

Notice of Overview and Scrutiny Board

Date: Monday, 24 August 2020 at 2.00 pm

Venue: Via Skype



Membership:

Chairman:

Cllr P Broadhead

Vice Chairman:

Cllr M Haines

Cllr M Anderson

Cllr S Bartlett

Cllr M F Brooke

Cllr M Earl

Cllr G Farquhar

Cllr L Fear

Cllr M Greene

Cllr N Greene

Cllr M Iyengar

Cllr D Mellor

Cllr P Miles

Cllr C Rigby

Cllr T Trent

All Members of the Overview and Scrutiny Board are summoned to attend this meeting to consider the items of business set out on the agenda below.

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

<https://democracy.bcpCouncil.gov.uk/ieListDocuments.aspx?MId=4298>

If you would like any further information on the items to be considered at the meeting please contact: Claire Johnston - 01202 454627 or email claire.johnston@bcpCouncil.gov.uk

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

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

GRAHAM FARRANT
CHIEF EXECUTIVE

14 August 2020



Available online and
on the Mod.gov app



Maintaining and promoting high standards of conduct

Declaring interests at meetings

Familiarise yourself with the Councillor Code of Conduct which can be found in Part 6 of the Council's Constitution.

Before the meeting, read the agenda and reports to see if the matters to be discussed at the meeting concern your interests

Do any matters being discussed at the meeting relate to your registered interests?

Disclosable Pecuniary Interest

Yes

Declare the nature of the interest

Do NOT participate in the item at the meeting. Do NOT speak or vote on the item EXCEPT where you hold a dispensation

You are advised to leave the room during the debate

Local Interest

Yes

Declare the nature of the interest

Applying the bias and pre-determination tests means you may need to refrain from speaking and voting

You may also need to leave the meeting. Please seek advice from the Monitoring Officer

No

Do you have a personal interest in the matter?

Yes

Consider the bias and pre-determination tests

You may need to refrain from speaking & voting

You may also need to leave the meeting. Please seek advice

No

You can take part in the meeting speak and vote

What are the principles of bias and pre-determination and how do they affect my participation in the meeting?

Bias and predetermination are common law concepts. If they affect you, your participation in the meeting may call into question the decision arrived at on the item.

Bias Test

In all the circumstances, would it lead a fair minded and informed observer to conclude that there was a real possibility or a real danger that the decision maker was biased?

Predetermination Test

At the time of making the decision, did the decision maker have a closed mind?

If a councillor appears to be biased or to have predetermined their decision, they must NOT participate in the meeting.

For more information or advice please contact the Monitoring Officer
(anne.brown@bcpcouncil.gov.uk)

Selflessness

Councillors should act solely in terms of the public interest

Integrity

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

Objectivity

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

Accountability

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

Openness

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

Honesty & Integrity

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

Leadership

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

AGENDA

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

1. Apologies

To receive any apologies for absence from Members.

2. Substitute Members

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

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

3. Declarations of Interests

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

Declarations received will be reported at the meeting.

4. Confirmation of Minutes

To confirm and sign as a correct record the minutes of the meetings held on 20 July 2020.

5 - 20

a) Action Sheet

To note and comment on the attached action sheet which tracks decisions, actions and outcomes arising from previous Board meetings.

21 - 24

5. Public Speaking

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

<https://democracy.bcpccouncil.gov.uk/documents/s2305/Public%20Items%20-%20Meeting%20Procedure%20Rules.pdf>

The deadline for the submission of public questions is Tuesday 18 August 2020.

The deadline for the submission of a statement is 12.00 noon, Friday 21 August 2020.

The deadline for the submission of a petition is 12.00 noon, Friday 21 August 2020.

6. Chairman's Update

For the Board to consider any issues raised by the Chairman which are not dealt with elsewhere on the agenda.

7. Scrutiny of Transport and Infrastructure related Cabinet Reports

To consider the following transport and infrastructure related reports scheduled for Cabinet consideration on: 9 September 2020

- Emergency Active Travel Fund Programme

The O&S Board is asked to scrutinise the reports and make recommendations to Cabinet as appropriate.

Cabinet member invited to attend for this item: Councillor Andy Hadley, Portfolio Holder for Transport and Infrastructure.

The Cabinet report is attached to this agenda for consideration by the Overview and Scrutiny Board.

8. Covid-19 Recovery - Transport and Infrastructure

To consider observations on the impact of Covid-19 and prospects for future reset and recovery from representatives of the following organisations:

- BH Active
- Local BCP Bus Companies
- South Western Railway
- Access Dorset

The following Cabinet Portfolio Holder is also invited to attend the Board meeting for consideration of this item:

- Portfolio Holder for Transport and Infrastructure

The purpose of this scrutiny is to listen to a wide range of stakeholders to gain a greater understanding of the wider effects of Covid-19 and to take into account the views of the external stakeholder in future scrutiny of the impact of Covid-19, in line with the Board's role as enabler of the voice and concerns of the public.

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
OVERVIEW AND SCRUTINY BOARD

Minutes of the Meeting held on 20 July 2020 at 2.00 pm

Present:-

Cllr P Broadhead – Chairman

Cllr M Haines – Vice-Chairman

Present: Cllr M Anderson, Cllr S Bartlett, Cllr M F Brooke, Cllr M Earl,
Cllr G Farquhar, Cllr L Fear, Cllr M Greene, Cllr N Greene,
Cllr M Iyengar, Cllr C Rigby and Cllr T Trent

Also in attendance: Councillor Lesley Dedman
Councillor Mark Howell
Councillor Sandra Moore
Councillor Vikki Slade
Councillor David Brown
Councillor Lisa Northover

1. Election of Chairman

A nomination was received and seconded for Cllr P Broadhead. No further nominations were received.

RESOLVED: That Cllr P Broadhead be appointed Chairman of the Overview and Scrutiny Board for the 2020/21 municipal year.

2. Election of Vice-Chairman

A nomination was received and seconded for Cllr M Haines. No further nominations were received.

RESOLVED: That Cllr M Haines be appointed Chairman of the Overview and Scrutiny Board for the 2020/21 municipal year.

3. Apologies

Apologies were received from Cllr P Miles

4. Substitute Members

There were no substitute members.

5. Declarations of Interests

Cllr M Brooke and Cllr P Broadhead both declared local interests in agenda item 6a the Action Sheet from the previous meeting as they had been appointed as Council representatives on the Bournemouth Development Company.

6. Confirmation of Minutes

Subject to the inclusion of Cllr T Trent in the list of those present at the meetings held on 15 June 2020, the minutes were approved as a correct record.

7. Action Sheet

Cllr M Brooke advised that the outcome on the action sheet relating to the item on Durley road was incorrect and should read “The Recommendation was not accepted”.

8. Public Speaking

There were no public issues for this meeting.

