

Report subject	Future - Bournemouth Air Festival
Meeting date	22 November 2023
Status	Public Report
Executive summary	This report provides background to Bournemouth Air Festival, outlines the financial and environmental challenges of continuing to run the festival after 2023, and recommends a new way forward developed from the work of the Air Festival Task and Finish group
Recommendations	<p>It is RECOMMENDED that Cabinet:</p> <ul style="list-style-type: none"> a) Agrees to BCP Council running a three-day Air Festival in 2024, at a net cost of £200k to BCP Council. This will require the Air Festival team to work with local businesses to bring in additional sponsorship, donations, external funding, and commercial activity of at least £100k. b) Notes the inherent financial risks associated with the running of an Air Festival including weather related loss of income. c) Agrees that there will be no Council funding or direct staffing support for the Air Festival beyond 2024. d) agrees to invite proposals from external organisations to support and fund Air Festival in 2025 and beyond. e) Delegates to the Director of Commercial Operations in consultation with the Portfolio holders for Finance and Connected Communities, the implementation of these decisions.
Reason for recommendations	To achieve the corporate vision of delivery of dynamic places by funding and delivering Bournemouth Air Festival in 2024, whilst also acknowledging the Council's current and future financial position and therefore the requirement to cease Council funding beyond this point. To formally invite proposals for an alternative model of delivery for 2025 onward and provide the opportunity on the Sunday following the Air Festival for an externally funded and operated community day/festival as proposed by the Task & Finish Group.

Portfolio Holder(s):	Cllr Millie Earl, Deputy Leader of the Council & Cabinet Member for Connected Communities Cllr Mike Cox, Cabinet Member for Finance
Corporate Director	Jess Gibbons, Chief Operations Officer
Report Authors	Amanda Barrie, Director Commercial Operations Jon Weaver, Head of Events
Wards	Council-wide
Classification	For Decision

Background – Bournemouth Air Festival

1. The Air Festival concept was developed in 2008 as a free event that would attract people to Bournemouth and build on the vision at the time for Bournemouth to become an 'event full' destination. Since 2008 Bournemouth Air Festival has made a significant contribution to the local tourist economy, attracting several million visitors and residents and raising the profile of Bournemouth and the surrounding area.
2. Whilst visitor numbers across the four days of the Festival peaked at over 1 million in the early years, they have now stabilised at around 500,000.
3. In 2019 the decision was taken to move the dates of the Air Festival permanently to the weekend after the August bank holiday. This was because the Accommodation sector had identified that this week was the beginning of the shoulder season and therefore bookings dropped. Moving the Air Festival extended the season by one week.
4. The format and content of the Air Festival faces a number of significant challenges not least of which are the rising running costs increasing the financial support required from the Council and concerns about the impact on the environment.
5. An escalation in uncontrollable costs in delivering the Air Festival since 2019 has resulted in an increase in the net budgeted cost to the Council to run a four-day festival from £300k in 2019 to £400k in 2022. These costs are the directly identified costs and do not include secondary costs of ancillary services supporting the Air Festival, which are set out in this report. Contributory factors to this increase are primarily related to the costs of insurance, security, infrastructure and counter terrorism measures which continue to increase.
6. Given the size of the current festival and the unique nature of the site being on two levels, (Seafront and Overcliff) together with the high volume of visitors, options to reduce these infrastructure costs are challenging but continuously being reviewed. The infrastructure requirements are identified through the Event Management Plan with feedback and advice from the Festival Safety Advisory Group (SAG).
7. To look at how the challenges to deliver the Air Festival can be addressed and consider what a future Air Festival or replacement event might look like, a Task & Finish Group (T&F) was set up including Members, Council Officers and representatives from local

businesses and organisations. This group, and related sub-groups, have been meeting since July 2023 and their views and experience have been taken into account in preparing this report.

