

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
CABINET

Minutes of the Meeting held on 22 July 2026 at 10.15 am

Present:-

Cllr M Earl – Chairman

Cllr M Cox – Vice-Chairman

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

Also in attendance: Cllr P Canavan (Chair of the Health and Adult Social Care Overview and Scrutiny Committee), Cllr V Ricketts, Cllr C Rigby (Chair of the Environment and Place Overview and Scrutiny Committee) and Cllr K Salmon (Chair of the Overview and Scrutiny Board)

Also in attendance virtually: Cllr J Hanna

Apologies: Cllr R Herrett

22. Declarations of Interests

Councillor Kieron Wilson declared an interest in Minute No. 25 (Recommendations from the Overview and Scrutiny Committees – Recommendations from the Environment and Place Overview and Scrutiny Committee on Christchurch Harbour) as a member of the Christchurch Harbour Ornithological Group and remained present for the discussion thereon.

Councillor Andy Martin declared an interest in Minute No. 36 (Bournemouth Town Centre Business Improvement District (BID)) and left the room for the discussion and voting thereon.

23. Confirmation of Minutes

The Minutes of the meeting held on 24 June 2026 were confirmed and signed as a correct record.

24. Public Issues

Cabinet was advised that there had been no petitions by members of the public on this occasion, but that six questions and two statements had been submitted in relation to Minute No. 31 (Local Transport Plan).

Public Questions

Public Question from David Redgewell read by Democratic Services

Under the Local Transport plan for Bournemouth, Christchurch and Poole Borough Council and Dorset Council.

Bus Travel is the most use from of Public Transport under the Bus service improvement plan interchange between buses, coaches, Trains Ferry's and Airports are very important.

What improvement are planned at Poole Bus and coach station and (Seldown coach park.)

Bournemouth Transport interchange for passengers' facilities toilets cafes waiting area to improve Bus to National Express coaches limited and Flixbus coaches network interchange which are very provide important connectivity and access to Economy Development and Tourism in Bournemouth Christchurch and Poole, and at both locations what improvements are being put in place to improve access to the Railways stations.

Response from Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy

The Local Transport Plan is a long-term 15-year plan. We must envisage potential major changes over that time, but the travel interchange issues that you highlight are significant to supporting seamless journeys.

We are discussing longer term options in Poole regarding the co-location of the rail and bus stations, and the best location for the depot, with a particular relevance to the timeline for electrification of the bus fleet.

The Bus Service Improvement Plan (BSIP) grant funding has already delivered a whole series of developments and improvements in the Bus Station in partnership with Morebus that includes: -

- New real time information totems at 15 stands with inbuilt CCTV for security
- Cleaning and redecoration of canopy and railings
- Upgrade of lighting to LED
- Provision of new safety signage including No Smoking/Vaping
- New bins throughout
- Creation of new landscaped garden waiting area with additional seating and mural
- Provision of new accessible pedestrian entrance to coach stops in the adjacent Seldown Coach Park with CCTV throughout
- Provision of 2 x Full Time Transport Safety Officers for the Bus Station and the buses and at other interchanges across BCP

Further improvements are planned including: -

- New flooring treatment
- New seating provided adjacent to every bus stand
- Potential re-opening of the toilets
- New waiting shelters with CCTV in Seldown Coach Park

At Bournemouth Travel Interchange the council has delivered signage and cleansing improvements.

Near-term improvements planned include 3 new passenger information totems to be installed in September, and these will provide real time bus information and CCTV.

Airport connectivity is covered in your next question, and Railway accessibility is covered in your third question.

In Poole access between the Bus and Rail stations is a short walk, also a bus link is provided by the Route ONE town centre bus, operating every 15 minutes during the daytime. This service is being upgraded this Autumn with two fully electric minibuses. These are being funded by BSIP and will be the first fully electric buses in the BCP area.

You also highlight links to the ferry port. The Morebus Route 9 serves Lower Hamworthy and could perhaps be better advertised as a link to the ferries to the Channel Islands and France. Given recent bad news regarding the Cherbourg link, we need to follow whether that service will be replaced.

Public Question from David Redgewell read by Democratic Services

With Bournemouth Airport being one of the fastest growing Airports in south west England and Wessex, a mass transit route is proposed across Poole, Bournemouth and Christchurch a light Rail system in the local Transport plan in the Future.

But what progress is being made on bus or coach services to the Airport upgrade the was a condition of 20 08 planning permission for Regular bus service to the Airport and skypark?

Response from Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy

Having promoted light rail for the area 30 years ago, including links to the Airport, Ferndown and Wimborne, I am somewhat cautious about the speed with which strategic solutions may appear, but am really keen to keep those conversations alive.

The council is currently working with Bournemouth Airport to provide a more regular bus service in line with their S106 Agreement from 2007. The airport owner has recently approached the council to develop a revised service that better serves airport passengers, terminal staff and people working at the airport business park. It is important to recognise that it's the daily journeys to work which will sustain such a service.