9. Chairman's Update

The Chairman advised the Board that the other O&S Committees were now meeting in their own right therefore the Board would not be routinely considering matters related to Children’s Services or Health and Adult Social Care and the respective Chairman of the other committees would not normally be attending Board meetings.

10. Update on the Council's Response to the Covid-19 Epidemic

The Chairman invited the Leader of the Council and the Chief Executive to outline the latest developments to the Board. The Chairman reminded the Board that for this item they were also asked to consider the Cabinet report on Update on BCP Council's response to the COVID-19 pandemic a copy of which had been circulated and which appears as Appendix A to the Cabinet minutes of 29 July 2020 the Minute Book. The Chief Executive advised the Board of the changes which were due to take place in the near future including that support for those shielding would be coming to an end from the end of the month. The Together We Can helpline was also being stepped down and things were getting back to ‘business as usual’. A Local Outbreak Management Plan had been recently produced. The Government had announced its contain strategy and the powers that would be introduced for local government to bring this into effect, including local lockdown.

During the crisis BCP Council had been well represented nationally and the Council had come through this in a strong position despite the fact that we were still settling in following the merger of the preceding authorities. This has included the delivery of grants to local business, the distribution of PPE, the plans put in place for additional provision for an outbreak and the excellent response from volunteers.

In reference to the major incident which occurred three weeks ago issues arising from this were being followed up on and a ‘crowded places’ app had been developed.

The Leader advised that the app was now live, and it was hoped that it would be launched soon. The app would also be able to provide the location of toilets, lifeguards, which sections of the beach allowed dogs, etc. The Council had been able to respond quickly in relation to the Council's peers, for example the Council opened 75 percent of playgrounds as soon as possible. All departments had been working at an incredible pace. The work with the homeless population had gone extremely well with helping 74 people into longer term accommodation provision, as well as helping with employment and substance misuse. There was significant work still on going in exceptional circumstances in adult social care. In Children's Services there had been over 400 school admission appeals to be heard in a virtual environment, which had a knock-on impact in terms of member meetings. There were concerns regarding the increased risk in safeguarding and the lack of available childcare when people were being asked to return to work and the Council were working to address this. Environmental Health Officers and Trading Standards officers had been on hand to address issues regarding violation of Covid-19 rules and guidelines. The Second tranche of the discretionary grants scheme was due to go live shortly and the issues of why people had not met the criteria previously had been taken into consideration for this.

The Board raised a number of issues in the ensuing discussion including:

- Clarification was sought on whose responsibility it was to check on Covid-19 related matters with businesses as a Councillor had been directed to Health and Safety staff rather than Environmental Health. It was noted that there were approximately 3000 business in the area which fell under the jurisdiction of the Health and Safety Executive and 13,000 premises under Council enforcement.
- In relation to the incident which occurred over the 24 and 25 June the Board questioned the capacity of seafront operations. It was noted that staffing at the end of June wouldn't in normal circumstances be up to 100 percent but there was a good complement of staff working at this time. However, a recruitment had been underway and significantly more staff were in place than there were at the end of May. There were a number of senior staff I seafront operations who had been shielding. All toilets were open and there were a number of parking enforcement staff available, although there were a significant proportion still shielding.
- In relation to the incident the Board was advised that the visitor profile was unusual for the area and a number of visitors were still arriving into the evening. The behaviour of a number of the visitors on these dates was extraordinary. There were also similar incidents of concern across the country and the Police had to react to various incidents.
- There were a number of tents along the beach during this incident, beachfront staff were dealing with these and moving on campers where possible but were also needed to deal with litter picking and making the beach safe. In addition, beachfront staff did not work into the night and people were still arriving after the staff had left. The seafront teams needed to work with the police if people did not respond to the request to move on. The Leader advised that they were looking into the wording of Council bylaws to make enforcement of this issue easier. It was noted that 26 eviction notices were issues for tents on the beach on 24 June.

- There was concern raised at the number of parking enforcement officers operational in the effected area over this time period. There were some staff shielding but there were no staff on eave during this period. Due to shift patters there were 18 staff on the streets during the course of the day but Councillors reported swathes of illegally parked vehicles in this area which had not been ticketed. It was noted that parking could check an area and vehicles arrive after this time and it was not possible to cover all roads all of the time.
- A Councillor commented on the difficult situation that the staff had to deal with during the 24 and 25 June and thanked officers for dealing with this and doing there job in a very difficult situation.
- A Concern was raised about the capacity of the Council to provide support to those who were shielding who would still require it when the government support ended. It was noted that the vast majority of volunteers were still available. People were being advised that the food packages were discontinuing but that they remained eligible for enhanced online shopping offers.
- In response to a question it was noted that there was no need to shut down beaches and the Council were capable of dealing with thousands on the beach as it did every year. Social distancing was the responsibility of individuals and if somewhere seemed to busy people were encouraged to go home.
- With reference to the consultation period on emergency active travel fund schemes it was noted that there was a six-month consultation for the proposals in tranche one. Tranche two would begin three weeks from now. There was a live consultation underway on all schemes. These could be made permanent more quickly if that is what the community wants.
- A Board member asked about looking ahead as currently we had low levels of Covid-19 but this could change in the future and may coincide with seasonal flu. It was noted that track and trace was important and it was asked if there was any further information on this. It was noted that work was already underway on the impact of a peak during flu season and the measure. It was noted that Track and Trace was being led by public health so at present further information could not be provided on this.
- Concerns were raised by the Board with regards the calling of a major incident. It was noted that the situation was exceptional and all parties on SAG were involved in the decision to call the major incident in standby. The consequences of this meant that armed police and the coastguard were more readily available, everybody was able to work together more effectively. The Board questioned whether there was reluctance from any of the parties to the calling of a major incident and the impact that this would have had on various services. The decision was taken by operational leaders through the local resilience forum. The Safety Action Group was called on Wednesday and was working in a multi-agency approach prior to calling the major incident. There was further concern raised regarding the impact of making this decision.

RECOMMENDED: That Cabinet seeks to bring in year rigorous, responsive and robust enforcement action into current operational practices, particularly in regard to parking and overnight camping on the beaches.

Voting: For: 8, Against: 6, no abstentions.

Cllr G Farquhar asked that his vote against the recommendation be recorded

11. Covid-19 Recovery - Economy and Tourism

The Chairman welcomed the representatives from the local Business Improvement Districts, the Destination Management Board and the BH Area Hospitality Association.

