS Evaluation Report will inform Central Government's overall assessment of the effectiveness of lane rental schemes nationally.

The BCPLRS Evaluation Plan is based on the principle that the original BCPLRS Cost Benefit Analysis output is repeated using actual data produced over the initial and following years of operation.

Actual impacts and benefits are therefore calculated in a manner consistent with the original assumptions.

BCP Council Lane Rental Scheme Evaluation Plan Objectives

The principal objective of the BCPLRS Evaluation Plan is to assess the extent to which the BCPLRS objectives are being met and the ongoing appropriateness of key parameters, such as the list of lane rental streets and charge levels.

The BCPLRS seeks to limit the amount of disruption to Bournemouth, Christchurch and Poole roads by encouraging the undertaking of activities at the least disruptive time for road users, and for the early completion of activities.

The BCPLRS is designed to limit the carrying out of activities at specified locations at specified times by applying a daily charge for any part(s) of the day that the highway is occupied by the activities during chargeable hours.

The daily charge will not apply if the activities take place outside of the specified times.

The BCPLRS therefore provides a mechanism for providing all activity Promoters with an incentive to change behaviour and minimise their occupation of lane rental streets at traffic sensitive times which are the most critical parts of the highway network.

The BCPLRS applies the following guiding principles:

- The cost of disruption from activities on the highway network must be recognised
- Inconvenience to all people using a street must be minimised, but particularly to people with accessibility requirements, and other vulnerable road users such as people walking or cycling.

The objectives of the BCPLRS are to:

- Apply the scheme to all work Promoters on a consistent basis
- Promote behavioural change to minimise the duration of occupation of the highway at the busiest locations at traffic sensitive times
- Minimise the number of activities taking place during the most traffic sensitive times
- Contribute towards reducing disruption to all road users.

BCP Council will measure against these objectives and evaluate whether they are being met.

The means by which that will be achieved are set out in the Evaluation and Governance section of the BCP Lane Rental Scheme Document, and this BCPLRS Evaluation Plan.

Improvements Expected

The expected improvements from the BCPLRS are:

- Behavioural changes that minimise the duration of occupation of the highway at the busiest locations at traffic sensitive times
- Reductions in the proportional number of activities taking place during traffic sensitive times
- Contributions towards maintaining or improving journey time reliability on the highway network.

Evaluation Plan Assessment Parameters

The BCPLRS Evaluation Plan sets out the evidence and data that will be collected to enable a proper evaluation to take place, and the pre-lane rental benchmarks against which the before and after comparison will be made. Therefore, the BCPLRS Evaluation Plan defines:

- The success criteria by which it will be measured
- The information used for monitoring and assessment, please refer to table 1
- Surplus Revenue Allocation
- Base Innovation and Disruption Saving Assumptions
- Customer Satisfaction Monitoring
- Updating the lane rental streets list.

Success Criteria

The principal success criteria of the BCPLRS are delivery of benefits arising from the BCPLRS, which are defined as:

- Reductions in disruption and congestion delay for road users where activities are carried out in a less disruptive way, benefiting both business users and private individuals
- Improved journey time reliability for road users where activities are carried out in a less disruptive way, benefiting both business users and private individuals
- Revenue generated by BCPLRS. The regulations require the revenue generated from lane rental to be applied to measures that will help to reduce the disruption caused by future activities. Such measures would be expected to deliver further benefits to Promoters, activities undertakers and road users
- Environmental benefits. By reducing the congestion arising at activity sites, the BCPLRS has the potential to reduce road transport-related emissions – particularly local air quality pollution that is exacerbated by stationary or slow, stop-start traffic.

Table 1 – Summary Monitoring and Assessment Table

Baseline Costs and Benefits Parameters	Year 1	Year 2 +	Net Present Value
COSTS			
Lane Rental Scheme charges paid by Promoters	£	£	

BCPLRS administration costs	£	£	
TOTAL COSTS	£	£	
BENEFITS			
BCPLRS surplus revenue allocation	£	£	
TOTAL BENEFITS	£	£	

The monitoring will take into account, for each year of operation;

- The costs, which will be income generated through the scheme minus the administration costs of the scheme.
- The benefits, which will be the grants allocated from the scheme.

Surplus Revenue Allocation

An important element to the BCPLRS Evaluation Plan is an assessment of the allocation and subsequent impacts of any surplus revenues generated.

Surplus revenues will be applied towards initiatives that are associated with, and aligned to, the objectives of the BCPLRS, within the areas shown below:

- Investments in innovation and developing new disruption saving products, services or techniques.
- Trials of new disruption saving products, services or techniques
- Transportation
- Installing infrastructure to enable apparatus to be accessed without disruption
- Measures to improve systems and records
- Measures to improve noise, pollution or safety relating to activities
- Measures to mitigate congestion and disruption caused by activities, particularly major projects
- Enabling infrastructure
- Industry practices and research and development
- Repairing potholes caused by utility street works (where permitted by regulations).

Base Innovation and Disruption Savings Assumptions

It is assumed that:

- Significant progress will be made in developing and applying new, less-disruptive techniques by the third year of the BCPLRS
- There will be increased scope to work in less disruptive ways in years three (3) to five (5) onwards, therefore, in following years Promoters and undertakers are able to reduce their exposure to lane rental charges by increasing their expenditure on, and use of, less disruptive working practices
- Lane rental charges will also provide an incentive for Promoters and undertakers to further invest in the development of less-disruptive techniques
- There will be an increased use of innovative traffic management
- There will be an increased use of innovative techniques.

Customer Satisfaction Monitoring

Another important element of the BCPLRS Evaluation Plan is an assessment of changes to the public perception of activities on the highway network.

Wherever possible, monitoring of customer satisfaction, public perception and stakeholder communication will be undertaken and reported on.

Examples of surveys and monitoring could include:

- Frustrations associated with activities carried out at busy times
- Frustrations associated with repeated activities on the same stretch of road
- Streets partially closed, but no-one working on site
- Future activities communicated effectively
- Acknowledgement that the cost of activities to society are being recognised
- Understanding that the cost of activities to society are being repaid through network and operational improvements.

Updating the Lane Rental Street List

Part of the assessment of the BCPLRS is a review of the lane rental streets lists.

It is anticipated that, depending on the extent of changes and developments to the Bournemouth, Christchurch and Poole Council Highway Network, the list of lane rental streets will be reviewed every, one (1) to three (3) years.

This is to ensure that the list is always appropriate and takes account of changes to the highway network.

Lane Rental Charges

In accordance with the Regulations and the scope of the BCPLRS, BCP will apply a daily rate of charge for the duration of the specified activities carried out by the promoter at the specified location during the specified times and days.

Calculating the Charge

To calculate the daily rate of charge, other than for immediate works, the duration of the activities shall begin on the date specified in the actual start of works notice and end on the date specified in the works stop notice, the date of works ended.

For all types of immediate works, charges will be waived for a period of 48 hours after which time the normal lane rental rules for the location will apply – taking the works start as stated within the relevant permit application and ending on the date stated on the relevant Section 74 works clear or works stop notice.

Promoters are strongly encouraged to consider the carrying out of immediate works or urgent activities outside of specified days and times wherever possible.

When calculating the actual work start and finish dates for all activities, the Permit Authority or the promoter may provide additional information to prove a variation to the duration and activity type, if different to any submitted notice. In all circumstances any charge will be applied according to the actual occupation and activity.

Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the BCPLRS charges.

Identifying Lane Rental Charge Periods

Within the Cost Benefit Analysis (CBA), a traffic model is used with an assumption being that activities are done outside traffic sensitive times and / or with a shorter duration.

A comparison with normal behaviour is then possible, and this is done by simulation with normal activities creating reduced traffic flows using a traffic profile run in the Department for Transport (DfT) QUADRO (QUEues And Delays at ROadworks) model.

DfT Guidance states:

'An application must demonstrate how the scheme will deliver the benefits, and it must also justify the details of the scheme, including which roads which are included in the scheme, the charging structure etc. The application must include a full cost benefit analysis of the scheme with all the underlying data used to create the assumptions in that analysis.'

Benefits attributed to lane rental should not include those benefits that could reasonably be expected to arise in the absence of lane rental under other mechanisms already in place within the area of the proposed scheme.'

To support promoters in identifying the times lane rental charges apply to lane rental streets the journey time profile has been aligned to the traffic sensitive streets times, so lane rental charges apply during traffic sensitive times on the identified streets.

Lane Rental Charge Categories

The Regulations allow for a prescribed daily rate of charge, which may be waived or reduced in particular cases.

In accordance with the Regulations and with consideration to the objectives of the BCPLRS, there are a range of charge categories depending on the traffic control type, works type, location, times and days of work.

The BCPLRS 'BCP Council Lane Rental Scheme Charges Policy and Table' sets out the traffic control type, works type, location, times and days of work and any applicable charge.

If an activity spans more than one traffic control type at any time during duration of the activities, then the daily rate of charge will apply for the days the different traffic control type is in place.

In instances where the activities have fully moved to a lower traffic control type, thereby changing the charging to be applied, the promoter must submit a timely permit variation. If the permit variation is solely for the purpose of notifying that the activities have transferred from one traffic control type to another then this permit variation would not be subject to a permit fee.

For the calculation of charges in such instances the Permit Authority will determine the timings for such changes based on the receipt of the associated permit variation.

In accordance with the Regulations 4(4) the Permit Authority reserves the right in exceptional and unavoidable circumstances, to apply a discretionary discount to the lane rental charge.

Reference to Previous Lane Rental Trials Cost Benefit Analysis

Prior to the introduction of the lane rental scheme a cost benefit analysis was carried out. This was based on the QUADRO programme.

A range of activities scenarios were modelled at selected locations across the network to establish representative values for the costs of the roadwork. For each site, tests were carried out for lane closure and for full road closure, with and without the lane rental scheme in place, and for activities outside the time sensitive periods.

The QUADRO output was collated to determine average values for each charge band and network type.

These average values were used for the original cost benefit analysis and have been adopted for the post scheme monitoring of the trial schemes.

The cost benefit analysis, prior to the introduction of trial lane rental schemes, was based on the average values per activity and on assumptions about the potential behaviour change by Promoters.

Average Cost of Activities on the Highway

The average costs of activities on the highway established for the trial cost benefit analysis were based on outputs from the QUADRO program.

The costs per day of activities include vehicle delay, diversion, consumer and business impacts, accident costs, fuel carbon emissions, fuel tax revenue, etc.

To maintain a consistent approach, these average representative costs have been used for the original BCPLRS Cost Benefit Analysis and any BCPLRS Evaluation Reports unless more accurate data is identified.

Evaluation Principles

In the BCPLRS CBA, a traffic model is used with an assumption based on those activities being moved to outside traffic sensitive times, and a comparison made of the different impacts.

These lane rental charge periods can also be shown for weekday and weekend days. The assumption is that a % of activities move to times outside traffic sensitive times. This is shown as the total workdays that move from peak to off peak times.

Another factor considered is improved efficiency of work during peak hours or lane rental charge periods.

Analysis of whether activities are completed quicker will be evidence based and collected throughout the year.

The BCPLRS Evaluation Plan is an examination of actual data regarding the behavioural change from introducing BCPLRS with comparison to the original assumptions made in the pre-scheme CBA.



BCP Lane Rental Scheme Cost Benefit Analysis

Document Control

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Introduction

The Bournemouth, Christchurch and Poole Lane Rental Scheme (BCPLRS) has been proposed to enable BCP Council to support the duty to co-ordinate and manage all street and road works, also known as activities on the highway, to minimise disruption in accordance with the Network Management Duty, a key principle of the Traffic Management Act 2004.

A lane rental scheme is designed to work in conjunction with a permit scheme to complement the powers provided within this scheme through a charging regime for works taking place on the most congested sections of the network at peak times.

The BCPLRS will also align with the objectives of the existing permit scheme, particularly:

- Encourage a proactive approach to planning and undertaking of works on the highway.
- Ensure parity of treatment for all activity promoters.
- Reduce any unreasonable occupation of the Highway through efficient coordination and to minimise the impact of works on the travelling public.

Cost Benefit Analysis

A Cost Benefit Analysis (CBA) has been carried out to forecast and report the benefits of the proposed BCPLRS.

The CBA has been carried out in accordance with the Department for Transport (DfT) Transport Appraisal Guidance TAG Unit A1.1 Cost-Benefit Analysis and the best practice guidance set out in The Green Book (HM Treasury 2022).

The impact of the traffic management works has been modelled using QUADRO 2021 (Queues and Delays at Roadworks) v4.20.0.1. The software models queues and delays at roadworks and reports the monetary value of the travel time and vehicle operating costs of the works against a free flow baseline situation.

The modelled impacts have been collated and reported using the CBA form provided by the DfT for this purpose.

CBA Parameters

The following parameters have been applied in the analysis:

- Present Value Base Year (for calculating TM, Staff costs and LR Charges) **2026**.
- Appraisal Period **10 years**.
- Opening (Base) Year for Scheme **2027**.
- Design (Future) Year for Analysis **2036**.
- Price Base Year reporting costs & benefits (*May 2025 Update TAG Unit A1.1*) **2023**.
- Discount Rate (*TAG Data Book, November 2024 v2.0 FC*) **3.5%**.
- Optimism Bias (*adjustment to costs to account for uncertainty*) **23%**.

- Risk Adjustment (*adjustment to capital costs*) **10%**.
- Market Price Factor (*to convert operating costs to market prices*) **1.19**.
- Quadro Model Base Year **2010**.
- Factor to convert modelled costs to Price Base Year (*GDP Deflator, TAG Data Book, November 2024 v2.0 FC*) – $100 / 72.37$ (2023) / 72.37 (2010) **1.38**.

Quadro Models

BCP provided comprehensive traffic flow data for over 800 sites across the network. Sixty three of these sites are located on the Lane Rental Network (LRN).

The traffic models have been developed to evaluate the impact of various traffic management measures at each of the three road category types.

Each category displayed a wide range of daily flows, therefore suitable sites have been selected with a reported daily flow close to the median flow for each:

- Reinstatement Category 1, median flow 23,556 vehicles per day (two-way flow).
- Reinstatement Category 2, median flow 16,320 vehicles per day (two-way flow).
- Reinstatement Categories 3&4, median flow 12,986 vehicles per day (two-way flow).
-

Three sites were selected, representing the average flow on the three categories (Figure 1):

- A3060 Castle Lane East, RC1, 23,828 vehicles per day.
- A341 Magna Road, RC2, 16,939 vehicles per day.
- B3066 Poole Road, RC4, 14,170 vehicles per day.

The traffic flow data has been collated into the four flow groups represented in the Quadro model:

- FG1, Monday- Thursday average.
- FG2, Friday.
- FG3, Saturday.
- FG4, Sunday.

The flow data is provided in hourly intervals for each flow group. This allows the impacts of each traffic management type to be assessed at various times of the day, and days of the week to properly evaluate the impact of the behavioural change in timing and duration of works anticipated because of Lane Rental (LR) charges.

The hourly flow profiles for each selected site are shown in Appendix A.