8. An overview of the work of the T&F Group including the details of membership can be found in **Appendix 1** and have been summarised below in Table 8.1

Table 8.1

Air Festival Task & Finish Group Summary	
Potential financial and content development initiatives	Current position and actions
Support from Bournemouth Area Hospitality Association (BAHA) to cover the costs of accommodation for Display teams where required, along with rooms for briefings and meetings. The budgeted figure in 2023 was £22,449	As one of the major beneficiaries from the Air Festival the sector is being asked to cover the cost of accommodation and provide additional support to wider logistical elements of the festival such as provision of meeting space for festival briefings. This has been discussed at both the September and November BAHA meetings and in November was verbally agreed with the intention to put confirmation in writing to the Council that week.
Development of Science, Technology, Engineering & Maths (STEM) involvement, possibly to include Arts (STEAM)	Pursue options for developing business to business opportunities. Economic Development working with Events to progress this. Relocating the STEM marquee to a more visible area with an enhanced structure and linked to increased sponsorship opportunities and dedicated hospitality areas.
Military financial support based on the fact that they use the event as a key recruitment event. This is more in relation to the Royal Air Force than the Royal Navy or Army	Initial discussions held needs to be taken up to a higher level in the Military. However, it is acknowledged that the RAF contribute towards the event through the significantly reduced costs of their assets. This is the case for all UK air shows. Some assets also cover their own accommodation and travel costs.
Premium pricing of the Town Centre Council car parks	There is the potential to look at premium pricing for seafront and Town Centre car parks (Bath Road South, Bath Road North, Winter Gardens, Eden Glen, Overstrand). There is a mechanism to achieve this via a TRO but work needs to be carried out to develop this with the Transport team and also consider pre-booking opportunities.

Donations	Blackpool Council (Blackpool Illuminations) and Eastbourne Borough Council (Air Show) have had some success with donations. Hardware technology is available. Would require support from a partner charity to staff onsite collections. Additional option to donate to be on the website
A two or three-day Air Festival would provide the opportunity for a Community Fun Day on the Sunday – maintaining extended visitor stay nights and benefitting hotels and hospitality businesses in the Town Centre	Bournemouth Town Centre BID have expressed an interest in supporting this initiative financially and working with community organisers as it would benefit their businesses directly. There is also the potential to extend this to include Poole & Christchurch – along the lines of a BCP community fun day. This would be a completely separate event to the Air Festival.
Develop a 'Festival of Air' to replace the Air Festival from 2025 onwards	This would be dependent on acquiring additional commercial financial input/partnerships. The aim would be to focus the event on 'air' related content e.g. kites, hot air balloons, drones etc. that are more sustainably acceptable and reduce the aircraft displays perhaps culminating in a display by the Red Arrows or Typhoon.
80 th Anniversary D-Day Normandy Landings	2024 is the 80 th Anniversary of the D-Day Landings in Normandy (6 th June) which could possibly be linked to an event later in the year particularly given the already established association that Poole, Christchurch and the New Forest have to the D-Day landings
Development of carbon-free alternative attractions	Low carbon or carbon-free attractions such as drone displays need to be urgently explored to bring the Air Festival up to date by using more modern alternatives to the current displays.

9. Throughout the development of these proposals the Council and partners on the Air Festival task and finish group have sought to actively encourage the sharing of views from all stakeholders.

Environmental position

10. One of the key challenges faced by the Air Festival is the growing public perception of the environmental impact of Air Shows. Following BCP Council's declaration of a climate and ecological emergency in July 2019 an Air Festival Creative Green Report was commissioned through Julie's Bicycle which estimated that the total environmental impact of the Festival was around 7000 tonnes CO₂ emissions. Approximately 97% of the emissions were from Festival goers travelling to and from the festival,