Poole BID – The Director of the BID outlined to the Board a number of issues which were being faced by the members of the BID. It was noted that the situation regarding levy collection was currently unclear, but the independents were the biggest paying group by type. The BID had been very active in supporting the business directly in improving the area during lockdown. A community project was underway to improve various aspects of the high street and surrounding areas with painting utility facilities with the aim of trying to build confidence and make it a n improved place to visit. It was noted that travel schemes had allowed seating areas outside some businesses to be increased. An area had been pedestrianised in order to allow for local arts and crafts and food stalls to attract people to the area. Poole was aiming to gain entry to a heritage scheme to enhance this aspect of the town. The CSAS officers were also welcomed in order to help reduced anti-social behaviour.

Bournemouth Town Centre BID – The Chairman and the Chief Operating Officer provided the Board with information on the challenges and operations and some ideas for ways to work together in the future. Overall it was noted that the consensus from the town centre business was that the Council had done a fairly good job during the crisis. The Shop Local / Stay Local message had been rolled out. It was noted that the future of High Streets/ Town Centres was already changing prior to Covid-19 but that the impact of Covid had accelerated the process. The Board was told that the change in criteria for the second round of the discretionary grants was of vital importance. The message around wearing masks was being rolled out with messages in windows thanking people for wearing one. It was noted that with the calling of the major incident in Bournemouth resources tended to be diverted away from the Town Centre. It was noted that the challenge going forward was what we wanted the Town Centre to look like in the future and how this could be shaped through the planning and highways processes. The life in the Town Centre would be different from how it was previously.

Bournemouth Coastal BID – The Chairman of the Coastal BID advised that they had been doing lots of campaigning locally and there were lots of people who should have bee holidaying abroad who would be staying in

Bournemouth. The 'eat out to help out' initiative was seen as a positive. The BID requested that the Council consider a reduction in parking charges as this would have a serious benefit for local businesses. The Chairman commented that it was encouraging to see what was happening on Poole Quay and there were similar initiatives for Boscombe, Southbourne and Westbourne. Further work was needed on the power infrastructure in place for Southbourne and Westbourne. The BID requested that the Council share its plans for measures should there be a second wave, with the BIDs. As a more informed position would allow business to be more proactive. It was explained that some hotels had experienced bookings being cancelled following the declaration of a major incident. However last weekend hotels were at 86 percent which was inline with that expected for this time of year. However, rates for the while month were much lower in comparison to the previous year.

Christchurch BID Steering Group – The representative for the steering group advised that one of the main challenges for Christchurch businesses was that they did not yet have a BID in place to represent them and provide professional support during this difficult time period. However, the high street was starting to become busier again and the overall mood could be summed up as nervous optimism.

In response to a question regarding the reduction of VAT it was noted that there were national issues with regards to online sales and potential differential VAT rates or an online sales tax. It was noted that it would be helpful if the Council could retain all business rates not just some. The Board was advised that local businesses promoted the social aspects of coming into shops and worked on improving customer service. A suggestion was also made regarding reduced parking rates for later on in the day. Another suggestion was for a Town Centre gift card which could only be spent when physically in a shop rather than online. Another suggestion made was for some kind of loyalty scheme with the local bus companies in a similar vein to the reductions that supermarkets offer to shoppers for car parking.

BH Area Hospitality Association: The Chairman of the Association advised the Board that hotels had remained positive during the Covid-19 lockdown period. The Association was also working with other local areas on Tourism issues including Weymouth and Southampton. It was noted that there were hotels which closed down during the Covid period. A number had reopened on 4 July but with lower occupancy rates than expected. It was explained that some hotels had experienced bookings being cancelled following the declaration of a major incident. It was explained that it would be beneficial for all hotels in the area for the Council to consider the long term calendar of events moving forward. In particular confirming events such as the air show for several years in advance. It was noted that the tourism team needed to be even stronger to support events throughout the year.

Destination Management Board – The Chair and Vice-Chair of the Board were in attendance. They informed the Board that the impact of Covid on

the areas tourism had been significant. It was suggested that the Council's support was required in order to ensure that the less salubrious hotels were removed in order to allow greater opportunity to allow quality hotels to succeed. One of those suffering the biggest impact from Covid 19 was the coach industry. Hotels had closed during the epidemic as they were owned by a major coach company. The other area seriously impacted that the Board had not yet heard from was the international education sector. It was expected that students would not return to this sector until next year at the earliest. It was noted that the local organisation representing restaurants and hospitality businesses, Wonky Table, included venues of a number of different sizes and had reported that there had been a slow start to reopening but things appeared to be improving. The Board was also advised that with regards to outdoor events the lead in period to organising these on a national scale was two years and therefore the impact from this had been significant for events which had been cancelled.

A Board member expressed concern regarding the impact of the major incident. It was noted that the response when it was announced that hotels were to reopen was very positive but that older guest who would normally visit outside of the summer season had been put off and this also appeared to effect Christchurch and Poole as well.

A Councillor asked about the potential road closures/pedestrianisation around hotels on the East Cliff which was provided in emails. The Leader confirmed that this was not taking place. The ward Councillor asked about why they didn't receive information about this and asked if further information regarding this could be provided outside of the meeting.

The Chairman suggested that an informal working group would be useful to continue to conversations on this topic to come up with a number of ideas regarding tourism and economy recovery moving forward, in particular to further consider practical ideas which had been suggested during this meeting.

RESOLVED: That a working group on Tourism and Economy Recovery Post Covid-19 be established.

This was agreed by unanimous consent.

The meeting ended at 4.51 pm

CHAIRMAN

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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
OVERVIEW AND SCRUTINY BOARD

Minutes of the Meeting held on 20 July 2020 at 6.00 pm

Present:-

Cllr P Broadhead – Chairman
Cllr M Haines – Vice-Chairman

Present: Cllr M Anderson, Cllr S Bartlett, Cllr M F Brooke, Cllr M Earl,
Cllr G Farquhar, Cllr L Fear, Cllr M Greene, Cllr N Greene,
Cllr M Iyengar, Cllr D Mellor, Cllr C Rigby and Cllr T Trent

Also in attendance: Councillor David Brown
Councillor Lesley Dedman
Councillor Andy Hadley
Councillor Mark Howell
Councillor Sandra Moore
Councillor Lisa Northover
Councillor Margaret Phipps
Councillor Vikki Slade
Councillor Lawrence Williams
Councillor Kieron Wilson

12. Apologies

Apologies were received from Cllr P Miles.

13. Substitute Members

There were no substitute members.