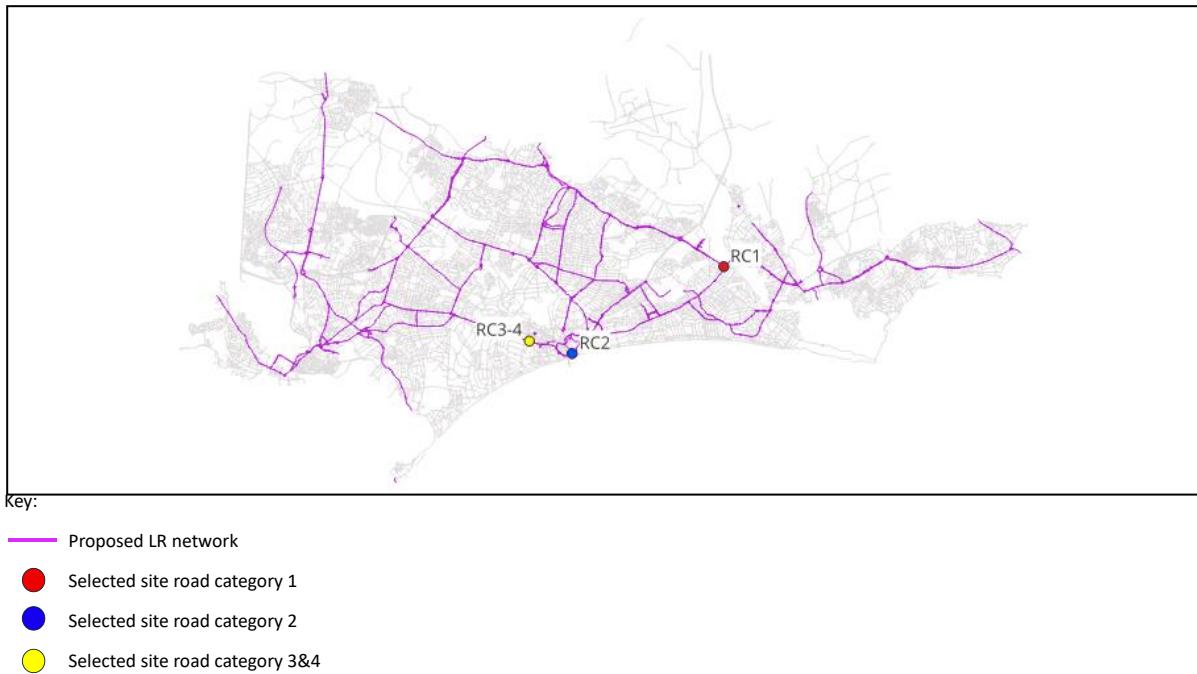


Figure 1: Quadro Model Sites

Baseline Works Completed

The Street Manager full extract has been reviewed to identify the number of works completed on the LR network in each of the last four full calendar years – 2021 to 2024.

Between 1,790 and 2,053 works were recorded as complete in each year. 16%-20% of the works were undertaken on behalf of the highway authority (HA) and the remainder by external works promoters (PU).

The number of works completed in each year is shown in Figure 2. Immediate Urgent and Emergency works are shown separately from Major, Standard and Minor works, as the lane rental charge will be waived for the first 48 hours for this works category.

The number of works completed peaked in 2021 following the lifting of COVID-19 restrictions. 2021-23 also saw a large increase in the number of works completed by telecoms utilities involved in the roll out of fibre broadband services.

The telecom works have returned to near normal levels in 2024, so this year has been selected as most representative of a typical year to forecast activity volumes when the LR scheme is expected to be implemented. The detailed analysis of all works recorded on the LR network has been carried out with this data set.

The analysis has identified the number of works and average duration of works by traffic management type and by works category group. This provides the baseline against which the benefits of the behavioural change in method and timing of working have been evaluated.

The majority of works completed on the LR network in 2024 were recorded on Category 2 streets, 1,044 of the 1,785 works were recorded as complete. Approximately half of these works were Major, Standard and Minor works carried out by external works promoters.

1,419 (79%) of the works were completed by external works promoters and 366 (21%) by the Highway Authority.

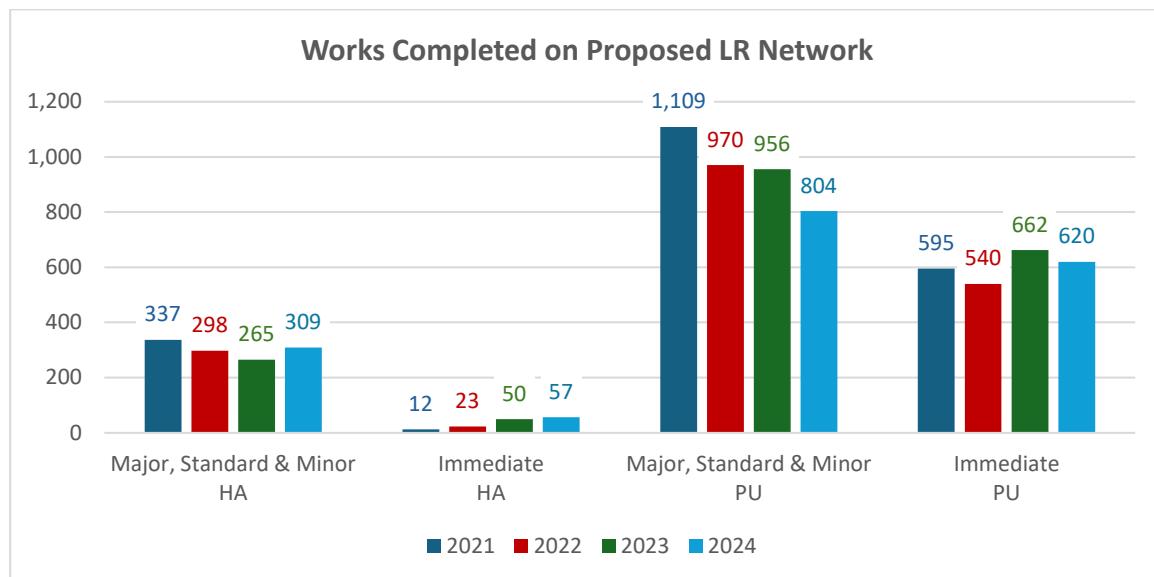


Figure 2: Baseline Works Completed

311 of works are recorded as being carried out with no carriageway incursion and have been excluded from the analysis, since there should be no impact on traffic flows and no LR charge would be incurred.

The remaining 1,465 (82%) had some form of temporary traffic management in place that would have disrupted traffic flows to varying degrees.

The majority of works are carried out with some incursion in the carriageway or give & take traffic management in place – 908 of 1,776 works where the traffic management type was reported. Of the remainder, 19% operated with temporary traffic signals, 10% required a lane closure and 2% a full road closure.

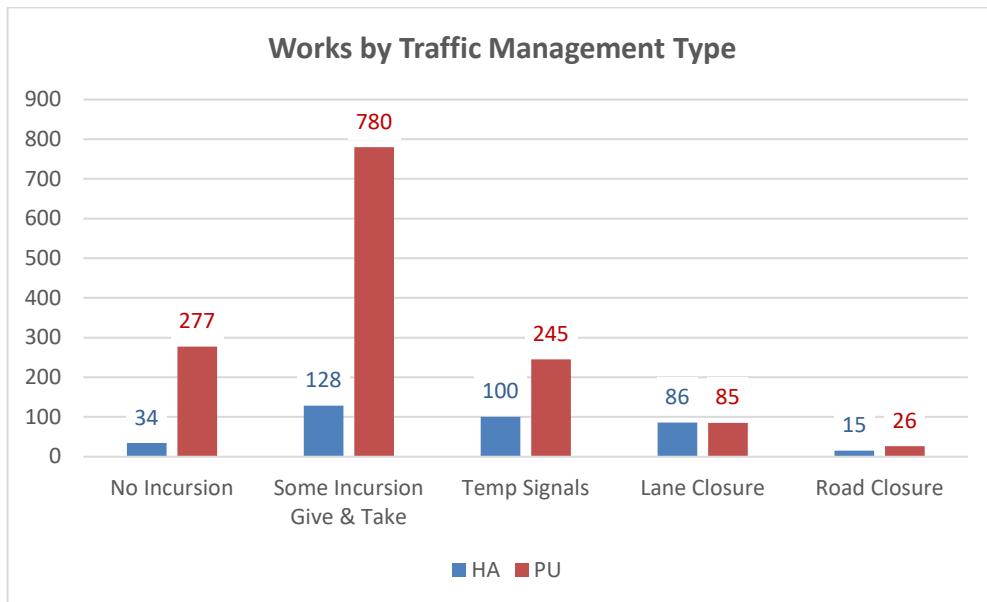


Figure 3: Traffic Management Type

LR Behavioural Change

A sensitivity analysis has been carried out to determine the impact and benefits of the expected behavioural change in method and timing of working by both the HA and PU works promoters because of the lane rental charges.

The following scenarios have been analysed:

- Baseline, current situation.
- Scenario 1, minimum position (works duration reduces to half of current).
- Scenario 2, target position (most likely outcome with all works adjusting duration and timing of works to minimise exposure to charges).

Scenario 1 is the minimum response likely, with no change in day of week or method of working. The behavioural change only includes the halving of works durations to reduce LR charges.

The modelling assumptions applied for Scenario 2 is the more likely outcome of the BCPLRS and includes a reduction in works duration and/or a number of works moving to periods of the day where no charges are applied or discounts are available.

Most streets on the proposed LR network are designated as Traffic Sensitive (TS) every day between 06:00 and 20:00 – 119 of the 140 streets. The remainder are TS during peak periods, 06:00 to 09:30 and either 16:00 to 18:00 or 14:30 to 18:00.

The plot below shows streets designated TS every day between 06:00 and 20:00 in red. Four streets are TS Monday to Saturday between the same times (green).

Seventeen streets are designated TS for peak periods only - 14 Mon-Fri (yellow) and 3 everyday (blue).



Key – Traffic Sensitive periods:

- Monday to Sunday 06:00-20:00
- Monday to Sunday 06:00-09:30, 14:30-18:00
- Monday to Friday 06:00-20:00
- Monday to Friday 06:00-09:30, 14:30-18:00

Figure 4: Traffic Sensitive Periodicity

With the majority of network designated TS every day between 06:00 and 20:00, there is limited scope for works being undertaken and completed wholly outside of TS times, other than very short duration works or scheduling works in short intervals over several days.

Therefore, a mix of short duration overnight, inter-peak and weekend working has been applied in Scenario 2.

LR charges would be waived for works employing innovative traffic management (TM) measures designed to minimise disruption to traffic flow during the peak periods and any works undertaken collaboratively with other works promoters.

Scenario 2 includes a mix of collaborative working, innovative TM methods and short duration works scheduled during less busy periods, as follows:

- 10% of works completed collaboratively, fee waived.
- 10% of works undertaken with innovative techniques, fee waived.
- 10% of works undertaken outside of TS times, no fee charged.
- 30% of works completed in inter-peak or at weekend (discounts applied).
- Remainder (40%) would be completed in half of their current duration.

To encourage works to be undertaken at less disruptive times, a series of discounts has been applied (Table 1).

Table 1: Potential discounts for working wholly outside peak periods of demand

Discount	0%	100%	50%	25%
	LANE RENTAL CHARGES:	Long duration	Overnight	Inter Peak
Some Incursion	£2,500	£0	£1,250	£1,875
Temp Signals	£2,500	£0	£1,250	£1,875
Lane Closure	£2,000	£0	£1,000	£1,500
Road Closure	£2,500	£0	£1,250	£1,875

For longer duration works of greater than 10 days, this analysis has applied a 10-day cap on the LR charge to reflect the likely discounting or waiver of charges if innovative methods of working can be found to minimise disruption during the busier peak periods.

The number of works incurring a LR charge in each scenario are shown in Figure 5 below.

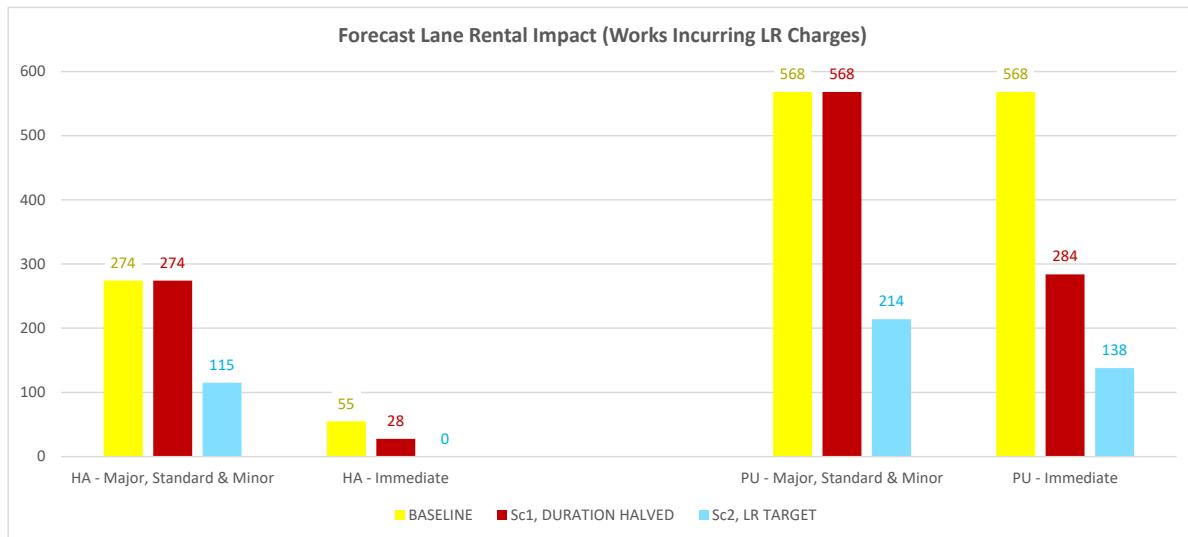


Figure 5: **Scenario Testing – Works Incurring LR Charge**

Scenario 2 would reduce the number of works in the busy peak periods from 1,465 to 467; 65% of HA works and 69% of PU works would avoid LR charges under this scenario.

A large proportion of the 467 works charged would be charged at a discounted fee for completing the works outside of the busiest periods of the day; 76 of 115 HA works and 286 of 352 works.

This compares with the reported performance in the Transport for London (TfL) scheme of 98% TfL and 83% of utility works avoiding the charge (source: Transport for London Lane Rental Scheme, Monitoring Report 1 April 2020 – 31 March 2021).

LR charges would be waived for all Immediate works completed within 48 hours.

The impact of each Scenario on the number of days worked across the LR network is shown in Figure 6. Scenarios 1 and 2 would result in a significant reduction in the number of days worked on the LR network.

Scenarios 1 would reduce occupancy of the LR network by 50% from 8,220 days in the baseline situation to 4,110.

Scenario 2 would reduce the occupancy of the LR network from 8,220 days to 2,558, a saving of over 5,500 days or 69% fewer days worked.

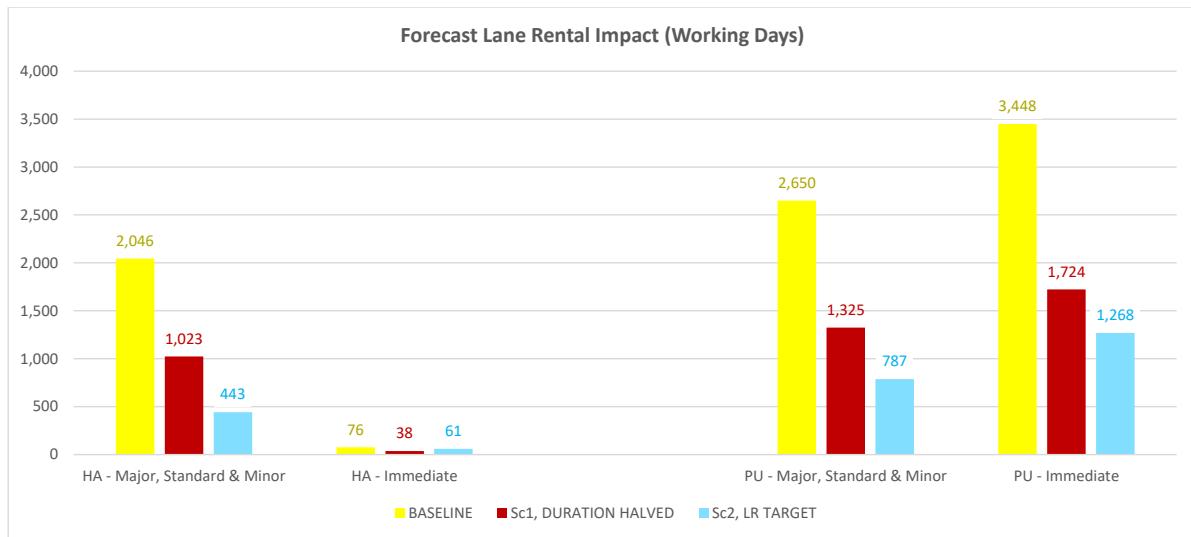


Figure 6: Scenario Testing – LR Impact Working Days

LR Charges

The potential LR charges has been estimated for each of the scenarios tested:

- Baseline – current situation, £16.4M (HA - £4.7M, PU - £11.7M).
- Scenario 1 – minimum change, £6.6M (HA - £2.3M, PU - £4.3M).
- Scenario 2 – target position, £2.3M (HA - £0.46M, PU - £1.85M).

