

To BCP Highways and Planning
Cc AFCB Project Team
From Steer
Date 19 January 2026
Project Project Vitality Enabling Works

Technical Note

Project No. 24903301

Enabling Works Parking Assessment

1. This note has been prepared to address the temporary loss of car parking during the enabling works. It also considers the unlikely scenario whereby the enabling works are complete but that the Main works (the stadium expansion) does not progress. While this is considered to be a very unlikely situation at the request of BCP it has been considered further. It is of note that if the Main works do not commence, then there would not be an uplift in demand over the existing situation.

Timeline

2. As stated within the submitted Transport Statement, the enabling works can be delivered during the football season and occur independently of the stadium General Admission (GA) capacity expansion works. This is important from a construction sequencing perspective because the demolition of the South stand, and the creation of additional GA capacity cannot occur until the football season has finished (typically in May each year).
3. If approved the enabling works are proposed to commence at the earliest date – with the Committee date of 22nd January, it is anticipated that the enabling works could begin during the week commencing 9th February and end during the week commencing 17th August. The timeline of enabling works is summarised below:

Table 1: Timeline of Enabling Works

Event	Date Beginning	Date Ending
Start of Works / Phase A (8 weeks)	Week Commencing 9 th February	Week Commencing 30 th March
Phase B (12 weeks)	Week Commencing 6 th April	Week Commencing 22 nd June
Phase C (8 weeks) / End of Works	Week Commencing 22 nd June	Week Commencing 17 th August

4. As these works will be conducted during the remaining fixtures of the 2025/2026 season, the following home fixtures will be impacted:

Table 2: Home Fixtures (First Team) During Enabling Works

Visting Team	Date	Kick-Off Time
Sunderland	28 th February	12:30
Brentford	3 rd March	19:30
Manchester United	20 st March	20:00
Leeds United	25 th April	15:00
Crystal Palace	2 nd May	15:00
Manchester City	17 th May	15:00

5. Four of the remaining home fixtures would take place during Phase A and three during Phase B. While it is possible that the times and dates of these fixtures may change, there is currently only two fixtures which have a late kick-off. No other footballing or on pitch events are scheduled during this period.
6. The current programme for the 2026 / 2027 premier league season is for the season to start on the weekend of 2nd August 2026.
7. Parking loss associated with Phase A is limited to the South car park and is related to the works to deliver the amended pedestrian and cycle route.
8. In Phase B, additional parking is temporarily lost as a result of the new hoarding line, as well as there being some loss within the West car park associated with the hoarding line.
9. In Phase C, additional parking is lost as a result of the new fence line along the western boundary of the stadium.
10. Following the completion of the enabling works, some of the temporarily lost parking, is reinstated, i.e. adjacent to the fence line within the West car park, and where the welfare unit would be removed.

Car Parking Impact Mitigation

11. To address the loss of car parking during the 2025/2026 season, the following mitigation measures have been identified to address this loss of car parking.

Communication Strategy

12. Ahead of the works commencing, the AFC Bournemouth website will be updated and a dedicated webpage provided setting out the proposed works, duration and impact upon local parking.
13. This will set out how parking can be pre booked, as well as other parking locations (Avonbourne and the Sovereign Centre for example) as well as providing details in respect to arriving by other modes, i.e. local public transport services, bus routes, rail times, and walk and cycle infrastructure and routes. Local parking restrictions around the stadium will also be detailed – with information given on parking availability at associated car parks.
14. Targeted communications will be sent via email to ensure that people are aware of all options available for travel to the Vitality Stadium on match-days. These communications will be sent at an appropriate time prior to match-day to allow supporters to plan their journey.

Parking Management

15. In addition to the enhanced communications strategy, the Club has agreed to:
 - Put a system in place so that parking at the West and South car parks is 'pre booked only'. This will reduce the number of vehicles trying to enter the local road network. When there are no available parking spaces left, supporters will be directed to book a space at the Avonbourne Academy or Sovereign Centre. This ensures that supporters will know in advance whether there is car parking availability near the Stadium.
 - Provide a contribution to deliver a barrier at the Leisure Centre to stop spectators parking in that car park.
 - Manage the leisure centre car park in the interim situation before the barrier is installed (see additional information on stewards / marshalling).
 - Manage parking in the 'lorry park area' of the south car park to better utilise this space, minimising the net reduction in parking.