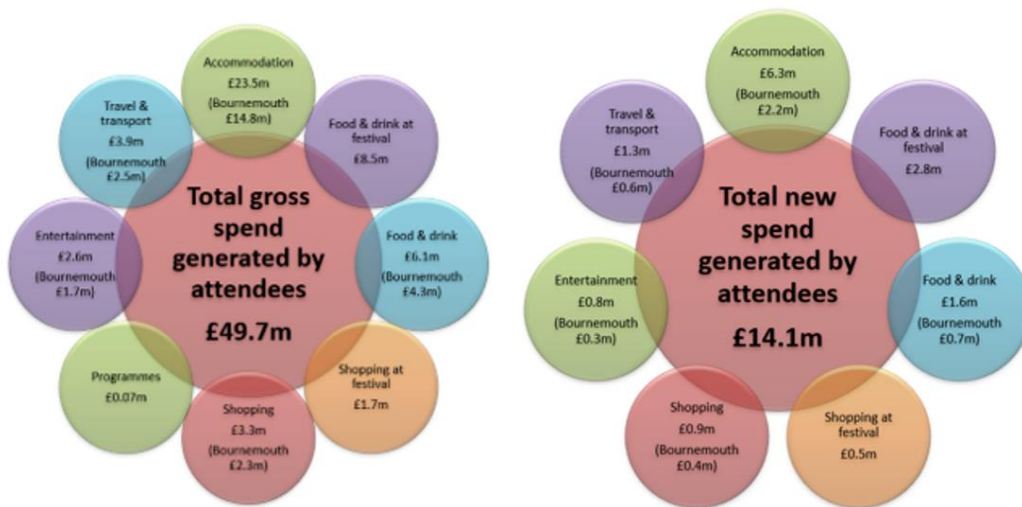
predominantly by car. The planes accounted for approximately 3% of the emissions **(Appendix 2)**. The main challenge is a modal shift in travel to and from the destination, whether for the Air Festival, or the millions of visitors that travel to the area throughout the year for all events, festivals and holidays.

11. However, this evaluation did not discount the carbon footprint of those visitors who would have travelled to the resort on a comparable weekend without an Air Festival and therefore this is not a true comparison. If visitor numbers, and their means of transport were similar on a normal comparative weekend, then the carbon footprint of the flights would be much more significant.
12. With the ever growing awareness of the impact of the climate crisis the public will continue to perceive recreational flying displays as environmentally 'unfriendly'. The carbon impact of planes in the sky as well as additional vehicle movements to and from the festival will need to be a major consideration in the future. Moving forward the Air Festival or any future key attractor event will need to demonstrate how it mitigates any carbon impacts and expand on initiatives already in place. This should include the 1-in-3 campaign aimed at encouraging all Festival Goers to consider alternative more sustainable ways to travel to the event and expanding the Leave only Footprints campaign and the Refill Dorset Scheme, among others. These were developed alongside the Air Festival Environmental Action Plan and the BCP Sustainable Events Management Policy
13. From 2025 onwards there is a growing desire to move away from the focus on air displays to a wider "Festival of Air" which could incorporate hot air balloons, kites, drones as well as some aircraft content. This approach would need to be explored with industry through a procurement exercise.

Economic position

14. In 2019 and 2021 a Bournemouth Air Festival Evaluation was carried out by the South West Research Company Ltd. There were no significant differences between the two years, despite Covid with the 2021 report showing that 40% of festival attendees were categorised as staying visitors including 30% staying overnight in the town at the time of the event and 10% staying in nearby accommodation outside of Bournemouth. Local residents of Bournemouth accounted for 32% of all festival attendees and day visitors for 29%. This report also showed that the Air Festival generated £14.1m total new additional spend to Bournemouth and the surrounding area. **(Appendix 3)**