For wider connectivity to the Airport, it would be great if National Express and Flixbus were to call at the airport, I'd encourage any prospective passengers to lobby them.

Public Question from David Redgewell read by Democratic Services

In the local Transport plan, there are plans for a Dorset railway metro service from Brockenhurst to Wareham and extension Swanage.

So what progress is being made on access for passengers with reduced mobility and partly sighted passengers wheelchairs users at Pokesdown,

Bournemouth, central, Branksome, Parkstone, Poole Hamworthy station, and Wareham station, with lifts Bridge scheme and accessible toilets.

In partnership with Network Rail Wessex southwestern Railways Arriva Cross country trains 1sq capital service. BCP council, Dorset Council and western Gateway Transport Board Council.

Response from Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy

The Dorset Metro concept has been accepted as a good idea, but the enabling works – signalling and track adjustments to achieve it are a significant cost. We have been pressing Network Rail on possible timetable adjustments to restore services to enable swifter transfer across the conurbation by train, as part of their current timetable review. Currently, dwell time and train splitting at Bournemouth undoes that advantage.

The council has worked with South Western Railway and Network Rail in recent years to progress the delivery of lifts at Pokesdown Railway Station. Thanks to the intervention of our local MP, we understand that the installation of the lifts at Pokesdown is imminent.

The council has promoted accessibility at BCP railway stations as a priority both directly with Network Rail and SWR, and at the Western Gateway Sub-National Transport Body to raise the profile of the need to upgrade the stations to make them accessible for all. The stations are owned by Network Rail and operated by South Western Railways so the council influence is limited but it is doing what it can.

The Western Gateway Implementation Plan includes two specific railway accessibility schemes No. 53 (Rail Station Access Programme) and No. 54 (BCP Rail Station Accessibility Programme) to address the difficulties in accessing the stations. It is expected that any new lifts or other major accessibility enhancements would be funded through the Government's Access for All programme, although that is heavily overcommitted.

Public Question from Rosa Kell read by Democratic Services

With the new Cambridge south railway station cost £250 million pounds to build, with limited passengers facilities.

Where is the money coming from?

If Poole station was moved closer to Poole Town centre with a bus rail Interchange, and passengers' facilities, waiting room, cafe toilets disabled changing places Toilet staff accommodation lifts etc

Would this be funded by Network Rail GBR, and Developers and BCP council as proposed in local Transport plan till 2041.

Response from Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy

An integrated transport hub with both rail and bus co-located would permit smoother transport changes and would be fitted with all necessary features for passenger comfort. It is expected that any redevelopment of Poole Station would need to be funded from multiple sources and from multiple partners including Great British Railways (including Network Rail and South

Western Railways), local landowners, MoreBus, developers, the council and there would likely need to be central government investment too.

However, unlike Cambridge South which required extensive tunnelling and re-signalling works as part of the £250m cost the construction of a typical Network Rail modular station is expected to cost £20-£30m. Wider regeneration would increase those costs.

There are significant operational challenges for Great British Railways with the Level Crossing and the station being on a curve, plus an ageing temporary station building. Morebus are seeking funding to electrify their fleet, and any significant moves would be better done in advance of such investment. Legal and General have been farsighted in reimagining the Dolphin Centre, and we need to co-ordinate with all the parties if we can.

Public Question from Rosa Kell read by Democratic Services

What progress is being made?

Under the Local Transport plan on improvements in the Next 5 year on improvements to Transport Interchange hubs for buses coaches Railway services, ferrys walking cycling E scooters and at the Bournemouth Airport Transport hubs Christchurch, Bournemouth and Poole.

In Bournemouth Town centre, Transport Interchange, Rail station, Poole bus and coach station, Bournemouth Airport, and Bournemouth Hospital.

Response from Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy

The first answer to the previous speaker hopefully highlights many of the recent and planned changes at the travel interchanges.

As highlighted, the council is also working with the Airport to increase the frequency and improve the timings of bus services to the airport. It is also the same for Royal Bournemouth Hospital. New information totems have been installed at the Hospital hub with CCTV now fitted in all bus shelters. A “quiet” cycle route has been developed from the Hospital to Bournemouth station and has been clearly signed.

Regarding International Ferries the council will support Poole Harbour Commissioners in any way that it can to secure an alternative operator. We are also supportive of the Poole Harbour Commissioners’ plans to reinstate the Hamworthy Branch Line for freight traffic and have been working closely with them to attract investment to enable this to happen.

Regarding the Swanage Chain Ferry, the council will be keen to see the company source a more sustainable replacement vessel. We are committed to working with the Ferry Company and Dorset Council to ensure that the continues to form an accessible part of the transport network. It would be ideal if they restored priority for buses to keep them running to timetable.

On walking and cycling the plan sets out planned walking and cycling improvements in line with the Local Cycling & Walking Infrastructure Plan (LCWIP).