14. Declarations of Interests

- Cllr M Anderson, M Brooke, M Haines, M Iyengar declared local interests for the purpose of transparency in agenda item 9, Scrutiny of Planning Related Cabinet Reports – Adoption of Statement of Community Involvement (SCI), as they were involved in local neighbourhood forums.
- Cllr S Bartlett declared a local interest in agenda item 12, Scrutiny of the Report on the impact of Covid-19 on the Leisure and Cultural Services in Bournemouth as he was a director of BH Live Enterprises. He would not take part in the discussion in voting on this item.
- Cllr M Greene and Cllr N Greene declared Disclosable Pecuniary Interests in agenda item 8, Scrutiny of Transport and Infrastructure Related Cabinet Reports, Traffic Regulation Orders – Advertisement of Traffic Regulation Orders for the Lansdowne Programme as the owned property in the area.
- Cllr M Anderson, M Earle and M Haines declared, in relation to agenda item 12 Scrutiny of the Report on the impact of Covid-19 on the Leisure

and Cultural Services in Bournemouth and Poole, for the purpose of transparency that they were members of leisure facilities which were the subject of the reports (it was noted that the monitoring officer would provide advice on these interests when this item was considered).

15. Public Speaking

There were no public questions, statements of petitions for this meeting.

16. Chairman's Update

There were no further updates to provide at this meeting.

17. Forward Plan

RESOLVED: That the Chairman and Vice-Chairman continue to review the Board's Forward plan and agree the items for consideration for the next and future meetings.

18. Scrutiny of Finance Related Cabinet Reports

2019/20 Outturn Report - The Portfolio Holder for Finance introduced the report, a copy of which had been circulated and which appears as Appendix C to the Cabinet minutes of 29 July 2020 in the Minute Book. A number of issues were raised by the Board in the subsequent discussion, including:

- The Overspend in Children's Services which was related to SEND and Transport costs for additional children. The Portfolio Holder advised that the movement between Q3 and the outturn was very small. SEND transport was a major area of pressure but what this was as an overall percentage of the budget would need to be confirmed. This overall trend was being addressed by increasing the number of SEND places.
- The Investment Portfolio and the return on the property portfolio and how these were performing. It was noted that the performance of investments had changed considerably between last year and this year due to the impact of the pandemic. Tenants in the retail and business premises owned by the Council had been closed down. Last year investments had performed reasonably well but there would be a significant impact this year,
- There was a query raised regarding the difference in costs for the Housing Revenue account between Bournemouth and Poole. It was noted that both were managed differently, Bournemouth was run in-house and it appeared there was variation in what costs were apportioned to the management of social housing. It needed to be ascertained whether there was a real difference in management costs or if this was a byproduct of the way in which the calculations were made.
- What the impact of the Covid pandemic was on the forecasts outlined in the report, in particular how this had affected the revenue from car parking. It was noted that this was one of the areas most significantly impacted by the lockdown measures. There had been a number of discussions on forecasts and the issues within Regeneration and Economy. However, a lot of the impacts were unanticipated. Reduced

trading at the end of the financial year had affected the outturn for the directorate.

- It was noted that the adjustments and corrections to the legacy budgets would be a one-off benefit. These had been worked on throughout the year, but it was only at the end of the year that this could be realised. It was confirmed that there were a number of 'one offs' during the first year of BCP.

A query was raised regarding a reduction in Capital spend in relation to the programme of cliff stabilisation. The Portfolio Holder advised that he would need to respond to particular aspects of the Capital Programme outside of the meeting. There had been significant changes to the budget throughout the financial year but the figures provided in the report were close to quarter 3. An Officer confirmed that the terms of this aspect of the Capital Programme were outlined in appendix 6 and were still included for the current financial year.

19. Scrutiny of Transport and Infrastructure Related Cabinet Reports

Traffic Regulation Orders – Advertisement of Traffic Regulation Orders for the Lansdowne Programme - The Portfolio Holder for Transport and Infrastructure introduced the report, a copy of which had been circulated and which appears as Appendix J to the Cabinet minutes of 29 July 2020 in the Minute Book. A number of issues were raised by the Board in the subsequent discussion, including:

- There were significant changes and trade-offs to be made within the Lansdowne Programme. The new pedestrianised plaza at the Lansdowne Roundabout end appeared now not to be happening with bus movements meaning the full transformation would not be possible but the scheme was delivering the downside of increased car travel times.
- It was noted that the original bid was for £18million but the scheme had only received £8million worth of investment from the Local Enterprise Partnership it therefore necessitated changes to the initial proposals. It was also noted that some issues with the scheme were not highlighted early enough in the process. There would still be a fully pedestrianised area at fire station square, but the bus hub would be within the area.
- Further concerns were raised about the impact that would be had on car journeys and what the most recent modelling of this had shown. It was noted that the potential impact on car journeys was approximately 9 minutes. A Councillor suggested that the scheme should not proceed as it was currently presented with continuing bus traffic through the area. A Portfolio holder advised that buses would only be able to use fewer polluting vehicles on routes through the area. It was also noted that when the bid for the scheme was first put in there were a number of issues which had not been considered and BCP were trying to get the scheme into a sustainable position from that which was inherited from the preceding Council.
- Other Board members supported the scheme and in particular ensuring that buses were able to run easily and efficiently through the area and felt that the while scheme provided the right balance. It was noted that if

there was a dispute with the bus companies this could contribute to a significant delay to the scheme. There would be no more buses on the route than currently.

- A Councillor questioned the situation with regards to using the funding for the scheme. It was noted that the deadline for use of the LEP funding was 2021.

RECOMMENDED: That, in light of the significant changes to the proposed scheme, that Cabinet seriously consider whether the benefits of the revised scheme outweigh the negatives, particularly around the implications to vehicle traffic and car travel times.

Voting: For: 8, Against: 4

Two Board members had declared a DPI for this item and therefore did not take part in the vote.

20. Scrutiny of Planning Related Cabinet Reports

Adoption of Statement of Community Involvement (SCI) - The Portfolio Holder for Strategic Planning introduced the report, a copy of which had been circulated and which appears as Appendix D to the Cabinet minutes of 29 July 2020 in the Minute Book. A number of issues were raised by the Board in the subsequent discussion, including:

- A Councillor suggested that Neighbourhood Forums should be specifically listed in Appendix 3. The Portfolio Holder agreed that this should be the case.
- It was suggested that the process outlined in the flowchart at paragraph 3.5 should include the call-in process for Councillors. It was noted that the Audit and Governance Committee had recently looked at this process.
- It was noted that with the Covid situation the use of more digital technology was required in the planning engagement process
- In appendix 1 to the report paragraph 2.11 the reference to Christchurch needed to be changed to Poole.
- A Board member commented that there appeared to be a worsening of contact with the Planning Department, it was noted that everyone was doing their best under these difficult circumstances but Councillors should contact the Head of Planning if they were unable to get hold of anybody.

A Councillor commented that digital access should be used to engage a wider range of residents and target the most appropriate people with regards to particular planning applications.