Diagram 14.1

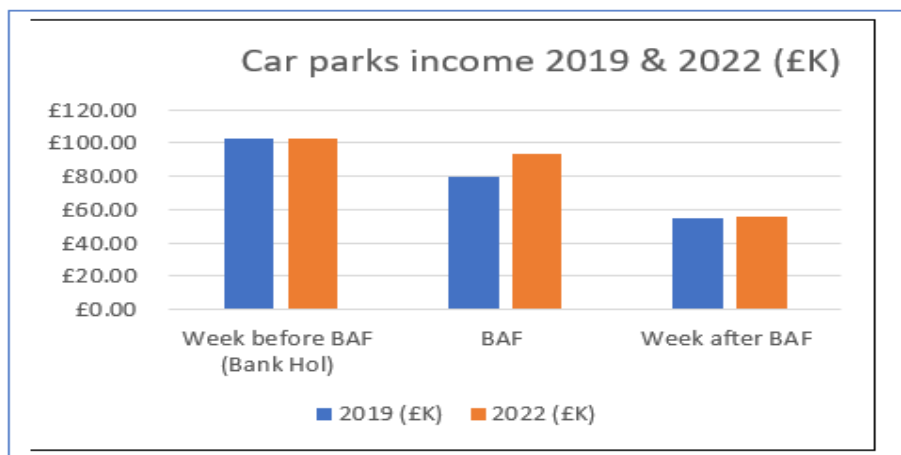


15. The independent 2021 BCP seafront survey of over 1100 visitors demonstrated that for every £1 spent by a resident, a staying visitor was spending £2.87 and a day visitor £1.84.

Car Park Income

16. The figures in **Diagram 16.1** show that car parking income was less during the Air Festival in both years than for the previous weekend which was the bank holiday.

Diagram 16.1

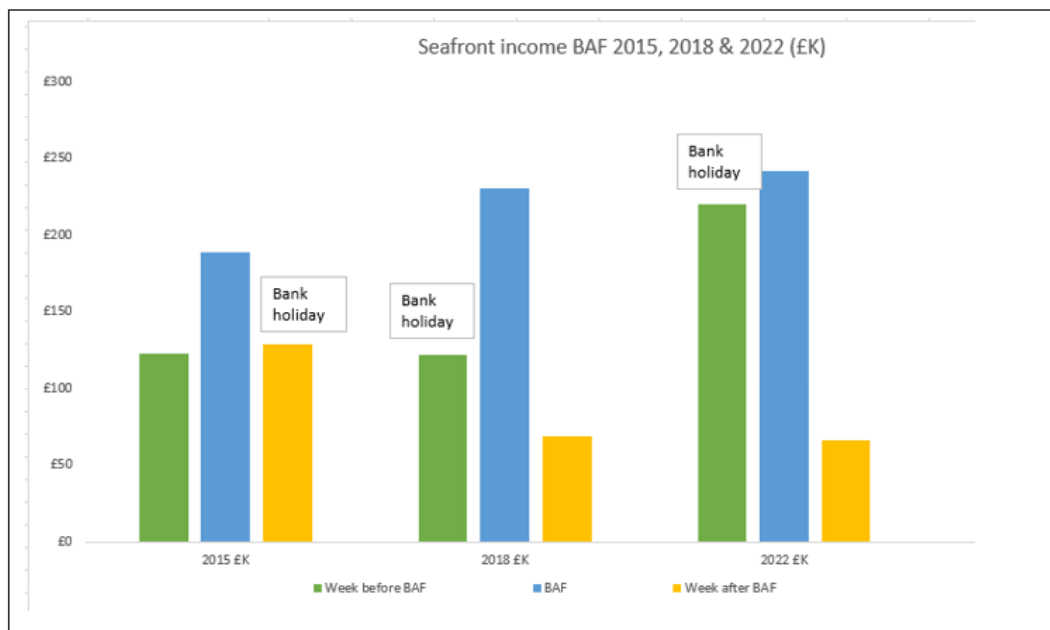


17. It is acknowledged that the net benefit to the Council taking into consideration all costs is not significant.

Seafront Trading

18. A comparison of seafront trading turnover for 2015, 2018 and 2022 (**Diagram 17.1**) shows a trend that across these years seafront trading during the Festival exceeded that achieved over the weeks before and after the Air Festival. Several other factors, including the weather, may impact on any given year.