The council is working closely with the rail operator South Western Railway to improve the interchange between rail, bus and micromobility options. BCP Council has worked in close collaboration with Bike and E-scooter Share operator Beryl to ensure availability adjacent to main rail stations and bus stops. Surveys have shown 52% of Beryl users have ridden a bike or e-scooter to connect with a public transport journey.

Public Question from Rosa Kell read by Democratic Services

The local Transport Plan does not appear to highlight the importance of Interchange between National Express coaches limited and Flixbus coaches and the need to improve the coach station facilities at Bournemouth interchange and Poole bus and coach station Seldown coach Park, and coach parking and interchanges with local Morebus services

What plans does the coach have to improve passengers facilities toilets cafes waiting area Travel centres and real-time information.

Response from Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy

As highlighted in the previous answer we recognise the importance of the interchange points at both sites. This is included in policy F4: “Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport.”

At Bournemouth Travel Interchange the council has delivered signage, cleansing and bus stop improvements and the CCTV at the totems.

Improvements to the toilet facilities have been undertaken. The council provides travel information, security and cleansing services as part of its management of the site.

A further package of improvements including additional seating and real time information is being developed in partnership with the operators.

In the Poole Seldown Coach Park this has been linked to the Bus Station by a new fully accessible pedestrian entrance which has CCTV throughout.

The new landscaped garden I have already mentioned with additional seating and mural has also been created, providing coach passengers with a pleasant place to wait.

New shelters for the coach stops with CCTV are on order and will be delivered this year. Further wayfinding improvements are also planned.

There are a range of cafes and other outlets adjacent to the Poole bus station, and we do hope to reopen the toilets there.

Public Statement

Public Statement from Rosa Kell read by Democratic Services

Whist we welcome the Bournemouth Christchurch Poole and Dorset Local Transport plan, 2026 to 2041.

To improve Railway service like the Dorset Metro proposal.

Or a light rail network across BCP and improvement in Ferry services from Poole and Bournemouth to Swanage and rail freight facilities to Hamworthy port of Poole.

The councils need lobby UK government for the Wessex mayoral combined Authority, for BCP, Dorset, Somerset unitary Council, Wiltshire and Swindon.

The next 5 years the investment should be on access to jobs opportunities Schools college's University's Hospital health facilities shopping centres coach/bus network.

With bus lanes traffic lights priority measures, good waiting shelters real-time information systems lighting cctv, seating, transport hubs improvement in all main BCP area and improvement to National Express coaches and Flixbus services to Bournemouth interchange & Poole bus and coach station.

To build a bus rapid transit route network around BCP and southeast Dorset.

25. Recommendations from the Overview and Scrutiny Committees

Cabinet was advised that recommendations had been received from the Health and Adult Social Care Overview and Scrutiny Committee and the Environment and Place Overview and Scrutiny Committee on items not otherwise indicated on the Cabinet agenda.

The Chair of the Health and Adult Social Care Overview and Scrutiny Committee, Councillor Patrick Canavan provided Cabinet with the background relating to the item and presented the recommendations from the Committee as set out below, copies of which had been circulated to Members of the Cabinet and published on the Council's website prior to the meeting.

Recommendation from the Health and Adult Social Care Overview and Scrutiny Committee held on 19 May 2026

BCP Suicide Action Prevention Plan

The Health and Adult Social Care Overview and Scrutiny Committee Recommend to Cabinet that, following approval by the Health and Wellbeing Board on 26 June 2026, the Committee request Cabinet support the Strategy and Action Plan and ensure that the necessary resources are made available for implementation.

(Unanimous Decision)

The Leader thanked Councillor Canavan and the Committee for bringing their recommendation to Cabinet and expressed support on behalf of the Cabinet.

In addition, the Leader advised that a more formal response would be presented to the Health and Adult Social Care Overview and Scrutiny Committee in due course.

The Chair of the Environment and Place Overview and Scrutiny Committee, Councillor Chris Rigby provided Cabinet with the background relating to the item highlighting the public interest at the meeting and reminding members that this had been taken to the Committee following a petition presented to the Council and presented the recommendations from the Committee as

set out below, copies of which had been circulated to Members of the Cabinet and published on the Council's website prior to the meeting.

Recommendation from the Environment and Place Overview and Scrutiny Committee held on 15 July 2026

Christchurch Harbour

The Environment and Place Overview and Scrutiny Committee recommend that Cabinet expedite the development of a robust harbour protection policy as outlined and lobby the Govt to improve protection through the NPPF

Voting: Unanimous

The outline mentioned in the recommendation is as follows:

Propose that what is needed is a robust harbour protection policy with:

- *a presumption of no net deterioration*
- *planning policies requiring new developments to achieve neutrality or better*
- *council Land Management practises that reduce pesticides and fertilisers*
- *regular monitoring and public reporting*
- *support for wetland creation and river restoration project*
- *partnership commitments with water companies, the Environment Agency, neighbouring councils et cetera*

Christchurch harbour needs to be made a material consideration in every relevant council decision on, for example, drainage, flood risk, recreation, highways and development

Yes it's ambitious, but if BCP want to be taken seriously as a national leader in Environmental Protection it needs to adopt a policy with an overarching objective to restore and maintain Christchurch harbour in favourable ecological condition, by ensuring that all council decisions contribute to improved water quality, reduced pollution and enhanced biodiversity; applying the precautionary principle where there is uncertainty.