The above charges for Scenario 2 have been input to the CBA spreadsheet along with the Quadro modelled impacts, to calculate the economic performance of each.

Scenario 1 has not been evaluated as this has a very low-level change in behaviour that has been surpassed in established LR schemes. The cost of changing working practices in Scenario 2 is significantly lower than the additional LR charges with this scenario.

CBA Summary

The monetised cost of delays in the baseline situation is calculated at £14.7M annually.

Scenario 1 would provide £7.1M of benefits annually with total LR charges calculated at £6.8M per annum.

Scenario 2 is estimated to provide £9.4M of benefits annually with total LR charges calculated at £2.3M per annum. This would be achieved with an annual cost to the transport budget of £1.0M - including LR charges (£450k), initial set-up (£75k) and staff operating costs (£500k).

The CBA results provided collated for the DfT model form is summarised below:

Scenario 2, Target Position

Present Value of Costs (PVC)	£ 10,153,545
Present Value of Benefits (PVB)	£ 100,299,800
Net Present Value (NPV)	£ 90,146,255
Benefit Cost Ratio (BCR)	8.9

The targeted position in Scenario 2 provides significantly higher performance, with a BCR of 8.9. This is achieved by significantly reducing the LR charges faced by the HA and external works promoters, and by increasing the peak time benefits achieved from the forecast behavioural change.

65% of HA works and 69% of external promoters works would avoid a LR charge in Scenario 2.

The Scenario 2 position is supported by evidence recorded in other well-run schemes, such as the TfL scheme in London, where 98% and 83% of works (for HA and PU respectively) are reported to avoid LR charges by minimising disruption to the transport network during the busiest congested periods.

This scenario represents the minimum performance benchmark targeted in the early years of the scheme. BCP are committed to working proactively with the other works promoters to further minimise peak period disruption and to reduce the exposure of all to the cost of the lane rental charges.

The operational performance and benefits achieved will be monitored regularly and distributed to all stakeholders annually as the scheme progresses.

A. Hourly Traffic Flow Profiles

The hourly traffic flow profiles for the following selected sites are shown in Figures A.1 to A.3:

- A3060 Castle Lane East, RC1.
- A341 Magna Road, RC2.
- B3066 Poole Road, RC4.

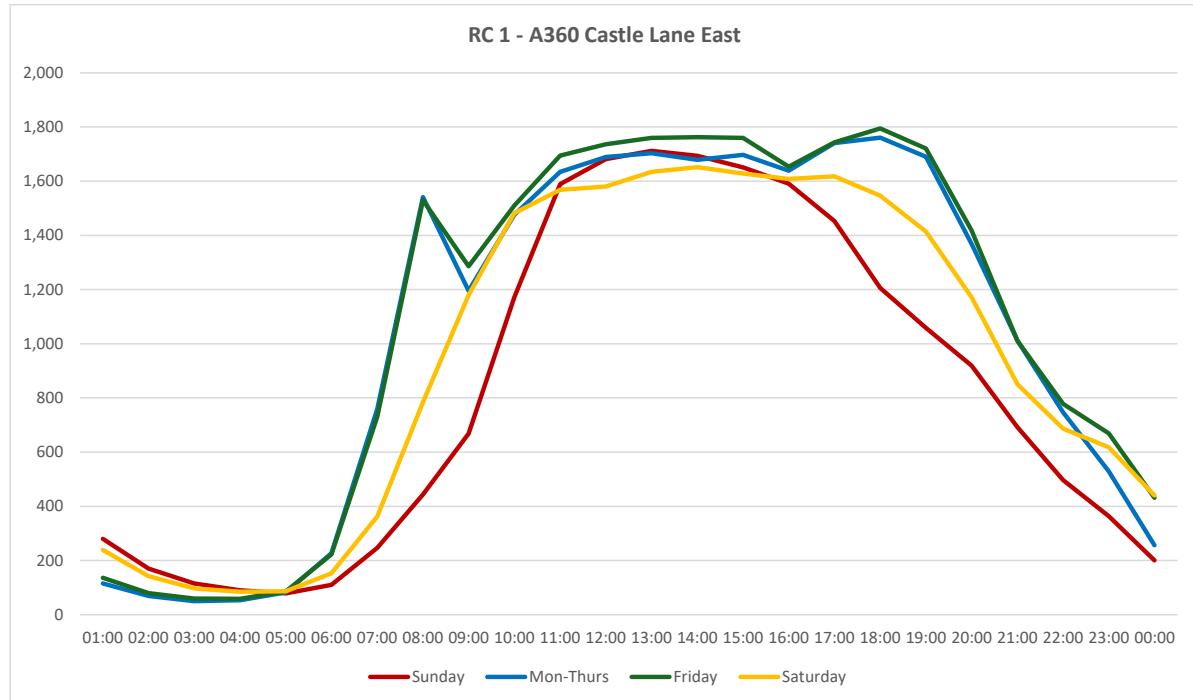


Figure A.1: A3060 Castle Lane East

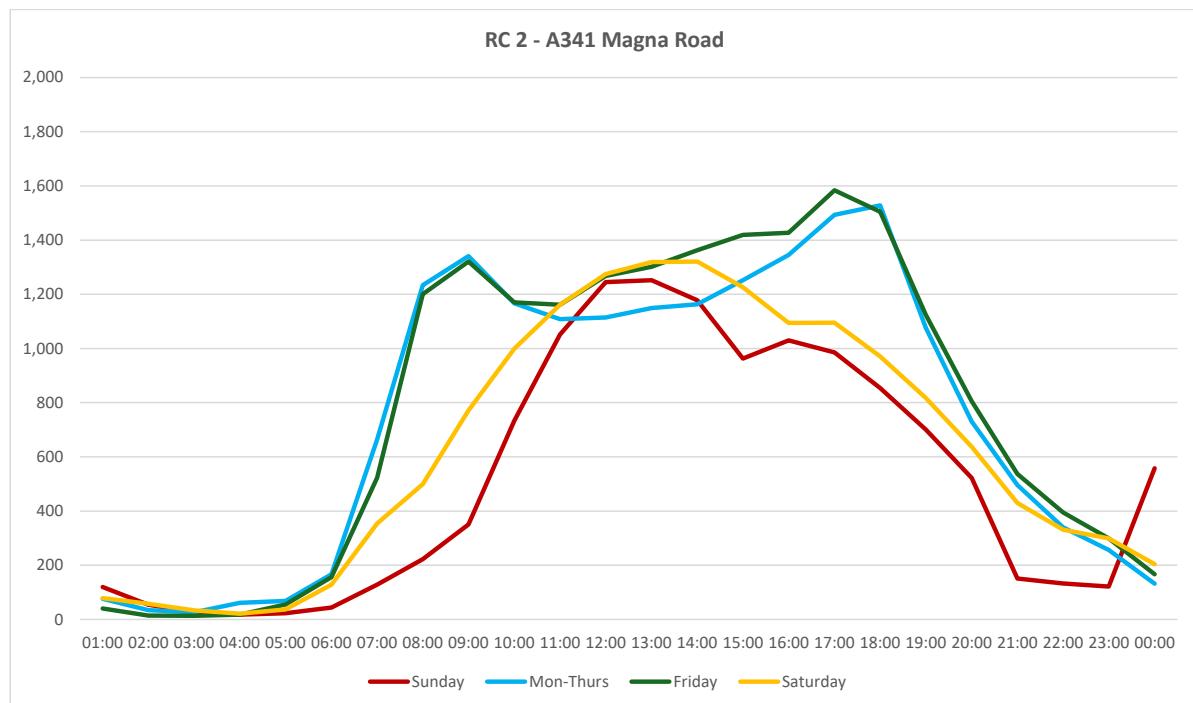


Figure A.2: A341 Magna Road

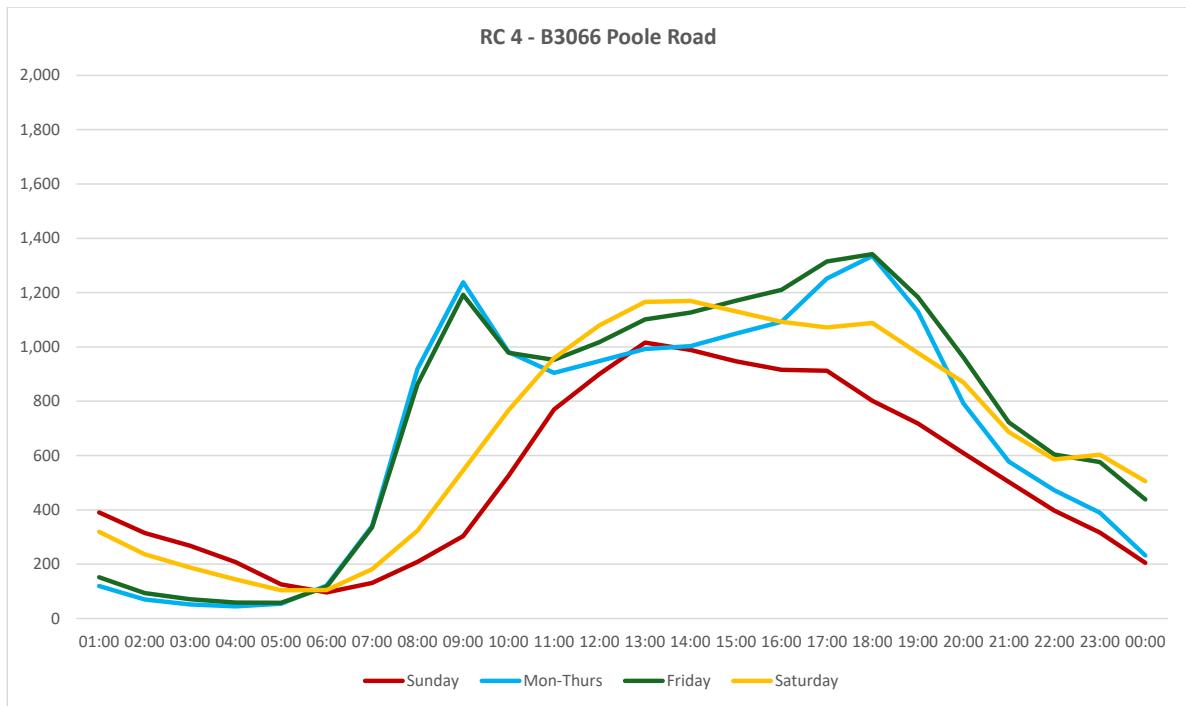


Figure A.3: B3066 Poole Road



BCP Lane Rental Scheme Charges

Version History

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Lane Rental Charges

The New Roads & Street Works Act 1991 (NRSWA), as amended by the Transport Act 2000 and the Traffic Management Act 2004 (TMA), contains provision for highway authorities to operate lane rental schemes that involve charging Promoters for the time their works occupy the highway.

The regulations are the Street Works (Charges for Occupation of the Highway) (England) Regulations 2012 ("the Regulations") made under Section 74A of NRSWA.

In accordance with the Scope of the BCP Lane Rental Scheme (BCPLRS), BCP Council will apply a daily rate of charge for the duration of the specified activities carried out by the undertaker of the activities for the Promoter of the activities at the specified location during the specified times and days.

Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the BCPLRS charges. The charge will consist of a single payment of £100 in the circumstances set out in paragraph (8) of the Regulations, where up to 5 items of signing, lighting or guarding have inadvertently been left behind on site and have been removed by the end of the working day, following the day on which the authority informed the undertaker and asked them to remove the items.

This reduced charge would apply only in cases where the responsible party had made all reasonable efforts to clear the site but had inadvertently left a small number of items behind. Full daily charges would continue to apply where such efforts had not been made.

To calculate the daily rate of charge, other than for immediate works, the duration of the activities shall begin on the date specified in the actual start of works notice and end on the date specified in the works clear, works closed or works stop notice, the date activities ended.

For all types of immediate works, the charges will apply after 48 hours of occupation – taking the works start as stated within the relevant permit application and ending on the date stated on the relevant Section 74 works stop notice.

Lane Rental Charges Policy

Lane Rental charges will only apply when there is either a Road Closure or a Lane Closure, where the term Lane Closure refers to any of the following:

- Any form of traffic control is deployed on the carriageway or a cycle track.
- Any traffic management reduces the number of lanes of a carriageway or cycle track which can be safely used.
- There is any impact which reduces the traffic flow capacity or operation of a junction.

Charges will not be payable in the following circumstances:

- Charges will not apply if the activities take place outside of the Traffic-Sensitive Streets specified times
- Charges will be waived for a period of 48 hours from the start of immediate works beginning; after which time the normal lane rental rules for the location will apply
- Charges will be waived for activities which are confined to a verge or footway, footpath, bridleway, or byway
- Charges will be waived if works which do not reduce the number of lanes, or prescribed width, available to traffic or if normal traffic flows can be maintained.

If one of the above applies, the activity Promoter must record the circumstances along with the permit application and, if possible, works stop notice. Failure to do so may result in appropriate action being taken.

Further examples of when lane rental will or will not apply can be found in the following table

Example	Detail
Traffic Control deployed on a Lane Rental Street	Where activities are not on a lane rental street, but traffic control needs to be deployed on a lane rental street, thereby reducing the traffic flow or capacity of that street, charges will apply. The Specified Work is located on a street without lane rental designation, and the traffic control is deployed on a street with a lane rental designation.
Side road closures	Where a road closure is wholly contained within another street with a separate USRN which adjoins a lane rental scheme street, thereby not affecting traffic flow or capacity of the carriageway of the lane rental street, no lane rental scheme charges will apply.
Partial or semi recessed road space	Where activities are wholly within a recessed area of the carriageway, thereby not reducing the traffic flow or capacity of the carriageway, no lane rental charges will apply.
Location of a works vehicle	A works vehicle may be parked in a works site provided that it is necessary for carrying out those works. A vehicle entirely within the coned off area of the site may require a larger coned off area than would otherwise be the case. A vehicle may be parked outside a works site provided that it obeys the parking rules that apply to any other vehicle in that street. Outside the works site, the vehicle has no special status and no exemption from parking enforcement.
Works Spanning Multiple Streets	Where a work site contains a junction, irrespective of whether a joining street is a lane rental street, then the Highway Network Manager (or delegated officer) will review this on a case-by-case basis. An example is where works are carried out over two USRNs that the lane rental fee may be discounted on each works 50/50 so that the total fee amounts to a charge for one work only.
Works wholly contained within a white hatched area	No charge will apply where a work is wholly contained within a white hatched area (of the carriageway) with no encroachment onto the carriageway thereby reducing the traffic flow or capacity.
Use of temporary traffic signals to replicate permanent signals	Where temporary traffic signals are used at a location where permanent signals are usually in operation, BCP Council will consider reducing the charge dependent on how closely the temporary traffic signals have been designed and programmed to replicate the intelligent operation of the permanent signals. If the temporary traffic signals fully replicate all aspects of the permanent signals being replaced, and the junction can effectively continue to operate without any detrimental impact to the traffic flow capacity BCP Council will waive charges

Use of road plates and/or temporary materials	If suitable road plates and/or other materials can be safely used to avoid activities impacting on traffic flow or capacity at specified times, then charges will not be applied, even if such measures necessitate a speed limit reduction in order for their safe deployment.
Remedial Works	Remedial works carried out at Traffic-Sensitive times at specified locations to rectify defective reinstatements on the carriageway or on the footway or verge which impacts on the carriageway will be subject to the maximum daily charge.
Change of Promoter	Where activities are liable for charge changes responsibility from one Promoter to another relevant charges will be applied to the initial activities until such time as either the responsible Promoter (who owns the defect) takes over the work site or creates their own work site to undertake repairs, thus allowing the initial Promoter to clear site.
Damage to apparatus by third parties	In situations where damage to apparatus is due to another Promoter's activities there are two scenarios: <ul style="list-style-type: none"> Scenario 1: Promoter A has left site and promoter B has to excavate to repair apparatus – these activities would be charged against the permit for promoter B in the expectation that promoter B would pass charges / costs onto promoter A who caused the original damage. Scenario 2: Promoter A is still on site and promoter B undertakes repair works in their excavation – these would be charged against the permit for promoter A already in place. In an instance where unreasonable delays in Promoter B's attendance to effect repairs cause Promoter A to be liable for further Lane Rental charges over and above those that would already have applied (i.e. Promoter A's activities duration is extended solely as a result of any unacceptable delay in repair BCP Council considers that any financial reconciliation will take place directly between Promoter A and Promoter B to agree any distribution of charges received which may be dependent on a variety of factors, many of which BCP Council would not have clear sight of as they would not be a requirement of any permit content. Where damage to apparatus is as a result of other third parties, such as damage to apparatus as a result of a Road Traffic Collision, charges will still be applied and it will remain the responsibility of the Promoter to recover their reasonable costs incurred, including applicable Lane Rental charges.