Diagram 18.1



19. In 2023 seafront trading turnover was higher than for the bank holiday weekend but it should be noted that the bank holiday was a very poor weather weekend. However, **Table 18.1** below shows that as with car park income it is acknowledged that the net benefit to the Council, taking into consideration all costs is not significant. It should be noted that these figures relate to turnover, not profit. Overall Seafront catering makes a return of approximately 10% of turnover, so the true direct financial benefit to the Council equates to approximately £7k from the £70k turnover.

Table 19.1

Seafront Trading Income 2023 (turnover)		
Week prior to Air Festival 24 - 27 Aug	Air Festival 2023 31 Aug - 3 Sept	Week after Air Festival 7 - 10 Sept
£229,592	£299,359	£214,101

Summary of Air Festival 2023

20. An estimated 600,000 people enjoyed the Air Festival in 2023. This was despite the loss of Thursday due to bad weather. From the Friday the weather significantly improved.
21. The festival was successful in securing a strong and varied programme of air displays during the day and evening, including both the Red Arrows and the Typhoon for all 4 days. The STEM tent returning for its third year proved a successful attraction together with the Armed Forces villages and a variety of retail, catering and funfair offers.
22. **Table 22.1** summarises the 2023 Air Festival income and expenditure. The figures announced by the Deputy Leader at Council recently were an estimate pending further information. The figures have now been updated as reflected in **Table 21.1** below as more detailed information of actual cost and income has become available. The table shows both the budget for the Air Festival and separately identifies costs that the Council funds through existing budgets held in ancillary services. These have been identified and apportioned as shown. Examples include the Insurance Team, Procurement, Communications, Seafront, Licencing and Health & Safety.

Table 22.1

Summary	£
Air Festival Activity	
Direct Delivery Costs	£928,100
Direct Delivery Income	-£583,500
Net Direct Cost	£344,600
Apportioned/Allocated Costs	
Additional Staff Costs (Allocated/ Apportioned)	£190,900
Apportioned Central Overheads	£46,900
Total Apportioned Costs	£237,800
Total Cost	£582,400

23. Officers have carried out a more detailed evaluation of the ancillary income from car parking and sea front trading for the 2023 Air Festival weekend, comparing overall income and expenditure with the weekend prior (Bank Holiday weekend) and the

weekend after, which was not in the school holidays. The net effect of the Air Festival on direct Council surpluses is negligible and cannot be used to validate the Air Festival as a means of raising money for the Council.

Table 23.1

2023	Bank Holiday	BAF	Post BAF
Income	-£355,000	-£457,400	-£429,800
Expenditure	£151,500	£240,500	£184,400
Net Benefit	-£203,500	-£216,900	-£245,400
Car Parking Vends (no.)	£32,392	£32,316	£35,171

24. **Table 24.1** provides a detailed breakdown of the direct event operating costs and income for the 2023 Air Festival.

Table 24.1

Air Festival Activity		
Description	Detail	Direct costs
Expenditure		£
Accommodation, room & premises hire	Pilot accommodation & meeting room hire	£22,449
Technical Event costs	Signage - includes site signage and putting out banners	£1,696
Refuse collection	Emptying Bins	£8,400
Insurance	Airshow Insurance	£61,600
Vehicle hire	Cars for pilots/ van hire/FDD airport vehicles	£2,450
	Park & Ride inc. buses, management, stewarding, traffic marshalls, parking enforcement	£73,424
Traffic management	AA/VMS signage, cones, TRO, Bronze Traffic, Southcote Rd resources	£31,598
Equipment purchase	Stationery, passes, lanyards etc	£3,060
Subsistence	Staff & display team lunches	£4,296
Equipment hire	Inc. toilets, CCTV, Fencing, golf buggies, lights, market buoys, marquees, PA, Portacabins, generators, radios, trakway	£130,823
Postage	Postage	£254