AND we need this now, so that it can be embedded into the developing local plan.

The Leader thanked Councillor Rigby and the Committee for bringing their recommendation to Cabinet following which Councillor Vanessa Ricketts addressed the Cabinet as the petitioner organiser of the original petition submitted to Council.

Councillor Ricketts highlighted the importance of the petition presented to Council and of the discussion and recommendations from the recent Environment and Place Overview and Scrutiny Committee and in addition emphasised the public support for this.

Councillor Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy, commented on the Committee's recommendations and thanked the Committee, residents and those who had attended the meeting with an interest in Christchurch Harbour for

raising their concerns and for their determination to improve water quality in the harbour.

Councillor Hadley advised that, as a local authority, the Council had almost no powers over water quality in rivers and harbours, as responsibility primarily sat with the Environment Agency and Wessex Water, with Natural England also having a role.

Councillor Hadley advised that the catchments of the two rivers were extensive, covering much of Dorset, Wiltshire and Hampshire, and that the Committee had heard from the Environment Agency that 70% of the issues derived from upstream. Councillor Hadley stressed the need to work with river catchment partnerships further upstream in both catchments.

Councillor Hadley reported that he and Councillor Andy Martin had recently had the opportunity to make direct representations to the Chief Executive of Natural England on this issue while at Hengistbury Head. Councillor Hadley advised that assurances had been received from the Wessex Team Lead that action would be taken during the summer in the River Avon catchment area to address diffuse water quality issues, particularly in relation to farming run-off. Councillor Hadley noted, however, that the same action could not be taken in relation to the River Stour because the water quality was considered too poor, which required Government action.

Councillor Hadley advised that he had recently spoken to the Director of Planning and that it appeared the Council could not deviate from national planning guidance. Councillor Hadley also referred to advice from the Director of Public Health that the risk to human health from open water swimming was very low, although there was an increased risk for people who were immunocompromised, who should follow healthcare advice and take additional precautions. Open water swimming could increase the risk of gastrointestinal illness.

Councillor Hadley advised that he had repeated his previous request to the bathing waters team at DEFRA for the harbour to be designated as bathing waters, recognising the range of waterborne uses beyond swimming. Councillor Hadley noted that, although legislation had changed to allow this, the department was still working through the implications, and Government action was needed more swiftly.

Councillor Hadley informed Cabinet that he had previously sought support from local MPs and that this could be pursued again. Alongside lobbying and highlighting the responsibilities of other bodies, Councillor Hadley stressed that the Council should seek to convene meetings of all relevant parties and advised that he would provide the Environment and Place Overview and Scrutiny Committee with a response outlining this within the next two months.

Councillor Andy Martin addressed the Cabinet highlighting the importance of this issue and of the recent discussions with the Chief Executive of Natural England as mentioned by Councillor Hadley. In addition, Councillor Martin stressed the need to pull everyone who has an interest in this together.

Further to this Councillor Martin emphasised that planning policy should be pushed to go as far as we can on this, and that the advice from public health seems to go against the huge body of evidence which we have had from the Christchurch Harbour and Marine Society (CHAMS) and the experts from Bournemouth University, the clubs and all water users.

In closing Councillor Martin highlighted that whilst not the councils fault and whilst the catchment area is huge, that it was our harbour and our responsibility to do all the things we would talk about, all the lobbying, convening, bringing people together, encouraging and indeed shaming if that was merited in terms of responsibility of this pollution.

Councillor Mike Cox addressed the Cabinet thanking those involved in bringing forward the petition and the huge amount of work which had taken place in presenting this.

The Leader advised that a formal response would be presented to the Environment and Place Overview and Scrutiny Committee in due course.

Councillor Kieron Wilson declared an interest in respect of this item and remained present for the discussion thereon.

26. BCP Growth Plan

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

Cabinet was advised that the Local Growth Plan (2026-36) sets out the shared ambition of BCP Council and the Business Growth Board who have been engaged in its development, and that it includes a shared aim and the associated priorities and interventions required to build a strong economy, with thriving people in a vibrant and connected place for our residents, businesses and visitors.

Cabinet was informed that the plan outlined a vision for growth across Bournemouth, Christchurch and Poole, supported by defined priorities and action plans, and strengthened readiness for devolution by demonstrating ambition, governance and the ability to deliver outcomes.

Cabinet was further advised that as devolution progresses, the Growth Plan would guide investment, shape partnerships and ensure BCP is well placed to maximise emerging opportunities.

Cabinet was informed that delivering this ambition would require strong collaboration and sustained investment between local government, the private sector, investors, education and training providers, community and voluntary organisations, and our residents.