Further detail and guidance on the scenarios can be found in the main scheme document.

Options to Waive or Reduce Charges

BCP Council retains the option to waive or reduce lane rental charges at its discretion.

The current charge is £2,000 per day for a lane closure and £2,500 per day for a road closure.

Discounts up to 100% are available in some circumstances and are considered on a case-by-case basis.

Examples where discounts may be considered include

- Works that deliver significant improvements
- Upgrades that substantially extend the longevity of the road
- Nationally significant projects.

We actively promote collaboration and innovation so the lane rental charge will be discounted by a minimum of 25% for each Promoter during the period of collaboration to works promoters that show these in their initial permit applications.

Further discounts may be considered for any works on a case-by-case basis. A Promoter should discuss these with the Council's Highway Network Manager (or delegated officers).

Our Streetworks officers monitor all works and may remove discounts if we believe works are not being carried out as initially proposed.

Collaborative Working

Any opportunity for two or more Promoters to collaborate to reduce the occupation of the highway is strongly encouraged.

Collaborative works that are carried out concurrently and / or consecutively by two or more works Promoters at the same location can apply to have charges reduced or waived for the period of collaboration.

In such circumstances, where works are carried out at the same location by two or more Promoters concurrently, the above discount will be applied, with the remaining daily charge rate will be split between the associated Promoters following confirmation and acceptance within the permit.

Collaboration will be as identified within the associated permit applications and/or site inspections, however the onus to prove such collaboration rests with the Promoter to receive this discount.

In some instances, charges may be reduced for collaboration where the works originate from two distinctively different operational divisions of the same organisation.

At BCP's discretion charges may be waived where there is a significant positive impact of collaboration.

Review of Charges

The BCPLRS will be evaluated on an annual basis. The first evaluation report will cover a full year from the commencement date specified in the Statutory Instrument / Lane Rental Scheme Order.

Part of the assessment of the BCPLRS is a review of the BCPLRS lane rental streets list.

It is anticipated that, depending on the extent of changes and developments to the BCP Council Highway Network, the list of streets will be reviewed every, one (1) to three (3) years.

This is to ensure that the list is always appropriate and take account of changes to the highway network.

The methodology used to initially identify the list of lane rental streets will be repeated.

The BCPLRS lane rental streets list review methodology is detailed in and part of the BCPLRS Evaluation Plan, even though it may not be undertaken every year.

The charges will not exceed the maximum charges as set by the DfT.

Lane Rental Charge Table

Identified Lane Rental Charge Streets (Bands)	Lane Rental Charge Discount Applied	Full Day Charge
Band 1 (Road Closure or Single Carriageway Road Occupancy)	0%	£2,500
Band 2 (All Carriageway Remedial Works)	0%	£2,500
Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway)	20%	£2,000
Band 4 (Cycle Track)	40%	£1,500

The charges will be;

- Band 1, Road closure or single carriageway Road occupancy, no discount will be applied and the full daily charge of two thousand five hundred pounds will apply
- Band 2, All Carriageway remedial works, no discount will be applied and the full daily charge of two thousand five hundred pounds will apply
- Band 3, Single lane occupancy of multi lane or dual carriageway, a twenty percent discount will be applied with the daily charge being two thousand pounds
- Band 4, cycle track, a forty percent discount will be applied with the daily charge being one thousand five hundred pounds.

If an activity footprint spans more than one traffic control type at any time during the duration of the activities, then the higher daily rate of charge will apply for the days the activity footprint includes that traffic control type.

Appendix I BCP LRS Stakeholder Presentation



Bournemouth, Christchurch & Poole Lane Rental Scheme Consultation

8 December 2025

bcpcouncil.gov.uk

1

Introduction & Contents



- Permit Scheme
- Timeline
- Why consider a Lane Rental Scheme
- Scheme Details
- Lane Rental Network
- CBA
- Traffic Sensitive Review
- Questions

- GeoPlace & GK-TC commissioned to prepare a lane rental scheme proposal for consultation
- GK-TC & GeoPlace extensive experience in the implementation and review of permit schemes.

2

Permit Scheme

- Implemented in June 2020
- Annual reports completed – <https://www.bcp council.gov.uk/roads-and-travel/street-works-and-working-on-the-highway/permit-scheme-for-street-works-and-roadworks>
- Meeting objectives, delivering:
 - a reduction in disruption to road users caused by road and street works
 - an improvement in the quality, completeness and availability of road and street works information for stakeholders
 - a reduction in carbon emissions from highway maintenance and highway-related activities
 - an advancement in digital connectivity for communities as part of the UK government's Levelling Up agenda
 - innovation using transport data to improve the quality of services; and
 - improved access to travel for people with disabilities.

3

Traffic Sensitive Review

- Reviewed and consulted earlier this year
- New network submitted during October 2025



4

Timeline



5

Why BCP is consulting on a Lane Rental Scheme



It has been identified that a BCPLRS could limit the amount of disruption to roads by encouraging improved working practices, collaboration and incentivising innovation for the efficient and early completion of street works.

The objectives of a BCPLRS would be to:

- Apply a scheme to all work Promoters on a consistent basis.
- Promote behaviour change to minimise the duration of occupation of the highway at the busiest locations at the most Traffic-Sensitive times.
- Minimise the impact of works taking place during the most Traffic-Sensitive times; and
- Contribute to reducing disruption to all road users.

6

When Charges would apply

Lane Rental charges would only apply for

- Road Closure
- Remedial Works
- Lane Closure*

*Lane Closure refers to any of the following:

- Any form of traffic control is deployed on the carriageway or,
- Any traffic management reduces the number of lanes of a carriageway which can be safely used or,
- There is any impact which reduces the traffic flow capacity or operation of a junction.

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When charges would not apply

Charges would not be payable in the following circumstances:

- Charges would not apply if the activities take place outside of the Traffic-Sensitive Streets specified times;
- Charges would be waived for a period of 48 hours from the start of immediate works beginning; after which time the normal lane rental rules for the location will apply.
- Charges would be waived for activities which are confined to a verge or footway, footpath, bridleway, or byway.
- Charges would be waived if works which do not reduce the number of lanes, or prescribed width, available to traffic or if normal traffic flows can be maintained.

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Discounts

- BCP would retain the option to waive or reduce lane rental charges at its discretion for the following:
 - longer term major works provided measures are taken to reduce disruption
 - Good performing organisations
 - major works that deliver significant highway infrastructure improvements
- Collaborative Working
- Innovative or improved working practices to reduce time on site

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Proposed Lane Rental Charges

Identified Lane Rental Charge Streets (Bands)	Full Day Charge
Band 1 (Road Closure or Single Carriageway Road Occupancy)	£2,500
Band 2 (All Carriageway Remedial Works)	£2,500
Band 3 (Single Lane Occupancy of Multi Lane or Dual Carriageway)	£2,000
Band 4 (Cycle Track)	£1,500

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The proposed Lane Rental network



	Full Network		Publicly Maintainable Network		Proposed Lane Rental Network					
	No. of USRNs	Length (km)	No. of USRNs	Length (km)	No. of USRNs	Length (km)	% of Full Network USRNs	Length	% of Publicly Maintainable Network USRNs	Length
Overall	6,430	1,749.07	3,859	1,387.97	139	137.41	2.162%	7.856%	3.602%	9.900%

Data Inputs

- DfT Traffic Counts
- Local Traffic Counts
- Critical signalised junctions, gyratory & roundabouts (LSG)
- DfT Congestion Data
- DfT Bus Open Data Service (BODS)
- Street Manager Roadworks Data
- Reinstatement Categories
- Proximity to important sites

[Webmap](#)
[Spreadsheet](#)

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Cost Benefit Analysis (CBA)

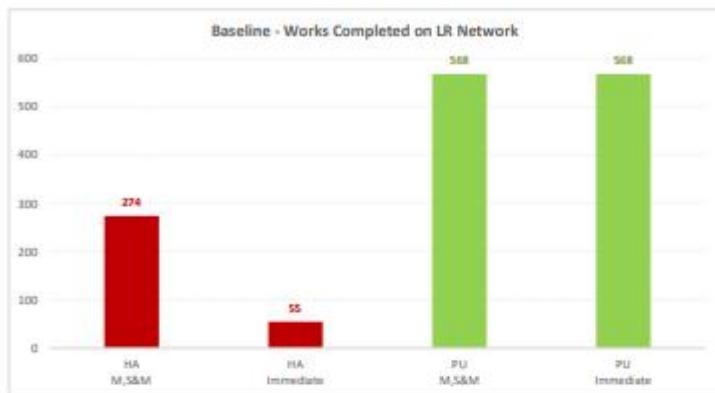


CBA evaluates the impact of current works on the cost of delays and congestion across the Lane Rental (LR) network:

- Street Manager records interrogated for 4-year period – 2021 to 2024;
- Volume of Private Utilities (PU) works reducing year on year from a peak in 2021 – related to an increase in telecoms works associated with broadband fibre rollout
- 2024 records lowest volume of PU works, selected as representative of Highway Authority (HA) and PU activity over the evaluation period;
- Three scenarios considered in evaluation:
 - Baseline position (no behavioural change)
 - Interim position (works duration halved in all cases – the Do Minimum situation)
 - LR scheme target (works adjust time of day and day of week to reduce exposure to LR charges – Do Maximum)

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Baseline Situation



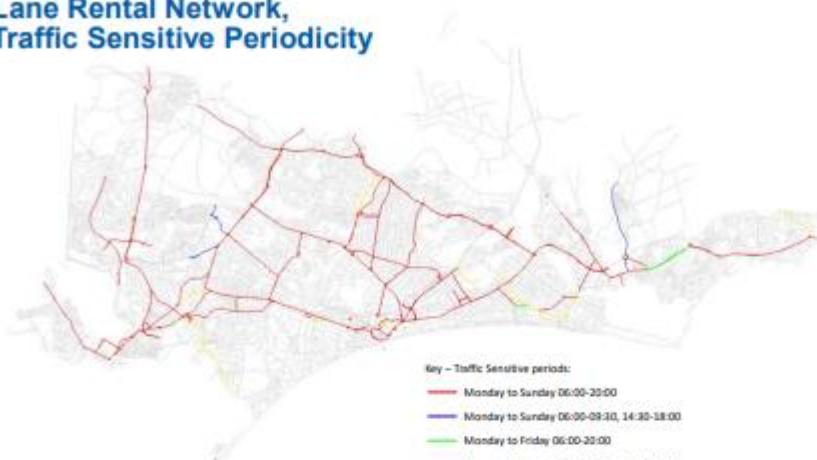
13

Lane Rental Network, Reinstatement Categories



14

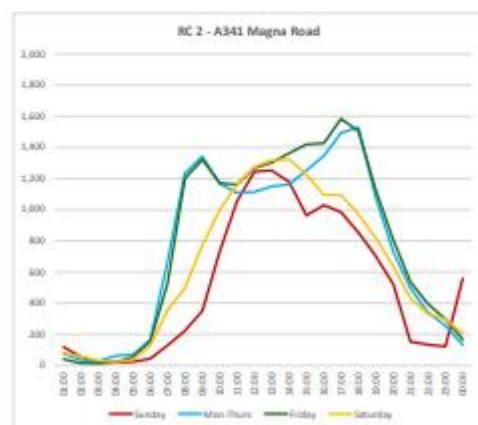
Lane Rental Network, Traffic Sensitive Periodicity



15

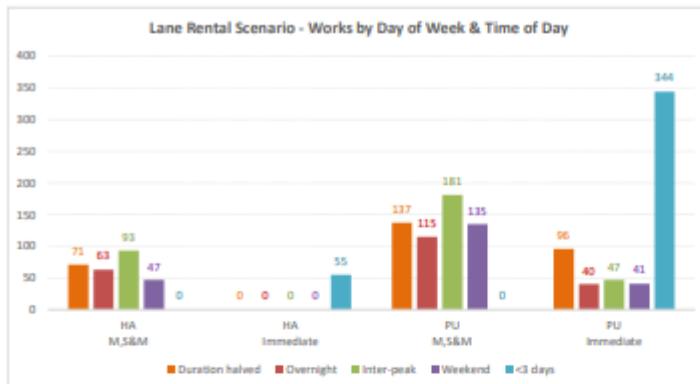
Hourly Traffic Volumes

- Automatic traffic count data supplied for locations on LR network
- Provides average two-way volumes by hour of day and day of week
- Helps identify periods where disruption can be minimised within the Traffic Sensitive (TS) active periods



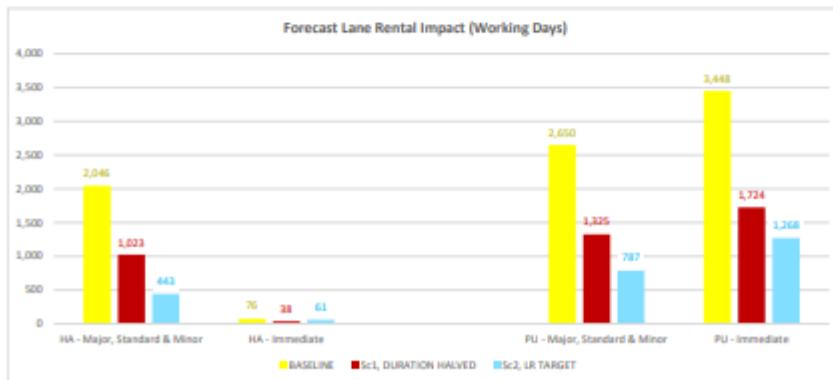
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LR Scheme Forecast Position



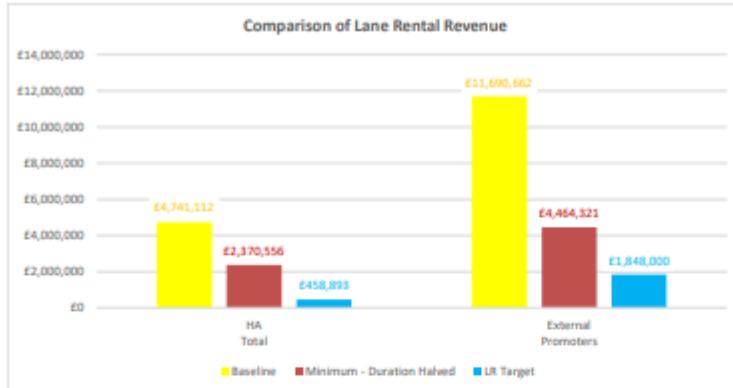
17

CBA Scenarios – Number of Working Days



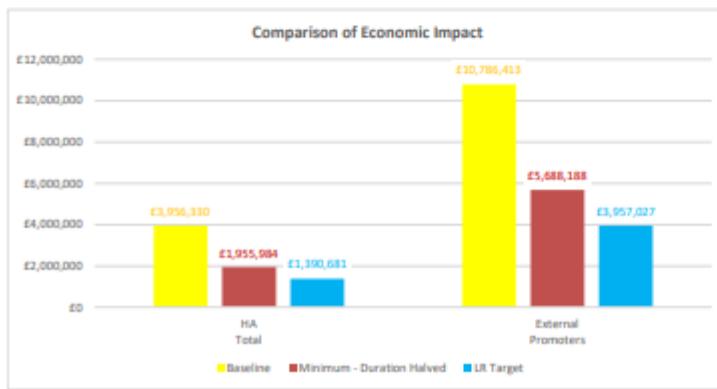
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Potential Lane Rental Charges



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Economic Impact of Works (Congestion & Delays)



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Cost Benefit Analysis

CBA would be submitted to DfT with application pack for review:

- Would present impacts of each scenario considered;
- Would demonstrate the scale of behavioural change required to reach the minimum value for money threshold;
- Would report the economic benefit achieved for each scenario
- In addition to modelled benefits, the assessment would include:
 - Staffing and operating costs to run the LR scheme
 - The additional cost of changing working procedures to avoid/reduce LR charges (tm costs)
 - Costs to regularly review the operation of the scheme and report benefits achieved
 - Other costs (e.g. supervisory board appointed to monitor performance and administer allocation of surplus revenue to schemes)

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Next Steps

- Formal Consultation – 15 December 2025 to 1 February 2026
- All invitees of this briefing to be sent link to the consultation page.