21. Scrutiny of Housing Related Cabinet Reports

Housing Scheme at Cabbage Patch St Stephens Road Bournemouth - The Portfolio Holder for [Housing](#) introduced the report, a copy of which had been circulated and which appears as Appendix G to the Cabinet minutes of 29 July 2020 in the Minute Book. A number of issues were raised by the Board in the subsequent discussion, including:

- A Councillor raised concerns regarding the costs of the unit builds for the properties. It was noted that these were being built to Passivhaus standards which would necessitate an increase on the build costs. It was noted that the land value that was used was in line with the normal process used for such developments.
- It was suggested that with Planning permission obtained for the site, the site should be sold off to the private sector at market value to ensure better value for money for the Council. The receipt from this could then be used to buy other properties to be used for social rent. This would be an improvement even if it was decided to make an offset for Passivhaus standards. The scheme in question represented a disadvantage to the Council Tax-payer and was not good for those on the housing waiting list as more homes could be obtained at a reduced cost from that outlined in the report. Another Councillor argued that buying and converting properties was not always economical
- It was noted that the location was accessible for the whole of the BCP area and it was therefore suggested that no parking should be provided at the site which may allow for additional units on the site.
- A Councillor commented that the site was deemed suitable for small housing units and should be looked at for further sites across the area.
- Another councillor commented that putting further units onto a small site didn't necessarily serve the local community and that this site provided homes suitable for the modern age whilst meeting carbon standards and getting people off of the housing register.

22. Future Meeting Dates 2020/21

The dates for future meetings of the Board were noted.

23. 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 3 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.

24. Scrutiny of the Cabinet Report on Impact of Covid-19 on Leisure and Cultural services in Bournemouth and Cabinet Report on Impact of Covid-19 on Leisure Services in Poole

This item was restricted by virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

The monitoring officer advised the Board that for the purposes of participating in the item, a membership with one or more of the bodies referred to in the reports would not be considered a Disclosable Pecuniary Interest and preclude a Councillor from taking part.

Bournemouth - The Portfolio Holder for Regeneration and Culture introduced the report, a copy of which had been circulated and which appears as a non-public Appendix to the Cabinet minutes of 29 July 2020 in the Minute Book. A number of issues were raised by the Board in the subsequent discussion. The Board were concerned that further information was needed in order for them to make a decision.

Poole - The Portfolio Holder for Regeneration and Culture introduced the report, a copy of which had been circulated and which appears as a non-public Appendix to the Cabinet minutes of 29 July 2020 in the Minute Book. A number of issues were raised by the Board in the subsequent discussion.

RESOVLED: This Board believes that there is currently insufficient information available to support this paper and therefore the Scrutiny Board will set up an immediate member working party to consider all options open to the Council in how it can support its leisure offer both in relation to BH Live and leisure provision across BCP as a whole.

Voting: For: 8; Against 6

Cllr G Farquhar asked for his vote against the resolution to be recorded.

The meeting ended at 9.43 pm

CHAIRMAN

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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ACTION SHEET – BOURNEMOUTH, CHRISTCHURCH AND POOLE OVERVIEW AND SCRUTINY BOARD

| Minute number | Item | Action* *Items remain until action completed. | Benefit | Outcome |
|--|--------------------------|--|--|---------|
| Actions Arising from Board Meeting: 10 February 2020 – 2.00pm | | | | |
| 113 | Chairman's Update | <p>Carter Expansion Project Update – the Board noted that this item recorded on the Cabinet Forward Plan was not selected for scrutiny but had a financial element within it. The Board agreed:</p> <ol style="list-style-type: none"> 1. To recommend that the Children's O&S Committee should maintain an overview of this matter; 2. That Councillors Mike Brooke and Nicola Greene be agreed by the Board as members who will maintain an informal overview of this matter in relation to the financial aspects of the project, and to report back to the O&S Board as required. <p>Action: TBC</p> | To enable continued overview and scrutiny during this project and if felt necessary, a report back to O&S Board. | |
| Actions Arising from Board Meeting: 16 March 2020 – 2.00pm | | | | |
| 133 | Forward Plan | <p>Board to ask representatives of SW Rail to attend and provide an update on the situation regarding Pokesdown Lift by July 2020.</p> <p>Action: To consider with regards to the Boards FP</p> | To inform future meetings of the Board | |
| Actions Arising from Board Meeting: 20 April 2020 – 2.00pm | | | | |
| | Future meetings | That the Chairman, along with the Chairmen of both O&S Committees and Democratic Services, will maintain a review of issues relating to Covid-19 which may require scrutiny and any resulting need for an additional meeting of the Board that is not in | | |

| Minute number | Item | Action* *Items remain until action completed. | Benefit | Outcome |
|--|--|--|--|--|
| | | <p>accordance with the current published timetable of meetings for the Board. In discussing this Board members indicated:</p> <ul style="list-style-type: none"> the need to work closely with the Chief Executive on this to avoid diverting officers from critical workload; a possible need for a meeting when lockdown ends; the need to maintain close communications between all three O&S Chairmen, and Chairmen with their own Committees. <p>Action - not yet completed – retain on action sheet for reference.</p> | | |
| Actions Arising from Board Meeting: 20 July 2020 – 2.00pm | | | | |
| | Update on BCP Council's response to the COVID-19 pandemic | <p>The Overview and Scrutiny Board recommended to Cabinet that it seeks to bring in year rigorous, responsive and robust enforcement action into current operational practices, particularly in regard to parking and overnight camping on the beaches.</p> <p>Actioned – reported to Cabinet on 29 July 2020</p> | To enable O&S views to be taken into account by Cabinet when making decisions. | See Cabinet minutes for response to the recommendation |
| | Covid 19 Recovery – Economy and Tourism | Working group is being established to look further into ideas and suggestions from the meeting and to liaise with industry and organisations on any further ideas and ways in which the Council can support the local economy. | To enable O&S seek to gain further in depth insight into this issue and the actions and role of BCP Council. | |

| Minute number | Item | Action* *Items remain until action completed. | Benefit | Outcome |
|--|--|--|--|---|
| | | Action - TBC | | |
| Actions Arising from Board Meeting: 20 July 2020 – 6.00pm | | | | |
| | Traffic Regulation Order – Advertisement of Traffic Regulation Orders for the Lansdowne Programme | <p>The Overview and Scrutiny Board recommend to Cabinet that in light of the significant changes to the proposed scheme, that Cabinet seriously consider whether the benefits of the revised scheme outweigh the negatives, particularly around the implications to vehicle traffic and car travel times.</p> <p>Actioned – reported to Cabinet on 29 July 2020</p> | To enable O&S views to be taken into account by Cabinet when making decisions. | Recommendations not accepted – see Cabinet minutes for reasons |
| | Impact of Covid-19 on the Provision of Leisure and Cultural Services in Bournemouth | <p>No formal recommendation.</p> <p>Note: The following resolution was made by the Board:</p> <p>This board believes that there is currently insufficient information available to support this paper and therefore the Scrutiny Board will set up an immediate member working party to consider all options open to the Council in how it can support its leisure offer both in relation to BH Live and leisure provision across BCP as a whole.</p> <p>Actioned – a working group was urgently established.</p> | To enable a working group to consider this matter in greater detail. | Recommendations from the working group were reported to the Cabinet (non-public). The working group will continue with Cabinet Portfolio Holders on this issue. |