Licence fees	PRS	£448
Advertising & Marketing	Programme print, bagging, commission/invoicing/ disposal	£11,807
Advertising & Marketing	General marketing costs inc. print	£4,505
Emergency services	Paramedics inc. First Aid, Police, RNLI	£94,666
Contractor - Security	Exclusion Zone Marshals, concrete barriers, National barrier asset	£58,052
Contractor - Security	Security, Stewarding	£99,382
Contractor - Special Events	BAF Radio, commentary	£4,450
Contractor - Special Events	Add'l site logistics, contractor prior to event	£2,400
Contractor - Special Events	TSA Fee/airshow admin (inc. CAA permissions etc)	£35,073
Contractor - Special Events	Displays	£127,384
Contractor - Special Events	Fireworks/Drone	£7,900
Hospitality	Hospitality	£142,000
Total expenditure		£928,117
Income		
Sponsorship	inc. STEM, Patrons, Transport	-£39,200
Trade	Trading, commercial	-£271,150
Park & Ride	Park & Ride income	-£48,240
Programmes	Souvenir Programme sales inc. online	-£69,726
Hospitality	Hospitality	-£155,185
Total income		-£583,501
Net delivery cost		£344,616
Budgeted Council contribution		-£397,000
Net saving on budget		-£52,384

Air Festival 2024 and beyond

25. Following detailed analysis of the data and financial position with the Task and Finish Group including detailed discussions on emerging ideas and innovations it is proposed that the Council events team deliver a three-day Air Festival in 2024 at a cost of £200k to the Council. This will require the Air Festival team to work with local businesses to bring in additional sponsorship, donations, external funding and commercial activity of at least £100k. This will depend on the Council continuing to provide those ancillary services which are not directly charged to the Air Festival budget, and which are estimated to be £237,800 for 2023. Any surplus generated will be donated to a future Air Festival.
26. It is also proposed that a procurement exercise be carried out to invite interested parties to come forward to fully fund and deliver the Air Festival in future years including working with a potential Accommodation Business Improvement District. This would be via a licence with no Council funding or direct staffing support beyond 2024, although we would still need to determine the level to which the Council can provide the ancillary support that it currently does not budget to the Air Festival. This reflects

the Council's current financial position and the need to reduce non-statutory services whilst allowing time for development of an alternative delivery mechanism for an Air Festival in the future.

27. It is proposed that the 2024 Air Festival would take place on the Thursday, Friday and Saturday which would not only provide an extra evening display and maximise the number of attendees but would also provide a stronger STEM offer as businesses are more focused on weekdays rather than weekends.
28. A potential source of funding support for the Air Festival could be via the creation of an Accommodation Business Improvement District (ABID). This is at the beginning of a legislative process that will take some months and is subject to a ballot of potential levy payers. The Bournemouth Area Hospitality Association (BAHA) and the Destination Management Board (DMB) along with the four BID companies and the Council have commissioned a feasibility study to explore options. If this initiative is successful, it has the potential to raise a substantial amount of money (amount yet to be verified) for both destination marketing and events however, any future contribution towards events would be dependent on the Board of the new ABID.

Other relevant information

29. An ePetition was lodged on the BCP Council website on 4 September 2023 asking for support to ensure that the Council 'keep the Bournemouth Air Festival for the foreseeable future' and 'pursue other avenues of funding'. This petition is due to close on 30 November 2023. As at 6 November, the petition had received 90 signatures. This level of response requires an acknowledgement from the relevant portfolio holder. For Council to debate an e-petition it would need to reach 2,000 signatures. There is also a second online petition to *Save Bournemouth Air Festival*, supported by the Bournemouth Air Festival Patrons Club but this has not been registered with the Council.
30. To support the options being considered, provisional dates for up to four days for a 2024 Air Festival have been identified as Thursday 29 August – Sunday 1 September and a bid has been submitted for military aircraft in order to meet the deadline set by the Ministry of Defence (MOD), and we await an update.
31. There are currently strong indications that the Red Arrows will not be available beyond the end of July 2024 due to overseas commitments after this time and will therefore not be available for the Bournemouth Air Festival proposed dates. In 2019 the main replacement civilian display team booked to replace the Red Arrows was the Breitling Jet Team but that is no longer available. Contact is currently being made with alternative multi jet and fast jet display teams in Europe.
32. In 2019 the Red Arrows team undertook a ten-week visit to the United State and Canada and it is understood that the 2024 season is likely to be on similar lines which will mean that they will be out of the country until at least early October