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LANE RENTAL CONSULTATION

February 2026

Research and Consultation Team

Lane Rental Consultation

1. Background

- 1.1 BCP Council is considering plans to introduce a Lane Rental Scheme on a proportion of its road network. The aim is to encourage utility companies and contractors, including our own works teams, to plan work more effectively so that works take less time to complete and, where possible, are carried out at quieter times.
- 1.2 We believe this will help manage the impact of works on the highway network on some of the busiest roads at the busiest times, reducing delays for residents and businesses.
- 1.3 To introduce a scheme, a detailed application must be approved by the Department for Transport (DfT). Initial work undertaken indicates that there could be significant benefits to the council introducing a Lane Rental Scheme.
- 1.4 Before submitting a proposal, we consulted on a draft scheme to help inform whether and how such a scheme should be implemented.

2. Methodology

- 2.1 The consultation ran from 15 December 2025 to 1 February 2026.
- 2.2 Respondents could reply via an online survey or by using paper copies available at all BCP Council libraries.
- 2.3 The consultation was promoted online via social media, e-newsletters, and at all BCP public libraries.
- 2.4 Detailed technical information could be viewed or downloaded from the site.
- 2.5 Literal comments within this report have been summarised using Microsoft Copilot and this output has been verified by a Research Officer.

3. Responses

- 3.1 A total of 156 survey responses were received.
- 3.2 Eleven of these were submitted by local and national businesses. Five indicated that they would need to use the scheme if it were implemented. Business responses have been analysed separately. However caution needs to be taken as it's a small sample, it is important to understand whether there were any differences between individual and organisation views.
- 3.3 In addition, three written representations were submitted directly to the Council. Representations and comments received from organisations who said they would be using the scheme are included at Appendix A in full.

4. To what extent do you agree or disagree with the Lane Rental Scheme proposal?

- 4.1 A total of 156 respondents answered this question. Responses were received from 142 individuals and 11 businesses. Three respondents did not specify their status, all of whom strongly agreed.

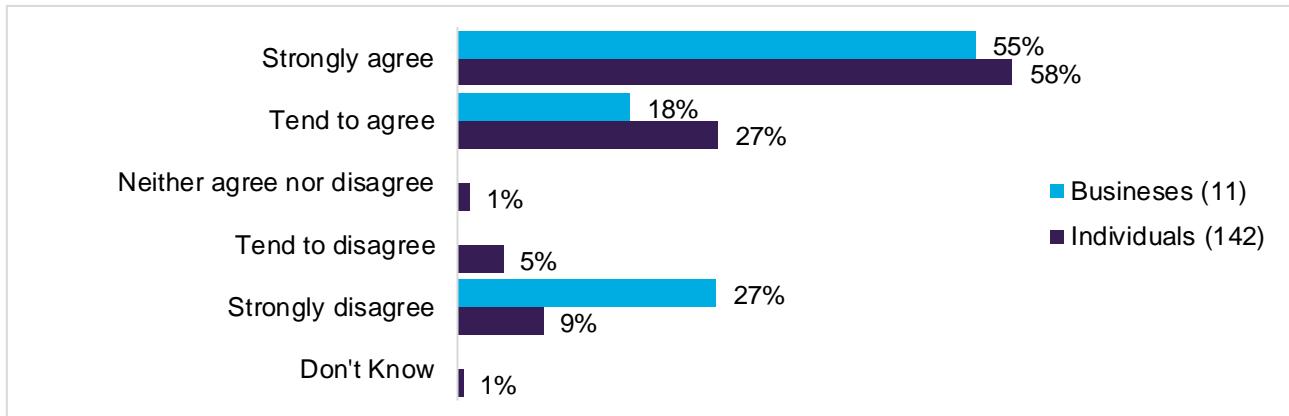


Figure 1: Responses to the question “To what extent do you agree or disagree with the Lane Rental Scheme proposal?” by respondent type.

- 4.2 Overall, the majority of respondents expressed agreement with the Lane Rental Scheme proposal, with 73% of businesses indicating that they either strongly agreed or tended to agree and 85% of individuals.
- 4.3 These results were more mixed amongst business respondents, with strong support (55%) from some alongside firm opposition (27%) from others.

5. What impact do you feel this may have on you, your business or the wider community?

- 5.1 A total of 156 respondents answered this question. Of these, 142 were individuals and 11 were businesses. Three respondents did not specify their status, with two indicating a positive impact and one selecting don’t know.

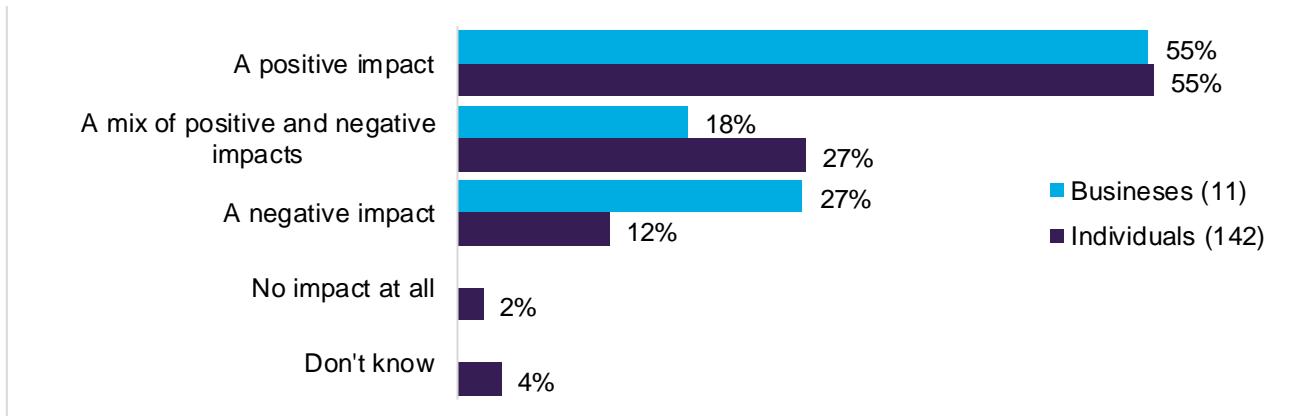


Figure 2: Responses to the question “What impact do you feel this may have on you, your business or the wider community?” by respondent type.

- 5.2 Overall, just over half of respondents (55% for both individuals and businesses) indicated that the proposals would have a positive impact on them, their business or the wider community.
- 5.3 Most business responses were positive (55%), although a notable minority expected negative impacts (27%). Some of those expecting negative effects said they would need to use the scheme.

6. Please let us know what impact you think the scheme will have or if you have any other comments, suggestions or alternatives you think we should consider.

6.1 Comments from individuals and businesses have been considered together.

6.2 Among those who commented, views on impact often matched their overall view of the scheme. Supporters tended to describe positive or mixed impacts, while those who opposed the scheme were more likely to describe negative impacts.

6.3 The key themes identified from the 98 comments were as follows. The themes set out below reflect comments from both residents and businesses, and do not indicate that all issues were raised by all respondent groups.

- **Coordination and timing of roadworks** (22 comments): Respondents supported the Lane Rental Scheme as a way to improve coordination of roadworks and reduce repeated disruption, inactivity and peak time impacts. However, some warned that increased coordination requirements could delay beneficial works if not managed carefully.

"I think it's a great idea, fed up with seeing the roads (and Christchurch High St pavement) continuously being dug up because the different utilities don't speak to each other to get all work done at once rather than separately"

"I believe the scheme will reduce the number of 'road disruptions with no work evident' as well as the obvious cases of poor planning and preparation which result in delays to completion..."

"It might prevent road contractors choosing to place roadworks on multiple vital routes through the BCP area concurrently! Often works are planned on all (or at least more than one!) major tributaries at the same time which makes it impossible to find a route through!"

"I think it's a good idea to reduce roadworks time, but there are a significant number of instances where all works should be completed at once, including road resurfacing. Instead multiple different companies keep digging up the same road, and still it never actually gets fixed or resurfaced. Planning ahead, doing it all at once and fixing the road when finished should be more cost efficient and reduce frustration from everyone who uses it."

"It should encourage users to ensure resources are in place before starting projects. But, it could delay some beneficial projects, while resources for other works in the same lane are awaited."

- **Effects on congestion and journey times** (20 comments): Respondents highlighted congestion from poorly planned roadworks on main routes. While many felt the Lane Rental Scheme could improve traffic flow and air quality by reducing works duration, others were concerned about limited coverage, traffic displacement and increased night working.

"I think it will have a positive affect in the zones at the times but it will pass some of the burden to smaller routes, routes not in the zone.

I think a blanket ban for work during peak times unless its a emergency."

"This should reduce the congestion and delays to bus services caused by roadworks."

"We need a scheme that will reduce the impact of roadworks on traffic and congestion, with all the negative impact on our environment that entails. The BCP area is currently very difficult to navigate because of excessive roadworks and road closures.

I think this will deter visitors, make locals think twice about accepting jobs in the

area and reduce footfall in our businesses, affecting the prosperity of our towns.”

“BCP is a very traffic congested area. Most of us only travel a short distance but at peak times sit in traffic jams the whole journey. There are a few main routes through the area and very often roadworks on some part of our journeys. Some roadworks last hours others last years, causing further congestion on our roads. The lane rental scheme may help with this issue.”

“Incentive for works to be completed at night (I assume that is when the charges will be waived as this is not stated in the documents). Reduces impact on traffic during the day. Increases noise pollution at night.”

Financial impacts and utility costs (19 comments): Respondents were concerned about the financial impact of the Lane Rental Scheme, including costs being passed on to the public and doubts about value for money. Some were concerned it could deter essential works and operate primarily as a revenue raising measure.

“The contractors may want to do all the necessary work in one go rather than in phases to keep overall costs down. I think a better option for contractors would be to fine them for going over the quoted time for the project as the daily charge stated seems very high and will add large extra costs for developer or individual owners needing the work carried out.”

“These charges will only get passed back to the public via increased utility and service bills in the end, meaning more expense for the public and no doubt much of the raised funds will be wasted in admin.”

“If Contractors are going to be charged a Lane Fee to carry out work one of two things will happen. One, some Contractors won't bother to submit Tenders for the work, therefore there is the possibility that the 'Overall Quality' of Contractors submitting Tenders will be lower. Secondly, those that do submit Tenders will ADD the cost of the Lane Fee to the Tender Quote, thereby charging the Council Tax Payers more money to have the work done...”

“The utility company will charge more for their services to accommodate to increase in cost they have incurred”

“I'm not sure the rental scheme will have much if any impact to the larger companies in terms of speeding up works, surely the cost will just be forwarded to the end customer?”

- **Duration of works** (17 comments): Respondents supported the Lane Rental Scheme as a way to encourage quicker completion of roadworks, but some warned that pressure to reduce durations could affect reinstatement quality or delay works due to increased coordination requirements.

“It will make the contractors focus on completing their work within their quoted times”.

“It appears to me that there is 'no urgency' by various companies digging up roads, doing the job and getting it finished, so if they get charged they will now hurry it up!!!”

“Concerned if contractors are paying for the time the lane is shut, to reduce their costs completion and works may end up shoddy. Or they may even wait longer to complete.”

“I am concerned that quality of the resurfacing will be diminished as contractors try to control costs by rushing the work to deal the road back up. Pavements are already dangerous for kids on scooters due to the multiple opening and closing of the tarmac.”

“Utilities are currently taking too long to resolve their issues and not taking into account the negative impact they have on traffic and the subsequent impact on

pollution on the wider economy”

“It will incentivise contractors to minimise time on the network to avoid the cost. It will provide much needed income to Council to re-invest in the network.”

- **Impacts on local businesses and daily life** (15 comments): Respondents supported the Lane Rental Scheme in principle but emphasised the importance of faster completion, improved coordination and careful scheduling to minimise disruption to businesses and maintain access.

“Something has to be done so well worth a go. I drive professionally in Bournemouth and the amount of pointless roadworks or drawn out calamities are too long and too frequent”

“Hopefully it will focus contractors minds to work together rather than individually. It should also result in work being conducted much more rapidly, rather than leaving one job to work on another yet leaving traffic controls in place. Currently there does not seem to be any sanctions to compel contractors to complete any works ASAP, resulting in the road users paying the price, while they seem to shift resources around, sometimes leaving works unfinished for a considerable time, at great inconvenience to road users. Hopefully this will give them impetus to get it sorted”.

“Hopefully it'll make the blighters responsible for the mess and the negative impact their work has on locals.”

- **Quality of reinstatement and surface condition** (11 comments): Respondents warned that pressure to reduce works duration could affect reinstatement quality, and stressed the importance of robust quality controls and accountability to protect safety and durability.

“...Positive outcome for road congestion, but it may have a negative effect on work quality when time constraints are applied by senior management of the utility companies...”

“Charging daily fees for lane closures will encourage utility companies to rush the work, thus leaving behind poor workmanship and potentially serious implications.”

“Effectiveness depends on implementation. Road-workers and their managers needs incentivising to complete their jobs efficiently and to a good standard. I would hope that the quality of work completed (in time or not) is assessed and penalties exacted for sub-standard result.”

- **Governance, enforcement, and fairness** (10 comments): Respondents raised concerns about fair and consistent governance of the Lane Rental Scheme, including accountability, enforcement and equal treatment of council and utility works, and the risk of increased administrative costs.

“Just put up the cost of utilities/highway repairs. Has anyone at BCP ever read the PUSWA and more importantly thought about implementing it. BCP can turf off contractors who close lanes for convenience not necessity -but you wouldn't believe it seeing what is allowed to happen.”

“Completed works should be quality checked to insure corners are not being cut. Daily fines for exceeding the rental period”

“Contractors will be reluctant to commit to works that would potentially overrun limiting available resources and job viability for profit .

There is a potential for avoidance of penalties and costly litigations there needs

to be a clear binding framework that both Council and Contractors sign up too, I don't see that happening."

"Cannot see a negative as long as any over running works are penalised."