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CABINET



| | |
|----------------------------|---|
| Report subject | Emergency Active Travel Fund Programme |
| Meeting date | 9 September 2020 |
| Status | Public Report |
| Executive summary | Update on progress of Tranche 1 Emergency Active Travel Fund Programme schemes and retrospective approval of the indicative schedule of schemes in the Tranche 2 application to the fund. This programme aims to introduce at pace temporary and experimental active travel measures that subject to trials could be made permanent to lock in the potential active travel benefits (shift to active travel by the public) as result of the Covid-19 pandemic. |
| Recommendations | <p>It is RECOMMENDED that Cabinet:</p> <ol style="list-style-type: none"> 1. note the progress to date regarding the delivery of the Tranche 1 Emergency Active Travel Fund Programme and 2. subject to a successful application for Emergency Active Travel Fund Tranche 2 approves the delegation of decision making regarding the progression of the indicative Tranche 2 Emergency Active Travel Fund Programme to the Director of Growth & Infrastructure in consultation with the Portfolio Holder for Transport and Infrastructure. |
| Reason for recommendations | To enable expedient delivery of the indicative programme in the event that the Tranche 2 application is successful. |
| Portfolio Holder(s): | Councillor Andy Hadley – Transport and Infrastructure |
| Corporate Director | Bill Cotton – Regeneration and Economy |
| Report Author | Richard Pincroft – Head of Transportation |
| Wards | Council-wide |
| Classification | For Decision |

Background

1. In May 2020 BCP Council was advised by the Department for Transport (DfT) that it had indicatively been allocated approximately £1.4million from the Emergency Active Travel Fund (EATF). The purpose of the fund is to support more people walking and cycling and to support Covid-19 social distancing. The overarching medium to long term objective of the fund being to lock in the benefits of reduced traffic volumes on the highway that have been experienced during the Covid-19 pandemic.
2. On 27 May 2020 the DfT issued application guidance that advised the Council that in order to secure the first Tranche of the available EATF (value = £280k), it needed to have 'swift and meaningful plans to reallocate road space to cyclists and pedestrians, including on strategic corridors.' Furthermore, 'the quickest and cheapest way of achieving this will normally be point closures. Pop-up segregated cycle lanes will also be funded but are likely to be more difficult to implement quickly. As the guidance states, they must use full or light segregation.'
3. The guidance also requested that an application form was submitted back to the DfT by 5 June 2020, which only allowed a 7-working day turnaround for a programme to be developed. The guidance also stipulated that proposals needed to be installed on the ground within 12 weeks.
4. Officers from the Transportation and Engineering Units within G&I developed a credible Tranche 1 EATF application comprising of a series of indicative temporary and experimental (trial) measures in line with the guidance with an estimated value of £280k.
5. The measures were taken from 1,000+ ideas for improvements to help walking or cycling across the BCP area that were submitted by members of the public prior to and during lockdown. Officers scored each idea based on criteria developed by them to reflect the objectives of the fund and ranked them before costing them up to a total value of £280k.
6. Due to the scale of the task (i.e. ranking of 1000+ proposals) and the timescales involved, Officers were only able to consult with the Portfolio Holder for Transport and Infrastructure by the submission date.
7. On 25 June 2020 the Council was advised that it had been successful. DfT advised that due to the 'strength' of the application that BCP Council's Tranche 1 allocation had been increased from £280k to £312k.
8. The indicative schedule of schemes included in the application can be found in Appendix A of this report.
9. The schemes were shortlisted because they ranked the highest when scored using the following criteria which was based on the text in the DfT guidance letter:
 - Impact on walking and cycling to school
 - Propensity to cycle
 - Proximity to existing or proposed strategic walking or cycle routes
 - Potential to improve road safety
 - Potential to improve bus punctuality and journey time reliability

EATF Tranche 1 Schemes Delivery Progress

10. At the time of compiling this report the installation of Tranche 1 Emergency Active Travel Fund schemes had either been completed or were in progress at Sandbanks Chain Ferry, Poole Quay and Lower High Street and Evening Hill (Poole).
11. Other locations where schemes were pending installation included Boscombe Overcliff Drive/Southbourne Overcliff Drive, Springbourne, Victoria Park (Bournemouth), Glenferness Avenue, Oakdale, Keyhole Bridge (Whitecliff Road) and Birds Hill area.
12. The 3no. schemes included in the Tranche 1 application 2no. in Christchurch were not progressed beyond feasibility following engagement with local businesses (facilitated by BCP Economic Development) in the instance of Christchurch High St. and Bridge Street for technical reasons following a detailed review of the traffic signals and 1m+ social distancing announcement. The remaining scheme that was not progressed was East Overcliff Drive following engagement with local businesses.
13. Progress and an opportunity to provide feedback regarding all EATF Tranche 1 schemes can be found by selecting the appropriate link on the following webpage: <https://www.bcpCouncil.gov.uk/News/News-Features/emergency-measures-to-support-active-travel/Phase-1-schemes.aspx>
14. A selection of images of the active trials can be found in Appendix B.

EATF Tranche 2 Programme

15. On 10 July 2020 DfT released guidance on Tranche 2 of the EATF which in summary stated:
 - *to receive any funding, authorities will need to satisfy the Department that they have swift and meaningful plans to reallocate road space to cyclists and pedestrians (both groups rather than one or the other), including on strategic corridors. Schemes that do not meaningfully alter the status quo on the road will not be funded. All cycling schemes, permanent or temporary, will need to include segregation or point closures to through traffic: advisory cycle lanes, and those marked only with white paint, will not be funded.*
 - *Tranche 2 funding can be used to support both temporary, low-cost schemes, and permanent schemes with a short lead time, so long as they meet the criteria outlined above. The Department has also made available a “Rapid Cycleway Prioritisation Tool” which is intended to help identify promising locations for new cycleways, complementing local knowledge.*
16. The EATF Tranche 2 deadline for applications was 7 August 2020 and the guidance also stated that any successful applicants needed to have committed to invest the funding by the end of March 2021.
17. The BCP Council application to Tranche 2 containing an indicative schedule of schemes across Bournemouth, Christchurch and Poole with total value of £1.985million was submitted to DfT on 7 August 2020.
18. The proposed £1.985million EATF Tranche 2 programme included a local contribution of £0.4million of Local Transport Plan Funding and a request for £1.585million of EATF Tranche 2 funding. The request for £1.585million was

£405,000 more than BCP Council's indicative allocation. The rationale for submitting a higher application was that BCP Council received a higher amount of Tranche 1 funding from DfT based on the 'strength' of the application. The indicative schedule of schemes can be found in Appendix C of this report.