Further to this Cabinet was advised that the Growth Plan was therefore both a commitment and an invitation: a commitment to fostering the conditions for inclusive and sustainable economic growth, and an invitation for partners to collaborate with us to realise this shared ambition.

Cabinet was informed that the BCP Business Growth Board would help to articulate and drive forward the local economic priorities and the growth

agenda for Bournemouth, Christchurch & Poole, through endorsing, co ordinating and performance managing the new BCP Local Growth Plan.

The Chair of the Overview and Scrutiny Board, Councillor Kate Salmon addressed the Cabinet highlighting that the Board had received an early draft of this report at their May meeting which had enabled them to have some meaningful input into the plan and had subsequently made recommendations to the Growth Board.

In respect of this the Leader thanked the Overview and Scrutiny Board for their discussion on this item and as a Growth Board member confirmed that the Growth Board had received both the submitted recommendations which had been discussed and received positively and which it was understood would be formally reported back to the Overview and Scrutiny Board.

Councillor Patrick Canavan addressed the Cabinet expressing thanks to all those involved in this work. Further to this Councillor Canavan stressed that he felt that the council shouldn't be constrained by this and that if other opportunities arose to develop economic growth that they should be taken.

RECOMMENDED that: -

- (a) The BCP Local Growth Plan be adopted.**
- (b) The expected Dorset Local Enterprise Partnership capital and revenue funding be allocated to support delivery of the BCP Growth Plan priorities.**
- (c) The Director of Investment & Development in consultation with the Portfolio Holder for Destination, Leisure and Commercial Operations be delegated authority to work alongside the BCP Business Growth Board and partners to support delivery of the Local Growth Plan interventions.**

Voting: Unanimous

Portfolio Holder: Leader of the Council

Reason

The BCP Local Growth Plan will support the delivery of our Corporate Strategy Ambitions: Our place and environment - Vibrant places where people and nature flourish, with a thriving economy in a healthy, natural environment. Our people and communities - Everyone leads a fulfilled life, maximising opportunity for all. The BCP Local Growth Plan also underpins the Council's vision: "Where people, nature, coast and towns come together in sustainable, safe and healthy communities to prosper and promote a sense of place."

27. Dorset Destination Management Plan

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

Cabinet was advised that VisitEngland had established the Local Visitor Economy Partnership (LVEP) programme to create nationally accredited,

strategically aligned destination management organisations capable of driving sustainable visitor economy growth.

In relation to this Cabinet was informed that Dorset Council had worked collaboratively with Bournemouth, Christchurch and Poole (BCP) Council, the Dorset Tourism Association and wider industry partners to secure LVEP status for Dorset, and that Dorset Council Cabinet had approved the creation of Dorset LVEP with Dorset Council as Accountable Body in July 2024.

Cabinet was further advised that the Dorset LVEP had achieved formal accreditation with VisitEngland in May 2025, and that being formally designated as an LVEP gives Dorset and BCP councils access to VisitEngland support including data, expertise, and marketing opportunities.

Further to this Cabinet was informed that a condition of all LVEPs is the creation of a Destination Management Plan (DMP).

Cabinet was advised that the Dorset LVEP DMP 2026-2035 sets out a plan to create a year-round destination: addressing seasonality, enhancing visitor spend, improving perceptions of Dorset, strengthening accessibility, embedding sustainability, and enabling sector-wide collaboration, and that this report sought Cabinet approval to formalise the Destination Management Plan and Dorset Council's role as accountable body for the Dorset LVEP; endorsing the associated governance arrangements for partnering organisations to implement the Dorset LVEP Destination Management Plan Framework.

RESOLVED that Cabinet: -

- (a) adopt the Destination Management Plan (DMP) prepared by the Dorset Local Visitor Economy Partnership (LVEP);**
- (b) authorise the Director for Investment and Development, in consultation with the Portfolio Holder for Commercial Operations and Destination to enter into any agreements necessary to support delivery of the LVEP programme and LVEP accreditation in accordance with the Council's constitution and financial regulations; and**
- (c) delegate to the Director for Investment and Development in consultation with the Portfolio Holder for Destination, Leisure and Commercial Operations to review and agree the role of the Destination Management Board and delivery of the DMP and strategy set by the LVEP.**

Voting: Unanimous

Portfolio Holder: Destination, Leisure and Commercial Operations

Reason

- Strengthen Dorset's position within the national visitor economy framework.
- Support economic growth, employment and business development across Dorset.

- Improve coordination of destination management and tourism promotion activities.
- Provide access to future funding and investment opportunities.
- Align local visitor economy activity with national tourism priorities.

28. Youth Justice Plan 2026-2027

The Portfolio Holder for Children & Young People, Education and Skills presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

Cabinet was advised that the Crime and Disorder Act (1998) placed a statutory requirement on local authority youth offending teams to publish an annual Youth Justice Plan which must provide specified information about the local provision of youth justice services, and that this report summarised the Youth Justice Plan for 2026/27, with a copy of the Plan appended.

In relation to this Cabinet was advised that the Youth Justice Plan needed to be approved by the full Council.