6.4 Respondents also suggested additional roads for inclusion within the scheme.

- Sandbanks Road, including the section to the ferry and beyond Lilliput shops
- The Avenue to Branksome Chine
- Willow Drive, Christchurch
- Stour Road, Christchurch
- The A35, including the Christchurch bypass and A35 Upton Road
- Upton Road and Pergin Crescent

6.5 Some respondents also thought that the scheme should be extended to include additional major and key routes that regularly experience repeated or poorly coordinated works and significant impacts on businesses.

7. Respondent Profile

7.1 Respondent profile summarises the characteristics of both individual and business respondents.

Do you live, work, study, volunteer or visit the area?

Respondents could provide more than one response to this question.

I live within Bournemouth, Christchurch and Poole	129	90%
I work within Bournemouth, Christchurch and Poole	32	22%
I study in Bournemouth, Christchurch and Poole	1	1%
I volunteer within Bournemouth, Christchurch and Poole	9	6%
I live outside Bournemouth, Christchurch and Poole	1	1%
I visit Bournemouth, Christchurch and Poole	4	3%

Age group

18 - 44 years	24	19%
45 - 64 years	42	33%
65 - 84 years	57	44%
Prefer not to say	6	5%

Sex

Male (94)	94	67%
Female (40)	40	28%
Prefer not to say (7)	7	5%

Ethnicity

White (English/Welsh/Scottish/Northern Irish/British)	96	71%
White (Other)	24	18%
Other Mixed ethnicity	4	3%
Prefer not to say	12	9%

Religion

No religion	61	48%
Christian (including Church of England, Catholic, Protestant and all other Christian denominations)	50	39%
Other religion	5	4%
Prefer not to say	12	9%

Appendix A

Representations and comments received from businesses who will be using the scheme

SCOTTISH AND SOUTHERN ELECTRICITY NETWORKS (SSEN)

General: Scottish and Southern Electricity Networks (SSEN) would like to have the following points considered, as a response to the Bournemouth, Christchurch and Poole (BCP) Council formal consultation to operate a Lane Rental (LR) Scheme on the highway network.

BCPLRS Draft Scheme document

Para 1 Introduction: *"A lane rental scheme is designed to work in conjunction with a permit scheme to complement the powers provided within it by implementing a charging regime for works taking place on the most congested section of the network at peak times."*

SSEN consider that the current permit scheme should be more than sufficient in managing street and road works on BCP's network. Within the current permit scheme, your permitting officers have the powers to direct when works can take place on your most sensitive areas. Introducing a Lane Rental scheme to effectively provide the same service but at a greater cost to all (HA as well as utilities) does not seem appropriate, when powers are already available to BCP Council.

However, SSEN are aware that the current Permit Scheme within BCP has been operating at a loss.

"The permit scheme has fallen into deficit in the fifth year of operation and that BCP permit scheme already operates at maximum permit fee level it will be difficult to maintain a balanced budgets in future years." (deficit of £157,829) (extract from Permit scheme review 2024 -2025)

So, it may be considered that the implementation of a Lane Rental Scheme has been considered by BCP to help improve revenue and support the resource used to administer the current Permit Scheme.

Para 2 Objectives & principles: *"The BCPLRS therefore provides a mechanism for providing all activities' Promoters with an incentive to change behaviour and minimise the occupation of lane rental streets at the most traffic sensitive times which are the most critical parts of the BCP highway network".*

SSEN consider this phrase to be inaccurate, as the mechanism suggested is already in place in the current Permit scheme. It is considered that BCPLRS would result in either a substantial increase in operational costs to change the process of how SSEN works or risk a financial penalty. There are a large number of works (Faults) that will take place on streets included within the BCPLRS that are outside of SSEN's ability to control, therefore SSEN will not be able to reduce these or avoid Lane rental Charges.

Para 2.1 - National Infrastructure: SSEN request that the list of UK national infrastructure projects be fully detailed. SSEN have projects that support this, but do not easily fall under the listings shown (e.g. – supplying power to a Government Data Centre) which are designed to support the National Infrastructure.

Para 2.2 Improvements expected:

- “Behavioural changes that minimise the duration of occupation of the highway at the busiest locations at traffic sensitive times.”
- “Reductions in the number of works taking place during traffic sensitive times”.

SSEN consider that the changes indicated will come about by Utilities not carrying out planned works in the BCPLRS areas during traffic sensitive times - due to excessive cost incurred, not through any incentive offered. Immediate works will not be reduced as they are time sensitive (as per Regulations which SSEN must adhere to) and the location is unknown. SSEN also consider that this may change a Utilities behaviour to delay carrying out maintenance work until it is more urgent and will be dealt with under an immediate urgent permit request. Ironically would save SSEN money.

Para 3.1 Promoters: Can BCP confirm that its own council works will be included within the BCPLRS, as this is not clear from the statement made.

Para 3.2 Specified works: “*Diversionary works are included within the DLRS under “works for road purposes” – maintenance and improvement work to the road itself carried out by, or on behalf of, the highway authority.”*

SSEN ask if this is a typing error and “DLRS” should be “BCPLRS”. If not, please confirm what DLRS means.

Please confirm that when works are started outside of LR timings and then are plated over to restore the highway to full public use, that no charge will be applicable.

3.3 Specified locations

“*Charges will not be payable in the following circumstances:*

- *Charges will not apply if the activities take place outside of the traffic sensitive streets specified times.*
- *Charges will be waived for a period of 48 hours from the start of immediate works beginning; after which time the normal lane rental rules for the location will apply.*
- *Charges will be waived for activities which are confined to a verge or footway, footpath, bridleway, or byway.*
- *Charges will be waived if works which do not reduce the number of lanes, or prescribed width, available to traffic or if normal traffic flows can be maintained”*

SSEN are pleased to see that BCPLRS includes a 48-hour waiver for immediate works, however, SSEN consider this to be an unrealistic timeline to complete urgent electrical fault works. The majority of Utilities will find it a challenge to complete immediate works within this timeframe. Can BCP detail how they decided on this timeline? What metrics were used to understand how an electrical utility carries out its immediate fault works. Has BCP Council completed a feasibility study to ensure that immediate electrical works, with fault finding, excavation, repair and reinstatement can be achieved within the 48hr waiver?

SSEN consider that current Lane Rental schemes result in Utilities being penalised financially for adhering to regulatory safety and operational timelines. Exemptions and waivers should be more realistic in timelines for emergency works or provide opportunity to carry out emergency works in accordance with regulatory guidelines.

SSEN are pleased to see that works carried out within the verge/footway in its entirety (with no carriageway incursion) will not form part of the BCPLRS.

Para 3.4 Specified days and times: SSEN would like to know why BCPLRS charges will apply on weekends and select bank holidays? The BCPLRS scheme will apply to public holidays apart from Christmas day & Boxing Day. As Easter is also a religious holiday why is that not also included in the exception?

Please provide the calculations and measurements of traffic flows which justify charging lane rental on weekends.

In the LRS Guidance for English authorities, one of the incentives to encourage promoters to minimise their exposure to lane rental charges, is to make greater use of evening or weekend working, so BCPLRS contradicts this Guidance. The inclusion of weekend charging is likely to discourage promoters to change working practices rather than encourage modification.

SSEN would also like to highlight that the assumption that works will be done outside of BCPLRS Traffic sensitive times and with shorter durations, seems a misnomer in any lane rental scheme. Working outside of normal working hours will result in a smaller window for physical activity (especially in Winter) and will involve multiple setting up and taking down of sites, which will increase durations rather than decrease it.

SSEN ask if BCPLRS has, in its selection of proposed specified Lane Rental streets and times, considered the safety and welfare of workers? Working at after 8 pm in the evening has a significant safety impact (especially in the winter months), setting non lane rental times to be only between 8pm and 6am does not offer any safer practical times for works to be done.

Para 3.5 – Environmental Considerations: SSEN can see that BCP Council has consulted with the Environmental Health Office, however do they agree with the encouragement of noisy works taking place outside of normal hours (8pm to 6am Mon to Fri) The stated comment that the Environmental considerations can be mitigated, when works are to start after 8pm in the evening, is not a realistic assumption. (especially when our fault works occur within residential areas)

“If the council considers that a Promoter has made a genuine attempt to plan work outside of Specified Times but is prevented from doing so by environmental impacts, it may consider applying a discount to lane rental charges, provided all other means of avoiding the charge have also been adequately explored.”

SSEN request that this statement be more detailed to include all the actions a Utility can take to show a “genuine attempt” to plan outside of specific timing.

How will BCP manage any crossover between neighbouring lane rental schemes? A utility will have one project of work to be completed, and it is not realistic or fair to receive multiple (and differing) invoices, from several authorities, with conflicting lane rental schemes whilst working on that project. This will cause additional unnecessary planning, administration, and resource costs.

Para 3.7 Immediate permits: *“To minimise disputes, works Promoters claiming this waiver must, when requested by BCP Council, provide documentary evidence of the nature of the emergency before the waiver will be granted. This evidence will need to be sufficient to demonstrate the works categorisation as immediate works”.*

SSEN requests further explanation is given regarding what guidelines BCP are using to base a decision on. Can it be clarified and detailed as to what evidence is required or sufficient for this to be in effect?

Para 5.3 Calculating the charge: *“For all types of immediate works, the charges will apply on and from the third calendar day of occupation – taking the works start as stated within the relevant permit application and ending on the date specified in the works stop notice.”*

This statement is in contradiction to the statement in para 3.7 Immediate Works – *“The Lane Rental charge free period shall begin from the start of the immediate works and shall apply for a period of 48 hours”*. Can this please be clarified? Does BCPLRS charges start after 48hrs of a reported start of an immediate permit? or is it on the 3rd calendar day of occupation?

“Section 74 overrun charges will apply in accordance with the Section 74 Regulations following the end of the agreed reasonable period, in addition to the BCPLRS charges”.

SSEN question the fair and realistic application of this statement, as a utility would generate 2 charges for a situation of an overrun on a BCPLRS traffic sensitive street, - a LR charge at £2500 per day and a S74 charge of £25000 per day on a Type 1 TS road. SSEN question whether this application of the LR scheme is within its principals of incentivising Utilities to clear site faster or just increasing the revenue for the HA.

Para 5.16 Remedial works: SSEN would like to see exceptions to remedial works – such as defects which are caused by 3rd party damage or incidental damage, where this is not the responsibility of the utility.

To encourage first time compliance, the charging of lane rental at full rate should only be applied to remedial works to remedy a defect identified on work completed after the introduction of the scheme. Any defects identified on works completed before the lane rental scheme is commenced should be based upon the location and timings of the works.

It is recognised within the SROH that there are occasions where reinstatements will fail even though the specification has been followed, which is the reason for the performance requirements in section 2, consequently these must be treated in the same way as the original works. By charging the highest rate possible BCP are seeking to penalise promoters for something outside of their control and will have created a revenue generating remedy for something which already has an established process and established sanctions in place.

Para 10.3 Surplus Revenue Policy: In considering your Lane Rental Governance group, SSEN has a limited number of individuals that can attend this requirement. This is not part of their contracted role and is of no direct benefit to SSEN, so it is requested that it be considered for support for this position be funded via the Lane Rental scheme, and/or included in its running costs. This should be incorporated into the scheme for all the Utility members on the Governance board. With an increasing number of governance boards being created within SSEN's area of operations, it will become increasingly challenging for SSEN to commit now to be able to fulfil this additional requirement.

BCPLRS Evaluation plan document

There are several assumptions and issues within this document that SSEN has already addressed and queried in the above response to the Draft Scheme document, please refer to this when considering the Evaluation Plan document. In addition, SSEN have the following to add:

7.4 Base Innovation and Disruption Savings Assumptions: *It is assumed that:*

- *Significant progress will be made in developing and applying new, less-disruptive techniques by the third year of the BCPLRS*
- ***There will be increased scope to work in less disruptive ways in years three (3) to five (5) onwards, therefore, in following years Promoters and undertakers are able to reduce their exposure to lane rental charges by increasing their expenditure on, and use of, less disruptive working practices***
- ***Lane rental charges will also provide an incentive for Promoters and undertakers to further invest in the development of less-disruptive techniques***
- *There will be an increased use of innovative traffic management*
- *There will be an increased use of innovative techniques.*

SSEN are concerned that BCP are endorsing a Utility to increase their operational costs when approximately half of works that SSEN carry out in Traffic Sensitive areas are Immediate Faults, therefore we will be unable to reduce our impact.

SSEN also wish BCP Council to be aware that current technology does not support trenchless digging or the replacement/repair or maintenance of underground electrical cabling without an excavation of some type. Although the innovation developments in science and technology are improving in these areas, SSEN do not consider this can be achieved within the next 3 to 5

years, so do not see how the BCPLRS Scheme will enable SSEN to reduce their exposure to Lane Rental Charges or enable SSEN to be less disruptive in its working practices.

Para 12 Evaluation Principles: SSEN would again like to highlight that the assumption within this paragraph, that works will be done outside of BCPLRS Traffic sensitive times and with shorter durations seems a misnomer in any lane rental scheme. Working outside of normal working hours will result in a smaller window for physical activity (especially in Winter) and will involve multiple setting up and taking down of sites, which will increase durations rather than decrease it.

BCPLRS Cost benefit document

SSEN cannot see in the Cost Benefit Analysis that the increased operational costs to a Utility, to change working practice or use greater resource for out of hours working has been included within the calculations/impact to a Utility.

Para 6 Behavioural change : *The following scenarios have been analysed:*

- *Baseline, current situation.*
- *Scenario 1, minimum position (works duration reduces to half of current).*
- *Scenario 2, target position (most likely outcome with all works adjusting duration and timing of works to minimise exposure to charges).*

Scenario 1 is the minimum response likely, with no change in day of week or method of working. The behavioural change only includes the halving of works durations to reduce LR charges.

The modelling assumptions applied for Scenario 2 is the more likely outcome of the BCPLRS and includes a reduction in works duration and/or a number of works moving to periods of the day where no charges are applied or discounts are available. Most streets on the proposed LR network are designated as Traffic Sensitive (TS) every day between 06:00 and 20:00 – 119 of the 140 streets. The remainder are TS during peak periods, 06:00 to 09:30 and either 16:00 to 18:00 or 14:30 to 18:00.

SSEN would again like to highlight, that the assumption that works can be done outside of BCPLRS Traffic sensitive times, with shorter durations seems a misnomer in any lane rental scheme. Due to the operational challenges SSEN does not support the above scenario assumptions for out of hour works and the cost benefit of such. SSEN will only work when it is safe to do so and cannot accept any additional safety risks or being expected to continue working. SSEN are concerned about any increased in planning costs, when working out of hours. This will also result in a smaller window for physical activity (especially in Winter) for works to be completed, as identified in the document:

Para 6 Behavioural change: *"With the majority of network designated TS every day between 06:00 and 20:00, there is limited scope for works being undertaken and completed wholly outside of TS times, other than very short duration works or scheduling works in short intervals over several days. Therefore, a mix of short duration overnight, inter-peak and weekend working has been applied"*

SSEN operational practices and the manner in which we are regulated to work, does not support the multiple setting up and taking down of the majority of our sites, due to the size and location of the excavations required to complete our works, therefore "interpeak working" would not be a viable option for SSEN (and also for a number of other major Utilities (e.g. Gas/Water). SSEN enquires why the practical application of BCPLRS traffic sensitive timings, and their impact has not been outlined or included within your two costing scenarios?

SSEN question the use of "Weekend working" as a solution to avoid Lane rental charges, when a lot of the traffic sensitive streets have weekend Lane rental timings applied to them, so working on a weekend would not avoid charges.

Charges document

There are several assumptions and issues within this document that SSEN has already addressed and queried in the above response to the Draft Scheme document, please refer to this when considering the Evaluation Plan document.

SSEN would like to state that the charges set out and waivers available for the BCPLRS have been better presented than other schemes consulted on by SSEN. The “minimum of 25% discount “for collaboration opportunities is noted and welcome.