- Set out 'No stopping' cones around the junction of Kings Park Drive / Gloucester Road, and on Gloucester Road to antisocial parking at junctions .
- Instigate the delivery of a TRO (or Temporary TRO where necessary) to formalise the installation of double yellow lines on Gloucester Road (and other roads deemed necessary by BCP council in the immediate vicinity of the site). This would be put in place as soon as is reasonably practicable
- Start the process of delivering a Controlled Parking Zone (CPZ) around the ground in line with that agreed with BCP.
- Pay for an additional enforcement officer throughout the duration of the enabling works.
- Set up a Transport Working Group (TWG) – The terms of the TWG are set out later.

Additional Marshals / Stewards

16. Alongside the existing operations, the club will enter into an agreement to put in place additional signage, marshal and stewards. This will be agreed in writing with the Council but would include as a minimum:
 - Temporary yellow and black signs located at the following junctions to inform spectators about pre-booking and parking restrictions:
 - Holdenhurst Road / Kings Park Road
 - Christchurch Road / Gloucester Road
 - Ashley Road / Kings Park Road
 - Temporary yellow and black signs to notify no parking at leisure center for football related traffic.
 - Temporary enforcement through no stopping cones on Gloucester Road near the bridge and at the junction of Kings Park Drive / Gloucester Road.
 - Marshals to be located at the Kings Park Road / Holdenhurst Road roundabout and Gloucester Road / Christchurch Road junction to enforce signage and advise of other parking locations (Avonbourne School and Sovereign Centre).
 - Two marshals at Kings Park Drive / Gloucester Road roundabout – one to direct parking for those with a permit / booking and one to reject non-pre-booked vehicles (via car park).
 - Marshal at the Leisure Centre accesses managing entry for non football related traffic only and direct traffic away from the car park if not authorized to park.
 - Marshal / steward within South car park (lorry park area) to formalize parking and
 - Two Marshals / stewards within West car park to direct pre booked traffic and to reject any non-pre-booked vehicles.

Operational Management Model

17. AFC Bournemouth will manage Kings Park car parks in line with agreed operating standards, safety requirements and established matchday plans. The approach prioritises safety, accessibility, traffic flow, emergency access and compliance with BCP regulations.
18. In line with the current matchday traffic management, the above will be delivered by a Traffic Team consisting of:
 - Steward Supervisor (Control liaison)
 - CSAS-accredited Traffic Marshals (with power to direct traffic)
 - Car Park Stewards
19. Responsibilities include:
 - Placement and removal of TTRO signage and cones
 - Managing access, egress and space allocation in controlled car parks
 - Monitoring vehicle and pedestrian movement in Kings Park
 - Maintaining emergency access routes at all times

- Managing HVM barriers and access to West Car Park during controlled movements
 - Coordinating away coach arrivals and parking
20. Only CSAS staff are to work on the highway.
21. The clubs emergency & Council coordination operation integrates with:
- Operation Floodlight emergency response plan
 - BCP Urban Traffic Control match egress programme (signal priority system)
 - BCP Parking Enforcement Team
 - Police and emergency services access requirements
22. AFC Bournemouth car park management currently commences up to 6 hours before kick-off and continues until all vehicles have safely exited and signs are removed (typically up to 3 hours post-match). HVM barrier opening is authorised only by stadium control and is monitored to prevent unauthorised vehicle entry.
23. In terms of equipment & communications, AFCB provides and deploys:
- TTRO signage and cones
 - Traffic direction boards
 - Steward radio communication
 - Keys for access control where required
24. Direct liaison lines will remain in place between AFCB Control, BCP Parking and Dorset Police.