Cabinet was informed that the Youth Justice Plan showed strong performance by the service, and that achievements included diverting children from the justice system, avoiding the use of custody for children, and the quality of work to reduce the likelihood of reoffending and to repair the harm caused to victims.

Cabinet was advised that priorities for the year ahead were to respond to national and local reform programmes, enhancing 'Child First' practice, developing work with victims, reducing the over-representation of some groups of children in the justice system, and making best use of available resources.

RECOMMENDED that the Youth Justice Plan 2026/27 be approved by Full Council.

Voting: Unanimous

Portfolio Holder: Children & Young People, Education and Skills

Reason

Youth Justice Services are required to publish an annual Youth Justice Plan which should be approved by the Local Authority for that Youth Justice Service. Dorset Combined Youth Justice Service works across both Bournemouth, Christchurch and Poole Council and Dorset Council. Approval is therefore sought from both Bournemouth, Christchurch and Poole Council and from Dorset Council.

29. Linwood School Post-16 Place Expansion

The Portfolio Holder for Children & Young People, Education and Skills presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'D' to these Minutes in the Minute Book.

Cabinet was advised that in accordance with statutory guidance on making significant changes to maintained schools, the report set out a proposal to expand post-16 provision at Linwood School's Skills Centre site, and that the proposed expansion supported the Council's statutory responsibility to secure sufficient specialist places and forms part of a broader programme to increase access to high-quality, local SEND provision.

Cabinet was informed that the proposal responded to growing demand for specialist places, driven by rising numbers of Education, Health and Care Plans (EHCPs), and the associated reliance on independent and non-maintained special schools and alternative provision.

Further to this Cabinet was advised that by making use of existing accommodation at the Skills Centre for post-16 delivery, the Council intended to strengthen local capacity, enabling more young people to access suitable education closer to home.

Cabinet was informed that expanding provision in this way was expected to reduce dependence on costly out-of-area placements, which often incur higher fees and significant transport costs, and that it will also support improved outcomes by allowing young people to remain within their local communities, while delivering longer-term financial efficiencies for the Council.

RESOLVED that Cabinet agreed with the proposal to expand Linwood School's post-16 places at the Skills Centre, with effect from 1 September 2026.

Voting: Unanimous

Portfolio Holder: Children & Young People, Education and Skills

Reason

This recommendation is to support the increase of local specialist capacity using existing accommodation, reducing reliance on high-cost placements and transport, and improving cost control within the High Needs Block. It is the only option that supports financial sustainability.

30. Safer BCP (Community Safety Partnership) Domestic Abuse Strategies

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

Cabinet was advised that the report accompanied the three Domestic Abuse Strategies as part of the Safer CSP Community Safety Partnership's commitment in response to Domestic Abuse in line with the Domestic Abuse Act 2021.

The Chair of the Overview and Scrutiny Board, Councillor Kate Salmon addressed Cabinet and advised that, at its recent meeting, the Board had given detailed consideration to this item and had resolved to submit the following recommendations: -

The Overview and Scrutiny Board Recommend to Cabinet: -

That Cabinet be advised that the O&S Board supported the recommendation as outlined in the report to approve:

- The overarching Safer BCP Prevention of Domestic Abuse Strategy 2026-31
- The Safe Accommodation Strategy 2026-31
- The Perpetrator Strategy 2026-31
- The accompanying Safe Accommodation & Community Services Commissioning Plan

Voting: Unanimous

Further to this the Chair of the Overview and Scrutiny Board advised that the Board had further suggested some minor amendments to strategy which had been agreed and incorporated by officers.

RESOLVED that Cabinet approved: -

- **The overarching Safer BCP Prevention of Domestic Abuse Strategy 2026-31**
- **The Safe Accommodation Strategy 2026-31**
- **The Perpetrator Strategy 2026-31**
- **The accompanying Safe Accommodation & Community Services Commissioning Plan**

Voting: Unanimous

Portfolio Holder: Housing and Regulatory Services

Reason

It is a statutory requirement under the Domestic Abuse Act 2021 for local authorities to create a Safe Accommodation strategy every five years.

These three strategies form the Council's strategic framework to preventing and respond to domestic abuse across Bournemouth, Christchurch and Poole (BCP) in partnership with statutory and voluntary sector agencies.

Whilst it is not a requirement to have a Perpetrator Strategy or an overarching Preventing Domestic Abuse Strategy, the Community Safety Partnership have developed these complimentary strategies to focus on preventative, early intervention work and ensure that a holistic approach is taken to addressing domestic abuse and perpetrating behaviours in BCP.

All three strategies have been developed through significant public consultation and development, including lived experience groups, Councillor task and finish group and wider stakeholder engagement.

The commissioning plan that accompanies the strategies will inform the commissioning of our domestic abuse services in BCP.

This Cabinet report accompanies the three Domestic Abuse Strategies as part of the Safer CSP Community Safety Partnership's commitment in response to Domestic Abuse in line with the Domestic Abuse Act 2021.