SSEN note that the wording used for “*examples where discounts maybe considered*” is different from the other documents in the BCPLRS pack, and request that consistency of phrasing be adopted to help prevent future misconceptions. A detailed list of exemptions and discount should be detailed consistently throughout the BCPLRS documentation for reasons of clarity.

Governance of surplus funding document: SSEN would like to reiterate that when considering your Lane Rental Governance group, SSEN has a limited number of individuals that can attend this requirement. This is not part of their contracted role and is of no direct benefit to SSEN, so it is requested that it be considered for support for this position be funded via the Lane Rental scheme, and/or included in its running costs. This should be incorporated into the scheme for all the Utility members on the Governance board. With an increasing number of governance boards being created within SSEN’s area of operations, it will become increasingly challenging for SSEN to commit now to be able to fulfil this additional requirement.

In conclusion: SSEN consider that there is minimal evidence to support that lane rental reduces the potential impact of works, it may reduce the overall number of large-scale works, as planned infrastructure projects will be cancelled or delayed as the cost becomes prohibitive if lane rental costs are applicable, however it is considered that it would not reduce the amount of immediate/urgent permits for faults on traffic sensitive streets, as this cannot be controlled.

Utilities are unable to predict the number of faults or 3rd party damages on any of our assets. This means that we do not have a choice on where works take place or often when, especially in loss of service supplies, so the possibility of these types of works being reduced is unlikely.

SSEN cannot support any additional administrative burden being placed upon our staff. The work to identify lane rental charges and any applicable exemptions is expected to be undertaken by BCP Council as part of the running of the BCP lane rental scheme.

SSEN consider that there is a requirement for the DfT and the Highways Authorities to understand how an electrical Utility carries out its operational works and the regulations and legislation SSEN must adhere to.

SSEN work to a government regulatory body that provides strict regulatory safety and operational guidelines and timelines for SSEN to carry out all our works. This seems to be contrary to some of the practices being outlined within the BCPLRS, by encouraging a Utility to either:

- a) Work outside of optimum working hours, which may impact safety and increase the risks involved - (Fatigue management).
- b) Increase pace to clear sites quicker (safety risk and may impact quality of work)
- c) Have an increase in resource costs or pay a financial penalty.
- d) Penalise a Utility for responding to fault work (as per legislation) but not giving a realistic timeline to complete it without financial penalty

It could be suggested that to avoid lane rental charges, an organisation may choose to prioritise routine maintenance or upgrade work in areas or streets where lane rental does not apply. As a result, the infrastructure in Lane rental areas may suffer, as the utility may consider waiting until

the asset fails, rather than meet the cost of maintenance, due to excessive Lane Rental Charges.

When TfL were looking to introduce lane rental, their studies acknowledged that working outside of normal hours would result in one additional death a year. It is SSENs position that any scheme which could involve additional deaths cannot and will not be considered as an acceptable risk.

There is an Increased cost to a Utility, to work to avoid or mitigate for Lane Rental charges, and the cost to change the way we work may currently outweigh the Lane Rental charge costs. Also, the Regulators have deemed Lane Rental as an allowable charge, so these charges may be passed on to customers, thus putting undue pressure on SSEN to increase its prices.

SSEN is yet to be convinced that a lane rental scheme is anything more than a revenue generation mechanism, to help provide funds to maintain and administrate a HA's network at a Utilities expense.

Openreach

Thank you for the invite to consult on BCP council proposals for a lane rental scheme. Openreach welcomes this opportunity to provide our feedback.

Openreach would like to object to the lane rental scheme as currently proposed and wish to provide the following feedback.

Openreach believes that while lane rental can be utilised to minimise impact to the most critical parts of a network at the most critical times, lane rental schemes should allow for reasonable opportunity to attend to works outside of lane rental times. Of the 135 USRNs to which lane rental charges will apply, 114 will be subject to lane rental charges from 06:00 to 22:00 every day. This represents 84% of streets where lane rental charges are applicable.

These timings are in line with the timings of the traffic sensitive designations for each street, however, Openreach has previously objected to the blanket application of this timing across a vast percentage of the network during the consultations regarding the traffic sensitive street review conducted by BCP in 2025. During the TSS review, Openreach identified that 68% of streets identified as traffic sensitive will be designated as such between 06:00-22:00 every day of the week.

The below USRNs are examples of streets upon which the TS designations were significantly increased during BCP TSS review in 2025, without any increase in applicable criteria for TS designations, and which now will be subject to lane rental charges every day from 06:00 to 22:00

Seabourne road, USRN 3753501 – Previously designated as TS weekdays and Saturday only, 09:00-19:00, expanded to 06:00-22:00 upon BCP TSS review 2025, now to be subject to lane rental charges everyday 06:00 - 22:00

Terrace road, USRN 3761351 – Previously designated as TS 07:30-09:30 and 16:00-18:00 working days and 16:00-18:00 Saturday, expanded to 06:00-22:00 upon BCP TSS review 2025, now to be subject to lane rental charges everyday 06:00 - 22:00

Herbert road, USRN 30300505 – Previously designated as TS 07:30-09:30 and 16:00-18:00 working days only, expanded to 06:00-22:00 upon BCP TSS review 2025, now to be subject to lane rental charges everyday 06:00 - 22:00

Richmond drive, USRN 30300329 – Previously designated as TS 07:00-19:00 weekdays only, expanded to 06:00-22:00 upon BCP TSS review 2025, now to be subject to lane rental charges everyday 06:00 - 22:00

Sea view road, USRN 30300663 – Previously designated as TS 07:30-09:30 and 16:00-18:00 working days only, expanded to 06:00-22:00 upon BCP TSS review 2025, now to be subject to lane rental charges everyday 06:00 - 22:00

Openreach would object to a proposal for lane rental charges to be applicable between 06:00 – 22:00 every day on 84% of the roads identified as lane rental roads within this proposal. This effectively denies any opportunity for Openreach to execute much of its essential work outside of lane rental times on 84% of the roads lane rental will apply. Openreach does not believe that BCP have provided justification for these timings on every road applicable. There was an illustrative example provided for statutory undertakers in BCPs presentation to us on 8th of December (specifically Magna road A341), however, this is one illustrative example, and itself seems to show variation on different days of the week. Openreach believes that while some streets may be suitable for lane rental charges between 06:00-22:00 on some days of the week, no justification has been provided for these charging windows needing to apply every day of the week on 84% of the applicable roads.

Environmental concerns

Openreach welcomes the recognition of environmental considerations in the proposed lane rental scheme, section 3.5. However, given the extent of the lane rental charge timings on 84% of the network as outlined above, Openreach believes further clarification and assurances are required as to how we can mitigate all environmental issues while avoiding lane rental charges. Section 3.5 indicates the potential for BCP to consider discount to charges at discretion of BCP, however, given that a high percentage of our works cannot be completed at night, or without creating noise and disturbance, it would be expected that lane rental charges could be agreed to be waived for specific agreed reasonable times should we need to work during the day to execute the works safely and to mitigate all environmental concerns.

Collaborative works – discounted by a MINIMUM of 25% for each promoter during period of collaboration (6.1)- In some instances, charges may be reduced for collaboration where the works originate from two distinctively different operational divisions of the same organisation. Openreach believe this should read in all instances, not some.

Where it is agreed that a Promoter can demonstrate to the Council that an innovative process or work methodology has reduced the detrimental impact of their work, compared to a traditional works methodology, the lane rental charge will be discounted by a minimum of 25%. (6.2) – Can BCP give some examples of what BCP consider as being an innovative process or work methodology?

Discounts up to 100% are available in some circumstances and are considered on a case- by-case basis. For example, any works that: - Deliver significant infrastructure improvements or upgrades that substantially extend the longevity of, improve or renew an asset. - Are recognised by the Council to be nationally significant infrastructure projects. or - Install infrastructure specifically to minimise detrimental impact of future works.- Could BCP confirm whether the Openreach fibre broadband rollout qualifies as a major infrastructure improvement and is eligible for applicable discounts?

Wessex Water

BCP Lane Rental: It is recognised that the investigation and adoption of Lane Rental Lane Rental schemes is becoming widespread amongst many highways authorities across England and it is not surprising BCP Council is following suit however it is appreciated the opportunity has been given to offer views for consideration prior to any further progression towards possible implementation.

It is considered and accepted that BCP's evaluation will be undertaken in accordance with the guidelines appertaining to the Lane Rental regulatory framework. It is considered BCP has proposed a number of features of the scheme with a degree of reasonableness, pragmatism and fairness; for example using temporary traffic signals which replicate existing signals or closures on adjoining streets.

It is acknowledged that the volumes of roads being considered for adoption is fewer than anticipated although it is disappointing that the traffic-sensitive timings being applied to these roads generally reduces the working window available to the works promoters.

It is recognised that Lane Rental charges would not apply for working outside of traffic-sensitive times or for a 48 hour period where immediate works are involved.

It is also recognised that charges would apply for carriageway works only but not where Some Carriageway Incursion is the determined TM involved. It is not considered appropriate however that cycle tracks are included in the chargeable carriageway measures given that cycleways do not tend to be pre-advised to statutory undertakers for advice of whether assets lie beneath these cycleways.

It should also be clarified that cycle tracks housed on footways will also have charges waived in line with any footway works.

It is believed however that the 48 hour period should extend to all works, planned as well as immediates.

Wessex Water believes reduced charges should apply for short duration works where occupancy of the impacted roads is restricted to a period equivalent to half of the working window available on those roads upon which Lane Rental charges are being applied.

Where collaborative working is being undertaken between either two works promoters whether that be Statutory Undertakers, other works promoters or highway authority road works then each promoter should be subject to a 50% reduction of the chargeable lane rental amount.

Wessex Water would prefer to ensure engagement continues with BCP over its works such that works are allowed to proceed without undue encumbrance such as for example hours not being restricted further where school bus transport is involved.

Effectively forcing statutory undertakers to undertake works outside traffic-sensitive times increases costs significantly to those undertakers which are likely to ultimately lead to increase bill pressure on households. This should be a key consideration before implementation.

The LR scheme should allow for non-excavation works in traffic-sensitive periods be charge free where the duration of occupancy is to an agreed minimum timescale irrespective of the TM used other than lane/full road closure.

It should be mandated as part of the LR scheme that works unable to be undertaken to completion outside of traffic-sensitive periods will have LR charges waived where these commence within the usual traffic-sensitive period, which would normally be a commencement towards the back end of the traffic-sensitive designation for that road.

It is acknowledged that BCP Council's own works will experience the same charging regime as all works promoters.

Lane Rental charges should not apply for significant infrastructure schemes which are undertaken for the benefit of the wider community.

It is appreciated that the LR scheme seems to provide the inference that major infrastructure projects will receive significant discount depending upon the likely works duration.

If works require to be extended then subsequent daily lane rental charges should be waived where it can be reasonably demonstrated that there are legitimate reasons for the extension requirement.

Remedial or defect work on footways and verges should be exempt from charges under all circumstances.

Under circumstances where a works promoter is required to undertake works as a result of third party influences or damage it seems unreasonable for that promoter to suffer LR charges because they would be undertaking activities that they would not ordinarily be undertaking. Charges under these situations should be waived.

Wessex does not believe that any timescale should be applied for works already approved in advance, Provisional Advanced Authorisation, or otherwise and certainly not within the 24 months timescale advised in the proposed LR scheme.

Unattributed

Contractors will be reluctant to commit to works that would potentially overrun limiting available resources and job viability for profit.

There is a potential for avoidance of penalties and costly litigations there needs to be a clear binding framework that both Council and Contractors sign up too, I don't see that happening.

Appendix K

Equality Impact Assessment: Conversation Screening Tool

What is being reviewed?	<p>The council is considering introducing a Lane Rental Scheme (LRS), which would enable the it to charge works promoters up to £2,500 per day for works on the busiest roads at the busiest times. Where other highway authorities have done this, the evidence suggests that the number and duration of road works on busy roads and busy times reduces such that traffic congestion is eased and that despite the extra costs of doing works, there is an overall financial benefit to the areas due to the reduced costs of congestion with a Benefit Cost Ratio (BCR) estimated at 8.9.</p> <p>The costs are paid for mainly by utility companies (Statutory Undertakers) but also apply to the councils own highway maintenance and improvement works and any developer led work, i.e. works promoters. The income covers the operating costs and is then legally ringfenced, 50% to highway maintenance and 50% for innovations that are judged by the governance board to reduce traffic impact of future schemes.</p> <p>The LRS is being considered because of the benefits listed in the next section.</p>
What changes are being made?	<p>The introduction of a Lane Rental Scheme would help to encourage:</p> <ul style="list-style-type: none"> a) Behaviour change of works promoters to minimise the duration of road works occupation of the highway at the busiest locations at the traffic-sensitive times b) Right first-time reinstatements c) Minimise the number of works taking place during traffic-sensitive times d) Contribute to reducing disruption to all road users e) Encourage a proactive approach to planning and undertaking of works on the highway f) Encourage innovations that will reduce the duration and need for roadworks g) Encourage collaborative working amongst activity promoters h) Ensure parity of treatment for all activity promoters i) Reduce any unreasonable occupation of the Highway through efficient coordination and minimise the impact of works on the travelling public.
Service Unit:	Planning and Transport
Participants in the conversation	Richard Pearson (Transport Network Manager) Richard Barnes (Senior Transport Planner)

:	
Conversation date/s:	12/01/2026 and 13/01/2026
Do you know your current or potential client base? Who are the key stakeholders ?	<p>Current Users:</p> <p>The users of the public highway include all motor transport types, principally including HGV traffic, local delivery traffic, other commercial and business traffic, public transport vehicles, taxis and private hire vehicles, private motor vehicles, motorcyclists, cyclists and pedestrians.</p> <p>Almost every member of society uses the public highway and is at least partly dependent on it. This includes all age groups, genders, and every other protected characteristic.</p> <p>As well as all those travelling on the highway, the contractors, utility companies and anyone else undertaking the works are a stakeholder as they will be affected in terms of timescales and financially by the changes.</p>
Do different groups have different needs or experiences?	<p>A comprehensive BCP Council Local Travel Survey, undertaken between October 2018 and January 2019, has been used to provide data to support this EIA.</p> <p>The Local Travel Survey included a comprehensive Equality Report and a summary is provided as an appendix (see Appendix A). The survey is mentioned throughout this EIA where findings are relevant.</p> <p>As the proposal is an extension of the existing scheme, many of the potential needs and experiences of different groups will be the same.</p> <p>Age</p> <p>The BCP Travel Survey data shows that some 24% of all respondents travel by public transport and this rises to 40% in ages 65 and above. Similarly, some 34% of people in the age range 16 to 24 use public transport. Reducing congestion for all road users is likely to promote shorter and more reliable bus journey times and thus benefit these age group more.</p> <p>The BCP Travel Survey data shows that residents from middle age groups are more likely to drive, and the expansion of the current scheme could have a direct benefit in terms of providing safe and sustainable alternative transport options (modal shift), and indirect benefits of reduced local congestion, which could benefit those who drive.</p> <p>National data shows that car ownership amongst younger age groups is declining and, therefore, the provision of shorter and more reliable</p>

bus journeys is likely to provide an alternative and potential help promote those services.

Additionally, older people may be less able to drive and may make greater use of taxis or private hire vehicles, and short journey times may help make this option more affordable and accessible.

Disability

Some people with limited mobility due a disability be less likely to use public transport but more likely to use motorised vehicle journeys, either with their own vehicles or via carers or taxis/private hire. Shorter journey times are likely to assist these groups.

Research has indicated that some disabled people can be impacted more through uncertainties and dis-orientation to their usual journey patterns and longer journey times by roadworks with diversions - compared to the rest of the population. The LRS can thus be seen as a positive here as it's likely to reduce the extent of roadworks and congestion and related uncertainty.