19. The schemes in the schedule are a combination of the highest prioritised schemes from the aforementioned 1,000+ ideas for improvements to help walking or cycling across the BCP area that were submitted by members of the public prior to and during lockdown. And also, high ranking schemes that can be developed in full consultation and funding committed to deliver by the end of March 2021. As per Tranche 1 officers scored each idea based on the criteria developed by them and set out in section 9 of this report as this closely matched the Rapid Prioritisation Tool referred to in the Tranche 2 guidance.
20. Due to the scale of the task (i.e. ranking of 1000+ proposals) and short timescale, Officers were only able to consult with the Portfolio Holder for Transport and Infrastructure during the latter stages of the process close to the submission date and it was not possible to meet Cabinet timescales for reporting or to facilitate wider Cabinet or ward member engagement, hence, this report is retrospectively seeking approval to progress the programme if the application is successful.

Noting: the listed proposals are indicative and if following engagement with ward members and the wider public, or for technical reasons are not practicable for implementation they could be removed from the programme and replaced with the next highest ranking deliverable scheme on the list – the same is applicable for Tranche 1 (subject to Director for Growth and Infrastructure approval in consultation with the Portfolio Holder for Transport and Infrastructure).

21. Following the release of the Tranche 2 application guidance the Prime Minister on 28 July 2020 launched what he described as the government's most ambitious plans yet to boost cycling and walking. A vision committing to thousands of miles of new protected bike lanes, cycle training for any child or adult, and first ever zero-emission transport city. Prime Minister Boris Johnson said:

'From helping people get fit and healthy and lowering their risk of illness, to improving air quality and cutting congestion, cycling and walking have a huge role to play in tackling some of the biggest health and environmental challenges that we face.

But to build a healthier, more active nation, we need the right infrastructure, training and support in place to give people the confidence to travel on two wheels.

That's why now is the time to shift gears and press ahead with our biggest and boldest plans yet to boost active travel – so that everyone can feel the transformative benefits of cycling.'

The vision can be found here: <https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

Both the Tranche 1 and 2 proposed schemes are aligned with this vision.

22. The aforementioned launch of the cycling and walking vision also included the release of the DfT's new cycling infrastructure design guidance. The design guidance can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906344/cycle-infrastructure-design-ltn-1-20.pdf

Proposed schemes would be developed utilising this updated design guidance.

Options Appraisal

23. EATF Programme level option summary below regarding Tranche 1:

- a) Do nothing – no funding received from DfT and no active travel benefits achieved during Covid-19 recovery phase.
- b) Do minimum – Tranche 1 funding received, and some schemes progressed, albeit if not progressed at pace then funding clawed back by DfT and potentially no or reduced Tranche 2 allocation. Some active travel benefits achieved during Covid-19 recovery phase.
- c) Do something – Full commitment to EATF Tranche 1 Programme has resulted in increased Tranche 1 allocation and invitation to apply to Tranche 2. Lock in of Active Travel benefits will be maximised during Covid-19 recovery phase.

24. EATF Programme level option summary below regarding Tranche 2:

- a) Do nothing – no funding received from DfT for Tranche 2 and no further active travel benefits achieved during Covid-19 recovery phase.
- b) Do minimum – unlikely that Tranche 2 funding would be received. For the Tranche 1 application, some authorities received substantially less than their indicative fund, due to a lack of ambition in their submissions. Some active travel benefits achieved during Covid-19 recovery phase albeit only from Tranche 1 schemes.
- c) Do something – Full commitment to EATF Tranche 2 Programme could result in greater share of indicative £1.1million set aside for BCP Council. This would maximise the lock in of Active Travel benefits during Covid-19 recovery phase.

25. Options associated with individual Tranche 2 schemes cannot be finally determined until they have been approved, engaged upon and then developed to outline design stage. Unlike Tranche 1 which required schemes to be implemented within 12 weeks, the Tranche 2 guidance requires schemes to be committed to by the end of March 2021, hence, these timescales allow for more extensive consultation including greater engagement with ward members during scheme development.

26. An allocation for making Tranche 1 schemes permanent has been included within the Tranche 2 application. This is not to pre-empt the outcome of any Tranche 1 scheme consultation and subsequent recommendation to Cabinet but to ensure that if following a successful trial funding is available to remove any temporary Tranche 1 infrastructure and to replace it with permanent infrastructure. For example, could be removal of temporary bolt down islands/barriers replaced by or enhanced by tree pit or bike share bay etc.

Summary of financial implications

27. The EATF allows applicants to bid for a combination of revenue and capital funding. Tranche 1 funding comprised of £111k revenue and £201k capital (= £312k total).

28. The guidance states that any funded awarded as part of Tranche 2 needs to be spent by the end of March 2021.

29. The Tranche 2 application submitted to DfT was for £1.585million comprising £317k revenue and £1.268million capital.

30. The estimated costs included in the Indicative list of Tranche 2 Programme schemes in Appendix C includes allowance for all costs (i.e. associated corporate costs for financial, communications, legal support etc and fees for G&I officers).

Summary of legal implications

31. To enable local authorities to move at pace the government has adjusted the rules associated with the Traffic Regulation Order process used to implement experimental and temporary changes to the highway during the Covid-19 pandemic.
32. The DfT has actively encouraged councils to use the Experimental Traffic Regulation Order (ETRO) process to temporarily implement such schemes.
33. The advantage of ETROs is that they only require 7 days' notice to implement them on the basis that they can be adjusted at any stage based on an objective review of the feedback and monitoring. ETROs need to be in place unaltered for a minimum of 6 months before any decision can be made as to whether they can be made permanent.
34. All schemes installed as part of EATF Tranche 1 programme are trials (experiments) and public engagement regarding them has gone live from the moment that they are/will be advertised on street and in the press. All schemes within the programme are/would be reviewed after 6 months and a recommendation prepared for Cabinet as to whether the respective changes are made permanent based on an objective review of the impacts of the trials via monitoring, feedback from the public engagement and consultation with ward members.
35. All TRO activity has and would continue to be undertaken in compliance with relevant legislation.
36. The potential cycle route in Baiter/Whitecliff would require consultation with Fields in Trust and require planning permission. Any relevant processes will be adhered to before any scheme is potentially progressed. If following consultation, a scheme is not progressed at this location then this scheme would be replaced with alternatives to the same value.