31. Local Transport Plan

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

Cabinet was advised that the report presented the proposed (joint with Dorset) Local Transport Plan 4 (LTP4) for the BCP and Dorset areas for the period 2026 to 2041.

In relation to this Cabinet was informed that the document had been informed by engagement and consultation with key stakeholders, residents and the LTP4 Cross Party Working Group.

Cabinet was advised that the supporting Implementation Plan identified the projects which are recommended to be progressed over the next five years (subject to necessary funding, consultation and approvals).

Further to this Cabinet was informed that a Monitoring and Evaluation Strategy accompanied the plan setting out how progress will be measured and assessed.

The Chair of the Environment and Place Overview and Scrutiny Committee, Councillor Chris Rigby addressed the Cabinet advising that there had been a good level of discussion on this item at the recent meeting, and that whilst there were no formal recommendations the Committee had comprehensively discussed the report and supported the plan.

RECOMMENDED that Council approves adoption of the Local Transport Plan 4 (LTP4) (2026 – 2041).

Voting: Unanimous

Portfolio Holder: Climate Response, Environment and Energy

Reason

Under Section 108 of the Transport Act 2000, local authorities are statutorily required to prepare a Local Transport Plan which sets out their policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and their proposals for the implementation of those policies.

The current Local Transport Plan (LTP 3) runs from 2011 to 2026. Adoption of an updated LTP is now required to ensure the council meets its statutory requirements under the act.

The Department for Transport (DfT) published updated LTP guidance in April 2026 which states that Local Transport Authorities should set out how their LTPs are aligned with the government's national priorities, including 'Better Connected: a strategy for integrated transport'.

The meeting adjourned at 12:12pm

The meeting reconvened at 12:26pm

32. Keeping BCP Moving Safely - Moving Traffic Enforcement

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

Cabinet was advised that the report sought Cabinet approval to establish Moving Traffic Enforcement as a new function within the Parking Operations and Enforcement Service.

Cabinet was informed that the proposal would provide a structured framework for introducing and managing enforcement at appropriate locations, with the aim of improving road safety, reducing congestion, supporting public transport reliability and encouraging compliance with existing traffic restrictions.

In relation to this Cabinet was advised that implementation would require procurement of compliant camera technology, development of policies and procedures, and continued adherence to statutory guidance to ensure enforcement remains proportionate, transparent and targeted at problem locations.

RECOMMENDED that Council: -

- (a) approve the introduction of Moving Traffic Enforcement as a new function;**
- (b) approve the net income budget allocation of £1.3 million in 2027/28 increasing to £1.5 million in 2029/30 with ongoing reviews to refine forecasts; and**
- (c) approve use of remaining net income budget from moving traffic enforcement after repayment of total capital investment of £700,000 over 3 years, as investment in car parks maintenance or other allowable investment under Section 55 of the Road Traffic Regulation Act 1984.**

RESOLVED that Cabinet: -

- (d) approved temporary use of £500,000 from repair and maintenance reserve to fund upfront capital investment during 2026/27;**
- (e) approved first call of the net income budget from moving traffic enforcement to repay the 2026/27 upfront investment of £500,000 and annual capital investment of £100,000 per annum for 2027/28 and 2028/29, a total capital investment of £700,000 over 3 years; and**
- (f) delegate to the Director of Commercial Operations in consultation with the Cabinet Member for Destination, Leisure and Commercial Operations the delivery of the Moving Traffic Enforcement function.**

Voting: Unanimous

Portfolio Holder: Destination, Leisure and Commercial Operations

Reason

This option would enable the development of the required policies, procedures and procurement arrangements to support delivery. It would allow new enforcement sites to be brought forward efficiently under an established framework.

33. Disposal of Land at Cabot Lane, Poole

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

Cabinet was advised that the report sought approval for the disposal of Council-owned land at Cabot Lane, Poole to Wessex Water.

In relation to this Cabinet was informed that the proposed transactions support the delivery of the Poole Strategic Resource Option (SRO), a significant water resilience scheme designed to improve long-term water supply and reduce abstraction from environmentally sensitive river systems.

Cabinet was informed that Wessex Water has the ability to seek to acquire the land through compulsory purchase powers under Section 155 of the Water Industry Act 1991.

Further to this Cabinet was advised that a negotiated disposal provided the Council with greater control over the terms, timing and outcome of the transaction when compared to a compulsory purchase process, which can be uncertain, time-consuming and resource intensive.

Cabinet was informed that the disposals also enable the relocation of the 'New to You' service and wider asset rationalisation, which in turn supports the delivery of the Council's Special Educational Needs and Disabilities (SEND) accommodation programme.

In relation to this Cabinet was advised that the proposals had been reviewed by the Cross-Party Strategic Asset Disposal Working Group and relevant ward councillors, who have endorsed the approach.

In presenting the report the Portfolio Holder for Finance proposed an additional recommendation at (c) to read:

(c) sets aside 5% of any proceeds of this disposal as a fund to improve water quality across BCP

This addition was supported by the seconder of the report and therefore included within the substantive recommendations as set out and subsequently voted on below.