Race

Data from the BCP Travel Survey shows that Ethnicity is a factor in car use, with people from all other ethnicities far less likely to have access to a car than 'White British' people. More reliable sustainable transport, including public transport, is likely to improve access to employment, education, leisure, and social opportunities for most ethnic groups.

Religion or Belief

There is evidence that different ethnic groups have a higher or lower propensity to use motor vehicles and therefore making public service vehicles and taxis and private hire vehicles more reliable may assist those groups.

Gender:

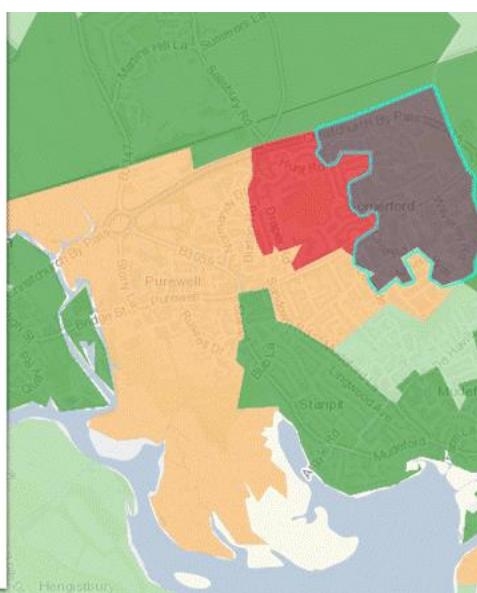
Data from the BCP Travel Survey shows that women may drive slightly less and be a passenger in a private motor vehicle more than males. Both groups will benefit from reduced congestion.

Sexual Orientation

Data from the BCP Travel Survey, highlighted that people who identify as one of 'All other sexual orientations' are more likely to use public transport (34%) and therefore shorter and more reliable journey times may assist this group more.

Deprivation

People living in the most deprived areas are significantly less likely to

	<p>drive than less-deprived areas and are more likely to suffer the effects of car use – for example through air pollution, noise pollution and road danger. Therefore, a reduction in congestion and related improvements to public services may assist these individuals more.</p> <p>Transport Related Social Exclusion (TRSE) means being unable to access opportunities, key services, and community life as much as needed, and facing major obstacles in everyday life through the wider impacts of having to travel. These wider impacts include the cost and time entailed in using the transport system, and the impacts of stress and anxiety linked with using the transport system. Together, these impacts contribute to a vicious cycle of poverty, isolation, and poor access to basic services. TRSE is caused by the combination of fragmentation, unreliability, and high costs in the public transport system; poor conditions for walking, cycling, and wheeling in car-dominated environments; and the high levels of car dependency that result from this. This leads to poor access to key destinations for those primarily dependent on public transport and active travel, alongside forced car ownership, in which households feel compelled to have access to a car, despite the costs of car access causing them significant hardship.</p> <p>There are pockets of the BCP area which appear as higher risk in terms of TRSE. For example, Somerford in Christchurch is classified as high risk, with particular issues around access to employment and transport access. Improvements to bus journey times and reliability may assist these areas more.</p> <div data-bbox="382 1282 1398 1875"> <p>TRSE risk data</p> <table border="1"> <tbody> <tr> <td>Local authority</td> <td>Christchurch</td> </tr> <tr> <td>LSOA</td> <td>E01020347</td> </tr> <tr> <td>Population</td> <td>1,787</td> </tr> <tr> <td>TRSE Risk Category</td> <td>One to Five. One is lowest risk, five is highest risk</td> </tr> <tr> <td>Overall</td> <td>5</td> </tr> <tr> <td>Employment</td> <td>5</td> </tr> <tr> <td>Education</td> <td>2</td> </tr> <tr> <td>Health</td> <td>4</td> </tr> <tr> <td>Key services</td> <td>2</td> </tr> <tr> <td>Transport access</td> <td>5</td> </tr> <tr> <td>Accessibility decile</td> <td>One to ten. One means the LSOA is in the 10% worst in England</td> </tr> <tr> <td>Overall</td> <td>3</td> </tr> <tr> <td>Employment</td> <td>2</td> </tr> <tr> <td>Education</td> <td>6</td> </tr> <tr> <td>Health</td> <td>4</td> </tr> <tr> <td>Key services</td> <td>7</td> </tr> </tbody> </table>  </div>	Local authority	Christchurch	LSOA	E01020347	Population	1,787	TRSE Risk Category	One to Five. One is lowest risk, five is highest risk	Overall	5	Employment	5	Education	2	Health	4	Key services	2	Transport access	5	Accessibility decile	One to ten. One means the LSOA is in the 10% worst in England	Overall	3	Employment	2	Education	6	Health	4	Key services	7
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What are the benefits or positive impacts of	<p>As identified above, BCP residents and visitors will benefit from reduced congestion.</p> <p>The very positive Cost Benefit Ratio is difficult to apportion to</p>																																

the change on current or potential users?	<p>individuals and groups in an empirical way. The impacts mentioned in earlier sections, such as reduced journey times to bus operators does have a financial benefit to those organisations that is likely to reflect in more or improved services.</p> <p>The wider economic benefits will filter down to society in many ways but ultimately result in financial savings to individuals and businesses that will be positive for the area.</p>
What are the negative impacts of the change on current or potential users?	<p>Reducing congestion is unlikely to bring negative benefits to any road user group.</p> <p>The LRS will add costs and constraints to those carrying out road works on the limited number of sections of roads defined as being within the scope of the scheme.</p>
Will the change affect employees?	<p>BCP Council employees are also road users and will be impacted positively in the same way as the rest of the population.</p>
Will the change affect the wider community?	<p>Reduction in congestion and associated improvements to air quality along with indirect economic benefits are only likely to bring positive benefits to the wider community.</p>
What mitigating actions are planned or already in place for those negatively affected by this change?	<p>The only disbenefit is that the LRS will add costs and constraints to those carrying out road works on the limited number of sections of roads defined as being within the scope of the scheme. However, the BCR of 8.9 shows that the LRS will bring over economic benefits to society and surplus income from the LRS is expected to more than offset the added council works costs and the remaining 50% will be available to all utility companies and BCP itself to apply for if they can submit costed proposals for qualifying road works innovations/improvements.</p>
Summary of Equality Implications:	<p>Drawing on data from national travel surveys and the BCP Local Travel Plan the introduction of a Lane Rental Scheme will only bring benefits to our communities.</p> <p>The reduction in congestion will improve journey time reliability, reduce emissions and improve the economy and these benefits will translate into benefits for all road users in different ways with some of the more notable benefits to the elderly, the young, the disabled and other groups being described in more detail in this EIA Equality Impact Assessment Screening Tool.</p> <p>Increasing sustainable transport options, including travel by public transport allows people that do not have access to a car to better access services, education, healthcare and leisure with associated benefits for mental health and wellbeing.</p>

	Overall, the scheme will only result in people being positively impacted.
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Form Version 1.2

Appendix A –

Equality Information for Transport.

Information sources for transport relevant to completion of Equality Impact Assessments is detailed below.

BCP Travel Survey – 2019.

As there was a lack of local travel information, an on-line travel survey was undertaken between October 2018 and January 2019. Evidence was obtained based on

- Who is travelling
- Where they are going
- What routes and modes are being used
- Why they are travelling and using the modes used
- How changes could influence future travel choice.

The survey was carried out over a 12-week period and 3621 responses were obtained. Responses were aligned with the population split of Bournemouth, Christchurch and Poole. The survey analysis included a comprehensive equality report and included consideration of levels of deprivation.

When asked which modes of transport have been used in the last 12 months to travel locally – and then which modes are used 5 or more days a week

	Last 12 months	5 or more days a week
By foot (walk or run longer than 5 minutes)	86%	45%
Car – as driver	83%	56%
Car – as passenger	73%	7%
Bus	60%	8%
Train	49%	1%
Taxi	48%	<1%
Pedal bike	33%	6%
Motorcycle/moped	4%	<1%
E bike	2%	<1%
Mobility Scooter	1%	<1%

The demographic/equality breakdown of residents who drive a car or van at least weekly and as a passenger.

	As a driver	As a passenger
All respondents	80%	46%
Location		
Christchurch	83%	55%
Poole	81%	47%
Bournemouth	76%	45%
Gender		
Male	83%	37%
Female	78%	54%
Age		
16-24	52%	58%
25-34	78%	55%
35-44	85%	50%
45-54	87%	42%
55-64	87%	40%
65 and above	83%	37%
Disability		
No Disability	81%	46%
Disability	75%	41%
Ethnicity		
White British	80%	46%
BME	76%	41%
White other	60%	46%
Sexual Orientation		
Heterosexual	82%	46%
All other Sexual Orientations	56%	46%
Religion		
Christian	83%	45%
No religion	77%	48%
All other religions	70%	33%
Index of multiple deprivation		
Top 10% - least deprived, most prosperous	90%	
Lowest 10% - most deprived, least prosperous	61%	

In their analysis of the survey the BCP Council insight team identified –

For residents driving a car or van	
Location	Bournemouth residents are significantly less likely to drive a car or van at least weekly compared to those living in Christchurch or Poole.
Gender	Men are significantly more likely than women to drive a car or van at least weekly.
Age	Apart from those aged 65 and over, weekly use of cars or vans increases with age.

Disability	Respondents with a disability are significantly less likely to drive a car or van at least weekly, compared to those without a disability.
Ethnicity	Those from other white backgrounds are significantly less likely to drive at least weekly compared to white British and BME respondents.
Sexual Orientation	Differences occurring between sexual orientation and religion, are likely to be linked to age, (there are higher proportions of heterosexual respondents amongst younger age groups and higher proportions of Christian respondents amongst older age groups)
Religion	See sexual orientation

For car/van passengers	
Location	Respondents living in Christchurch are significantly more likely to be passengers in a car or van at least weekly compared to those living elsewhere.
Gender	Women are significantly more likely than men to be a passenger at least weekly.
Age	The proportion of respondents who are passengers at least weekly decreases with age.
Disability	Respondents with a disability are significantly less likely to be a passenger at least weekly compared to those without a disability.

The demographic/equality breakdown of residents who travel by bus, by pedal cycle or on foot, at least weekly.

	By Bus	By pedal cycle	On foot
All respondents	24%	15%	74%
Location			
Christchurch	18%	17%	72%
Poole	26%	16%	77%
Bournemouth	27%	16%	77%
Gender			
Male	24%	21%	75%
Female	23%	10%	74%
Age			
16-24	34%	14%	78%
25-34	20%	14%	71%
35-44	13%	20%	75%
45-54	12%	22%	74%
55-64	14%	15%	73%
65 and above	40%	11%	75%
Disability			
No Disability	22%	17%	76%
Disability	33%	6%	67%
Ethnicity			
White British	23%	15%	74%

BME	28%	17%	72%
White other	37%	21%	78%
Sexual Orientation			
Heterosexual	22%	15%	85%
All other Sexual Orientations	38%	15%	73%
Religion			
Christian	24%	12%	73%
No religion	23%	18%	75%
All other religions	33%	21%	74%
Index of multiple deprivation			
Top 10% - least deprived, most prosperous	16%		
Lowest 10% - most deprived, least prosperous	43%		

The insight team analysis showed –

For travel by bus	
Location	Respondents living in Bournemouth and Poole are significantly more likely to travel by bus at least weekly than Christchurch residents.
Age	Respondents at both ends of the age categories (those aged 16-24 and those aged 65 and over) are significantly more likely to travel at least weekly by bus, compared to other age groups.
Disability	Respondents with a disability are significantly more likely to travel by bus at least weekly compared to those without a disability.
Ethnicity	Those from white other backgrounds are significantly more likely to travel by bus at least weekly compared to white British respondents.
Socio-Economic Status	Significance testing shows a correlation between social deprivation and frequency of travel by bus, with respondents living in the most deprived areas more likely to frequently travel by bus compared to those in less deprived areas. (43% regularly travel by bus in the areas that are in the most deprived – top 10% (decile); compared to 16% regularly travelling by bus in the 10% (decile) living in the least deprived areas.

For travel by pedal cycle	
Gender	Men are more than twice as likely to cycle at least weekly compared to women.
Age	Respondents aged 35 to 54 are significantly more likely to cycle at least weekly compared to all other age groups.
Disability	Respondents without a disability are almost three times as likely to cycle at least weekly, compared to those with a disability.
Ethnicity	Those from other white backgrounds are significantly more likely to cycle at least weekly compared to white British respondents.

For Travel on foot	
Location	Respondents living in Bournemouth and Poole are significantly more

	likely to travel on foot at least weekly compared to those living elsewhere.
Age	Respondents aged 16 to 24 are significantly more likely than those aged 25 to 34 to travel on foot at least weekly.
Disability	Respondents with a disability are significantly less likely to travel on foot at least weekly compared to those without a disability.

Encouraging Sustainable Transport.

When residents were asked how important or unimportant certain factors were in deciding their choice of transport-

Convenience, distance, time taken, reliability, availability, Weather, route, cost, personal safety, physical ability, health benefits environmental benefits and relaxation

Encouraging Sustainable Transport	
Gender	there were some factors that showed a particularly wide difference between women and men - personal safety (+19%), physical ability (+10%), environmental benefits (+10%) and cost (+10%).
Age	Those aged 16-24 were significantly less likely to rate route and health benefits as important than all other age groups; the latter factor increases in importance as age increases. Those aged 65+ were significantly more likely to rate physical ability as an important factor and were significantly less likely to rate time taken, personal safety and cost as important; the latter factor reduces in importance as age increases.
Disability	Respondents with a disability were significantly more likely to rate physical ability, personal safety and availability as important than those without a disability and were less likely to consider the time taken to be important.
Socio Economic Status	When comparing results to the Index of Multiple Deprivation (IMD), the only factor that showed a significant correlation to deprivation was cost, with 88% of those living in the most 36 deprived areas saying that cost is an important factor compared to only 59% of those in the least deprived areas.

Factors Preventing Use of Public Transport	
Gender	Cost was more of a barrier for women (52%) than men (45%) and women were almost twice as likely to be concerned about personal safety (17%) than men (9%). Men were more concerned about the total time taken (60%) than women (55%).
Age	Older respondents (aged 65+) were more likely to be put off using public transport by the weather and physical ability than other age

	groups and were less likely to be put off by too many changes, cost, confusing fares and length of journey.
Disability	Respondents with a disability were more likely to consider physical ability, personal safety, weather and distance to bus stop / train station to be barriers to using public transport and were less likely to consider too many changes, cost, length of journey and time taken to be barriers.

Factors Preventing Cycling.	
Gender	Women were more likely than men to be put off by personal safety (46%), busy roads (52%), not owning a bike (43%) and having nowhere to store a bike at home (10%).
Age	Respondents aged 65+ were less likely than all other age groups to be put off by the weather (33%), length of journey (15%) and total time taken (11%) and were more likely to be put off by age or physical ability (31%). Respondents aged under 35 were more likely than other age groups to be put off by personal safety concerns (49%).

Factors Preventing travel on foot	
Gender	Women were more likely to be put off walking by the length of the journey (67%) than men (63%) and are almost twice as likely to be put off by concerns for personal safety (28% of women compared to 15% of men).
Age	Respondents aged 16-24 are more likely than other age groups to be put off by the weather (76%), lack of pedestrian crossings (11%), long waiting times at pedestrian crossings (10%) and the length of the journey (76%). Those aged 65+ are less likely than other age groups to be put off by the length of the journey (51%) and the total time taken (32%) and are more likely to be put off by health factors (41%).
Disability	Health factors / physical ability are a deterring factor for 70% of respondents with a disability, who are also more likely to be put off by concerns for personal safety (26%) than those with no disability. Those with a disability are less likely to be put off by the length of the journey (48%), total time taken (31%) and the weather (48%).

Vehicle Ownership	
Socio Economic Status	Significance testing shows a correlation between car ownership and deprivation with respondents living in deprived areas being significantly less likely to own a car compared to those in less deprived areas (75% of those in the lowest decile compared to 96% of those in the highest decile).

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