Timeline for delivery of 3-day Air Festival in 2024

33. Timeline for delivery of a 3-day Air Festival is outlined in **Table 33.1**

Table 33.1

Action	Deliverable	Date
Cabinet decision	Three-day Air Festival agreed at budgeted cost of £200,000	November 2023
Key tender preparation	Specifications prepared for full tenders and advertised for flying display director, security and stewarding, first aid, toilets and sponsorship	November 2023
Police arrangements	Start negotiations in determining police arrangements and costs	December 2023
Premium pricing – car parks	Determine locations and prices and begin process for applying for TTROs	December 2023
Trading	Preparation and sending out of trader packs and sales activity and STEM area begins	February /March2024
Tenders and quotes for remaining contracts	Tenders and quotes out for re– fencing traffic management, festival programmes, funfairs, catering and bars, portacabins	February/March 2024
Sponsorship	Strategy and sponsorship pack agreed and approaches being made	December 2023
Logistical arrangements	Initial draft documentation plan in place for consideration by SAG. Annual programme planning of a 4 day Festival begins	April – September 2024

Summary of financial implications

34. It is proposed that the ongoing base revenue budget for the air festival is removed from 2024/25 onwards.
35. The recommendation of this report recognises the proposal that a net direct cost of £300k be assumed for a 3-day Air Festival in 2024/25 only. The proposal being this one-off expenditure be funded by a £200k contribution from one-off resources with the £100k in respect of new sponsorship, donations, external funding, and commercial activity being underwritten by the council's 2024/25 base budget contingency.
36. This also assumes that the current level of ancillary services supporting the Air Festival is maintained for the future.
37. The proposed 2024/25 budget including costs and anticipated income generation for 2024 Air Festival can be found in **Table 37.1**

Table 37.1

Description	Detail	£
Expenditure		
Room & premises hire	Display team accommodation & meeting rooms - funded by Accommodation Sector	£0
Refuse collection	Cleaning Bins	£6,500
Insurance	Airshow Insurance	£59,000
Vehicle hire	Van hire & FDD vehicles	£1,750
Traffic Management	Park & Ride including, buses, management, stewarding, traffic marshalls, parking enforcement	£58,800
Traffic Management	AA directional signage, VMS, Bronze traffic, cones, Southcote Rd resources TRO	£33,300
Equipment purchase	Admin & stationery	£3,500
Subsistence	Display team/crew lunches	£1,500
Equipment hire	Toilet Provision	£14,500
Equipment hire	Fencing General Site	£16,000
Equipment hire	CCTV, extinguishers buggies, lights, buoys, marquees, PA Portacabins, generators, radios, telephone lines, trakway	£93,100
Postage	Postage	£300
Licence fees	PRS	£450
Advertising & Marketing	Programme commission/invoicing/ disposal, bagging, print & PDQ	£12,000
Advertising & Marketing	General marketing costs inc. print	£4,500
Emergency Services	Paramedics inc. First Aid, Police & RNLI	£95,000