RECOMMENDED that Council: -

- (a) approves the disposal of land at Cabot Lane, Poole, as shown on the attached plan in Appendix 2, to Wessex Water on the principal terms set out in this report and for the consideration detailed in Confidential Appendix 3;**
- (b) delegates authority to the Corporate Property Officer (Section 151 Officer), in consultation with the Portfolio holder,**

Monitoring Officer, to finalise the detailed terms of the disposals and enter into all necessary agreements; and

- (c) sets aside 5% of any proceeds of this disposal as a fund to improve water quality across BCP**

Voting: Unanimous

Portfolio Holder: Finance

Reason

1. Supports delivery of a strategically important water infrastructure scheme contributing to long-term resilience and environmental objectives;
2. Provides a negotiated alternative to compulsory purchase, enabling the Council to retain greater influence over the outcome;
3. Ensures that best consideration reasonably obtainable is achieved in accordance with Section 123 of the Local Government Act 1972;
4. Enables asset rationalisation and supports improved service delivery and accommodation provision, including the SEND programme.

34. Wallisdown Service Hub

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

Cabinet was advised that the report proposed the development of a service hub at Wallisdown Heights, which would accommodate services that require a community-based location, and which were being displaced as a result of disposal or repurposing of council properties elsewhere in the conurbation.

In relation to this Cabinet was informed that the Cabot Lane depot currently accommodates the New to you service, highways materials and equipment storage and electoral services items and is subject to a potential compulsory purchase, and that the proposal would relocate the New to You service from Cabot Lane Depot alongside Children's Services, Adult Social Care and partner teams currently based at North Bournemouth Local Office (NBLO) and 79 Lansdowne Road.

Cabinet was advised that in doing so, it would maintain important community services, improve accessibility for residents through a single multi-service location, and support better collaboration between co-located teams, and that the proposal also contributed to the Council's wider estates rationalisation objectives by enabling the disposal of Cabot Lane Depot, releasing North Bournemouth Local Office and 79 Lansdowne Road from operational use.

Cabinet was further informed that this provided opportunity for alternative uses in line with the Council's aspirations for SEND alternative provision.

In addition Cabinet was advised that the preferred option required capital investment of £476k and uses revenue budgets of £46.1k from the existing

assets budgets, with delivery both dependent on, and enabling of, the progression of the Cabot Lane disposal.

RESOLVED that Cabinet: -

- (a) approved the development of a Service Hub at Wallisdown Heights as per Option 2 referred to in this report;**
- (b) approved the partial use of capital receipt from the disposal of Cabot Lane Depot to invest in the necessary improvements to establish the Wallisdown Service Hub; and**
- (c) approved the sequence of associated moves to enable the release of multiple assets from corporate operational use.**

Voting: Unanimous

Portfolio Holder: Finance

Reason

The recommended option delivers a range of strategic benefits, including retaining the New to You service and creating a single community-based multi-service hub that improves access for residents. It supports closer collaboration between services, enabling more integrated and effective support for families and service users. The proposal brings a vacant council asset back into productive use while reducing ongoing costs and future maintenance liabilities. It enables wider estate rationalisation, including disposal of Cabot Lane Depot and release of other sites, generating a capital receipt.

Prior to moving into exempt session, the Leader of the Council addressed Cabinet and noted that this would be the last Cabinet meeting attended by Cathi Hadley, Director for Children's Services, before leaving the Council. The Leader placed on record Cabinet's thanks to Cathi for her valued expertise, dedication and significant contribution to supporting children, young people and families across BCP.

35. Exclusion of Press and Public

RESOLVED that under Section 100 (A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 5 in Part I of Schedule 12A of the Act and that the public interest in withholding the information outweighs such interest in disclosing the information.

36. Bournemouth Town Centre Business Improvement District (BID)

Exempt Information – Category 5 (Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings).

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

Cabinet was advised that the Bournemouth Town Centre Business Improvement District's (BID) current 5-year term will finish on 31 March 2027, and that the BID is currently preparing for a new ballot on 4 November 2026 for a fourth term.

In relation to this Cabinet was informed that the report sought Cabinet approval to allow Bournemouth Town Centre BID to go to ballot for a fourth term.

Councillor Andy Martin declared an interest in this item and left the meeting for the duration of the discussion and voting thereon.

37. Bournemouth Coastal Business Improvement District (BID)

Exempt Information – Category 5 (Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings).

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

Cabinet was advised that the Bournemouth Coastal Business Improvement District's (BID) current 5-year term will finish on 30 June 2027, and that the BID is currently preparing for a new ballot on 4 November 2026 for a fourth term.

In relation to this Cabinet was informed that the report sought Cabinet approval to allow Bournemouth Coastal BID to go to ballot for a fourth term.

38. Cabinet Forward Plan

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

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

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

The meeting ended at 1.16 pm

CHAIRMAN