Summary of human resources implications

37. Growth and Infrastructure (G&I) has had repeated success securing external funding for programmes including the Transforming Cities Fund (TCF), Dorset Local Enterprise Partnership (DLEP), Challenge Fund Tranche 2B and EATF Tranche 1. All of these programmes are currently in progress and are over and above business as usual delivery of annual Local Transport Plan grant.
38. The Council has been increasing both design and transportation resources via its consultancy framework contract with WSP to provide capacity to deliver this strategic programme. This resource will require increasing again to deliver EATF Tranche 2 type schemes.
39. EATF Tranche 1 schemes have already diverted some resource away from TCF albeit only on a very short-term basis when proposals are still at a formative stage.
40. Similarly, as part of the preparation for the TCF programme additional communications, consultancy, procurement, financial and legal support has been arranged and this resource in the short term could be diverted to deliver EATF Tranche 2 application schemes provided that it does not adversely impact TCF delivery.

41. In the short term there would need to be recognition that business as usual progression of non-urgent Local Transport Plan priorities including some Minor Traffic Schemes which generally comprise of changes to Traffic Regulation Orders (TROs) e.g. yellow lines and lining restrictions would be delayed due to the Traffic Team resource being required to implement and monitor the TROs associated with the EATF schemes. Progress is being made on the bolstering of this team following LGR albeit recruitment and/or sourcing of suitably trained staff has been delayed by the Covid-19 pandemic.

Summary of sustainability impact

42. The proposed schemes encourage residents, employees of businesses and visitors to walk and cycle for short journeys thereby reducing the number of short journeys by motorised vehicles. The EATF programmes achieve this by creating safer and quieter environments for pedestrians and cyclists. Furthermore, reduced use of motor vehicles will improve air quality and reduce noise levels, contributing to the Council's Climate & Ecological Emergency Action Plan. The former being particularly positive around schools as children are more prone to respiratory problems caused by vehicle emissions.

Summary of public health implications

43. The proposed schemes encourage residents, employees of businesses and visitors to walk and cycle for short journeys thereby reducing the number of short journeys by motorised vehicles. The EATF programmes achieve this by creating safer and quieter environments for pedestrians and cyclists. Encouraging people to adopt active travel will improve their mental and physical wellbeing. Furthermore, reduced use of motor vehicles will improve air quality and reduce noise levels.

Summary of equality implications

44. A programme wide Equalities Impact Assessment has been undertaken and each individual scheme within the programme has been Equality Impact Assessed. Any future schemes would also be Equality Impact Assessed before they are progressed to ensure that the needs of or impacts on persons or groups with protected characteristics are fully considered before any decisions are made and if applicable any required mitigation is built into the respective schemes.

Summary of risk assessment

45. No risks over and above those already listed in the following respective headings above have been identified; financial, legal, HR, sustainability, public health, equalities other than the potential for DfT to overlook BCP Council for future funding opportunities if it did not fully engage with this opportunity for funding.

Background papers

None

Appendices

Appendix A – Indicative list of Tranche 1 Programme schemes
Appendix B – Images of active trials
Appendix C – Indicative list of Tranche 2 Programme schemes

Appendix A – Indicative list of Tranche 1 Programme schemes

Poole Quay/Lower High St. - point closures to create low traffic neighbourhood/route - ETRO (experimental measure that could become permanent following consultation)

East Overcliff Drive - point closure(s) to create low traffic route - ETRO (experimental measure that could become permanent following consultation)

Sandbanks Ferry - creation of safe access and queueing area for pedestrians and cyclists wishing to use the service - temporary to facilitate safe social distancing and ensuring that pedestrians and cyclists are able to use this key link between Poole and the Purbecks

Boscombe Overcliff Drive/Southbourne Overcliff Drive - point closure(s) to create low traffic route - ETRO (experimental measure that could become permanent following consultation)

Christchurch High St. and Bridge Street Christchurch – temporary measures including suspension of parking to widen walking routes at pinch points and improve environment for cyclists - enables safe social distancing

Wimbome Road (Poole) at New Inn Junction plus Darbys Lane - point closure(s) to create low traffic neighbourhood/route - ETRO (experimental measure that could become permanent following consultation)

Oakdale (West of Wimbome Road) and Tatnam/Serte - point closure(s) to create low traffic neighbourhood/route - ETRO (experimental measure that could become permanent following consultation)

Victoria Park Area - point closure(s) to create low traffic neighbourhood/route - ETRO (experimental measure that could become permanent following consultation)

Evening Hill (Shore Road/Sandbanks Road to Critchell Mount Road) - light segregated cycle lane (uphill) - ETRO (experimental measure that could become permanent following consultation)

Keyhole Bridge (Whitcliff Road) - point closure to create low traffic neighbourhood/route - ETRO (experimental measure that could become permanent following consultation)

Springbourne - point closure(s) to create low traffic neighbourhood/route - ETRO (experimental measure that could become permanent following consultation)

Birds Hill - point closure(s) to create low traffic neighbourhood/route - ETRO (experimental measure that could become permanent following consultation)

Glenferness Avenue – light segregation cycle lanes plus - point closure(s) to create low traffic neighbourhood/route - ETRO (experimental measure that could become permanent following consultation)

Upgrade of priority traffic signal sites to utilise sensors to call crossing demand and reduce pedestrian wait times - encourages walking and also prevents users from needing to physically touch street furniture.

Appendix B – Images of delivered schemes

Lower High St. – point closures to create traffic free area



Lower High St.



Lower High St.



Poole Quay



Poole Quay – café/restaurant seating facilitated by road closure



Evening Hill – protected uphill pop-up cycle lane



Appendix C – Indicative list of Tranche 2 Programme schemes

| Indicative scheme location and description | Estimated cost [£] |
|--|-----------------------|
| Canford Cliffs Road - on carriageway light segregation cycle lanes | 300,000 |
| Richmond Hill and Wimborne Road to East Avenue - on carriageway light segregation cycle lanes | 150,000 |
| Winton area - point closures to create Low Traffic Neighbourhoods (LTN) and other possible measures to be confirmed via engagement | 150,000 |
| Christchurch Town Centre area - point closures to create Low Traffic Neighbourhoods (LTN) and other possible measures to be confirmed via engagement | 125,000 |
| Baiter/Whitecliff - new fully segregated cycleway alongside existing sub-standard cycleway/footway (Poole Park Lake culvert structure to Sandbanks Road) | 850,000 |
| Tranche 1 - make permanent 'approved' Tranche 1 schemes following 6-month review | 250,000 |
| Programme monitoring – new cycle counters, surveys, engagement | 150,000 |
| Christchurch Bikeshare bays – new bays to support roll out of bikeshare in new area | 10,000 |
| Total | 1,985,000 |

Funding breakdown

| Source | Funding amount [£] | |
|--|-----------------------|-------|
| LTP Local Contribution | 400,000 | 20.2% |
| EATF T2 bid: £1,268,000 Capital (80%)+£317,000 Revenue (20%) | 1,585,000 | |
| Total | 1,985,000 | |