Transport Working Group

25. A Transport Working Group will be set up to enable opportunities for a joined-up approach to the match-day transport strategy improving collaboration between AFCB, BCP, and the relevant transport stakeholders, such as bus operators, Network Rail, SouthWestern Rail and other interested groups.
26. The Transport Working Group should include the following parties, to be considered as the core team within the Transport Working Group:
- AFCB (lead and responsible for the management and implementation of the match day travel management)
 - BCP Council
 - British Transport Police
 - SouthWestern Rail
 - National Rail
 - GoSouthCoast
27. In addition to the above core team, additional parties could be invited to participate within the Transport Working Group on a meeting-by-meeting basis, where appropriate. These parties could include, but are not limited to, the following:
- Beryl Bikes
 - Avonbourne School (for associated parking)
 - Sovereign Shopping Centre (for associated parking)
28. This groups remit would cover elements such as:
- Car park management
 - Ingress and egress to the stadium
 - Monitoring of illegal parking and the delivery of a CPZ
 - Monitoring of travel patterns feedback
 - Traffic management plans and setting TRO's

- Locations of barriers etc
 - Away coach management
 - Crowd management and management interfaces
 - Marketing and incentivising public transport and non car modes
 - Communication Plan, and dissemination of travel information including website, advertisements/articles, information to the local radio, text alerts (or use of other technology), etc.
 - Access to CCTV for traffic management
 - Interface with any footway or cycle improvements
 - Interface with rail station operations
 - Interface with highway authority around any proposed road works, road closures etc.
29. Following any consent associated with the enabling works, a consultation would be held with the relevant stakeholders identified above to ensure that the terms of reference for any working group are agreed at the outset. Notwithstanding this, it is anticipated that the TWG would initially meet as early as is practicable following permission being granted for the enabling works.
 30. As well as discussing the impacts of the enabling works on the remaining home fixtures of the 2025/2026 season, this initial meeting would set out observations and opportunities to address the impact of reduced car parking during the 2026/2027 season. The TWG would then meet ahead of the new season, at least once during the season, and again at the end of the season, to conclude on what has worked well.
 31. Going forward the TWG would likely follow a routing of:
 - Pre-season meeting to discuss any changes ahead of the new season and indicative schedules,
 - At least one meeting mid season, and
 - End-of-season meeting to review.
 32. Should additional meetings be necessary to discuss specific issues between these meetings, these should be arranged, with a least two weeks notice being given by either the club or BCP.
 33. It is assumed that while meetings would be separate to those attended by the Safety Advisory Group (SAG), that meetings would be coordinated to make best use of people's time. It is of note that the GAG already includes representatives of BCP, and regularly discuss parking and operational impacts around the ground.
 34. The TWG would be funded by the club for a period of time associated with the enabling works and until the main works commence. A proportionate fund for this period is to be determined between the club and BCP and secured through the S106.
 35. Following the granting of the main application the group would have access to a Sustainable Transport Fund (STF), which could be drawn down from to help implement any initiatives which may be identified by the TWG once the expansion of the stadium is complete. The terms of reference for the TWG associated with the main application and the STF would be initially funded through a ringfenced s106 contribution, associated with the main application, and following the outcome of the ongoing discussions with BCP in respect to that application.
 36. Following recommendations from the TWG, the responsibility for agreeing any draw down from the STF would be agreed between the club and BCP.
 37. The Transport Working Group and the Sustainable Transport Fund would be secured through the s106 agreement.

Post Enabling Works

38. While it is accepted that the enabling works application will result in a loss of car parking on-site, there is no uplift in supporters proposed. The Transport Assessment for the proposed stadium GA expansion, provided under a separate application, sets out further mitigation measures – such as a controlled parking zone, additional on-street parking restrictions and incentives to change travel behaviours.
39. It is proposed that Traffic Regulation Orders are not required for the enabling works as the measures outlined in this note will sufficiently address the reduction in car parking provision on-site. However, should the main works not begin within a reasonable period of time following the enabling works, the Club will review the implementation of a Traffic Regulation Order and a Controlled Parking Zone to ensure that any permanent loss of parking is suitably addressed.