Contactors Security	Exclusion Zone Marshals, concrete barriers, National barrier asset	£54,400
Contactors Security	Security, Stewarding	£75,000
Contractor Special Events	BAF Radio, commentary	£3,500
Contractor Special Events	Additional event site support prior to event	£2,400
Contractor Special Events	TSA Fee/airshow admin (inc. CAA permissions etc)	£30,000
Contractor Special Events	Display	£130,000
Contractor Special Events	Fireworks/Drone	£5,500
		£701,000
Income		
Sponsorship	Sponsorship, including Patrons	-£40,000
Trade	Trading	-£247,000
Transport	Park & Ride income	-£48,000
Programmes	Souvenir Programme sales inc. online	-£66,000
Total income		-£401,000
Net delivery cost		£300,000
Proposed Council contribution		£200,000
New funding initiatives		
Expansion of STEM and hospitality trading plus increased sponsorship	STEM exhibitor rentals - Expansion of STEM provision and letting of exhibition /hospitality space for local and STEM businesses	-£45,000
Transport	Premium car parking - net of costs	-£35,000
Fund raising	Donations / crowd funding - net of costs	-£20,000
Total additional income		-£100,000

Summary of legal implications

38. Any existing contracts linked to the Air Festival are on a 1+1+1 year basis with no commitment to the extension.
39. There is a legal mechanism through a Temporary Traffic Regulation Order (TTRO) to impose temporary highway restrictions to enable changes to be made to off-road car park charges temporarily.
40. The Council will need to be mindful of the Council's current Declaration of Interest policy in relation to any donations or sponsorship before taking anything forward.
41. It remains necessary to comply with all relevant procurement requirements, including the Council's Financial Regulations and the Public Contracts Regulations 2015 (if applicable) for any other aspects of the event that are to be carried out by third parties under contract and further legal advice would need to be sought.
42. Under section 145 of Local Government Act 1972 the Council has the statutory power to provide entertainment.

Summary of human resources

43. A review may be required of functions and roles to ensure the Council deliver the Air Festival and reach the existing income generating requirements for trade and programmes.

Summary of sustainability impact

44. Reducing from four days to three days has the potential to reduce the environmental impact in terms of reductions in emissions, e.g. air displays, generator fuel consumption. There may be a reduction in the number of visitors but the main challenge is a modal shift in travel to and from the destination and we will need to continue to expand on initiatives already in place, including the 1-in-3 campaign aimed at encouraging all Festival Goers to consider alternative more sustainable ways to travel to the event which has been developed alongside the Air Festival Environmental Action Plan and the BCP Sustainable Events Management Policy

Summary of public health implications

45. Emissions from increased parking in the area can impact on health, particularly for those with breathing issues. Encouraging visitors and residents to use alternative more sustainable modes of transport can mitigate against this impact.

Summary of equality implications

46. In June 2023 an EIA conversation/screening document was completed which went to EIA panel on 22 June 2023. The EIA report can be found in **Appendix 5**. An Action Plan will be developed once the final recommendation has been agreed.

Summary of risk assessment

Risks	Mitigations
Potential cuts in services and staff numbers across the Council could impact on the ability to deliver the event Medium/High	Maintain communication with other departments to identify early any potential issues and work through possible solutions
Inability to recruit replacement staff with the required level of experience to deliver the Air Festival. Medium	Consider other options for short term contracts. E.g. Agencies/Event companies
The Council underwrites the net cost of the Air Festival. Medium	Maintaining tight control on costs to maximise income generation
Impact from bad weather Medium	Three-day event mitigates better against bad weather than a two-day option.
There are still some costs that need to be finalised and could potentially come in higher than budgeted. Medium/High	Seek early confirmation of costs, prior to the new year e.g. Police

<p>The current budget for a 3-day event in 2024 is dependent on the Accommodation Sector funding the costs of hotels for the display teams. Low</p> <p>There are risks associated with new income streams, e.g. car park premium pricing, donations, fundraising, sponsorship High</p>	<p>We have received verbal confirmation. Awaiting written confirmation</p> <p>Estimates should be as realistic as possible and should not be overly optimistic</p>
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Appendices

Appendix 1 – Overview of work of the Bournemouth Air Festival Task & Finish Group

Appendix 2 - BAF Creative Green Report 2019 - Julia's Bicycle

Appendix 3 - BAF Evaluation report 2021 – South West Research Co Ltd

Appendix 4 – EIA Report

Background papers

BAF Evaluation report 2019 – South West Research Co Ltd