

Notice of Overview and Scrutiny Board

Date: Monday, 6 December 2021 at 2.00 pm

Venue: Committee Suite, Civic Centre, Poole BH15 2RU



Membership:

Chairman:

Cllr S Bartlett

Vice Chairman:

Cllr V Slade

Cllr L Allison
Cllr M Cox
Cllr L Dedman
Cllr B Dion
Cllr M Earl

Cllr J Edwards
Cllr D Farr
Cllr L Fear
Cllr S Gabriel
Cllr M Howell

Cllr D Kelsey
Cllr T O'Neill
Cllr C Rigby
Cllr J J Butt
Cllr A M Stribley

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?MIId=4879>

If you would like any further information on the items to be considered at the meeting please contact: Claire Johnston - 01202 123663 on 01202 118686 or email claire.johnston@bcpCouncil.gov.uk

Press enquiries should be directed to the Press Office: Tel: 01202 118686 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

26 November 2021



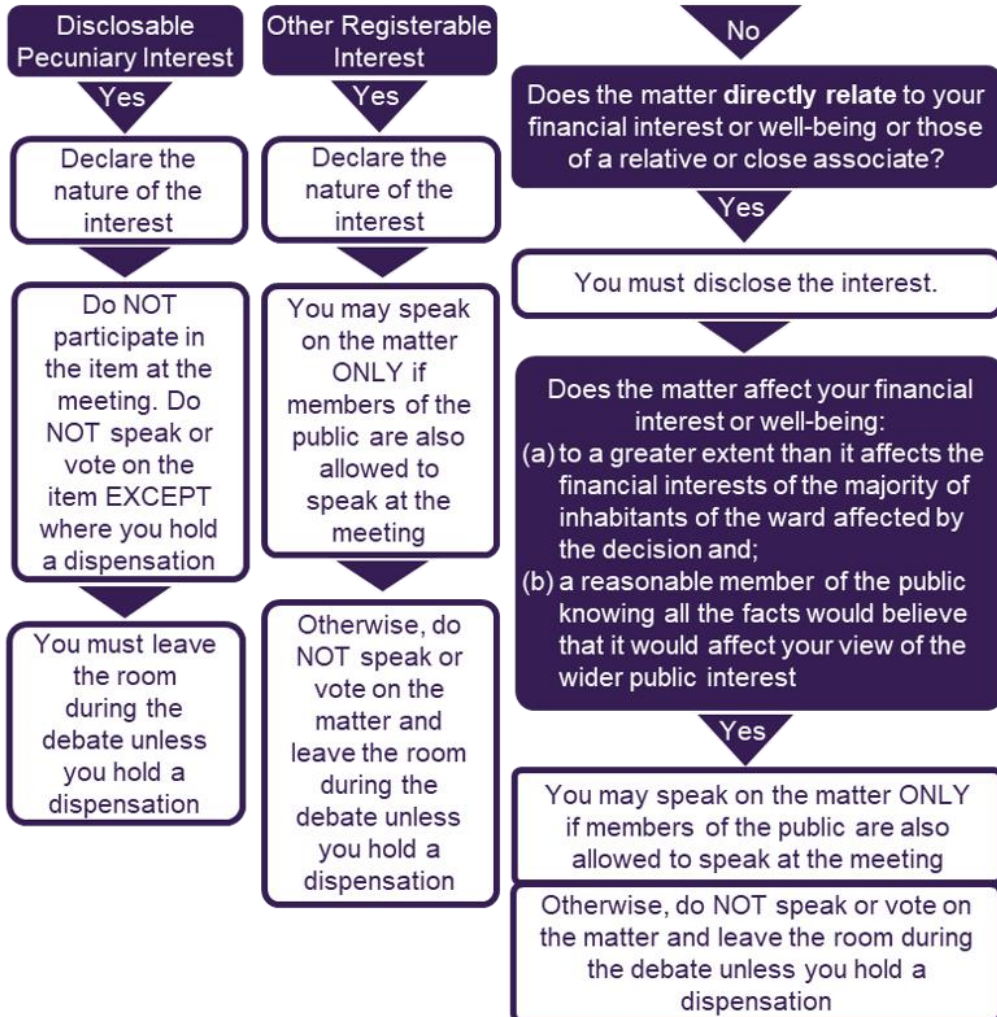
Maintaining and promoting high standards of conduct

Declaring interests at meetings

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

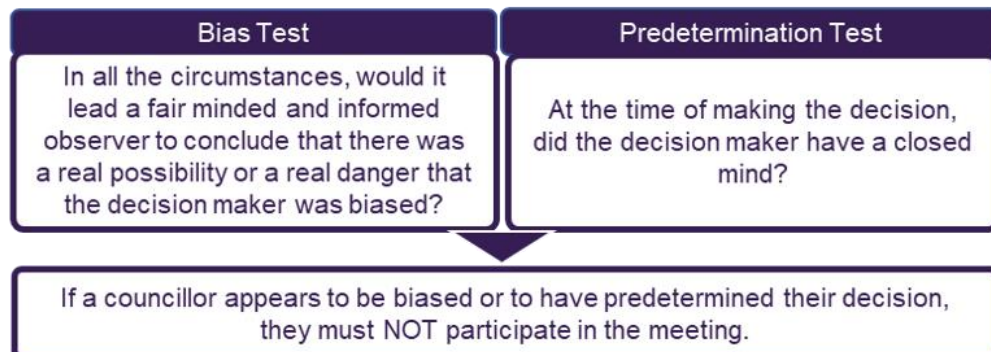
Before the meeting, read the agenda and reports to see if the matters to be discussed at the meeting concern your interests

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



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.



For more information or advice please contact the Monitoring Officer
(susan.zeiss@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

5 - 20

To confirm and sign as a correct record the minutes of the meetings held on 15 November 2021.

4a Action Sheet

21 - 22

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

5. Public Speaking

To receive any public questions, statements or petitions submitted in accordance with the Constitution, which is available to view at the following link:

<https://democracy.bcpccouncil.gov.uk/ieListMeetings.aspx?CommitteeID=151&Info=1&bcr=1>

The deadline for the submission of a public question is 4 clear working days before the meeting.

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

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

6. Crime and Disorder Scrutiny

23 - 60

The Overview and Scrutiny Board are asked to consider and scrutinise the attached Community Safety Partnership report.

The Board is asked to consider this as part of the Board's statutory role to scrutinise decisions made, or other action taken, in connection with the discharge by the responsible authorities of their crime and disorder functions, in accordance with the The Crime and Disorder (Overview and Scrutiny) Regulations 2009.

Cabinet member invited to attend for this item: Councillor Bobbie Dove, Portfolio Holder for Community Safety and Regulatory Services

7. Scrutiny of Biodiversity Net Gain Cabinet Report

61 - 66

To consider the Biodiversity Net Gain report scheduled for Cabinet consideration on 15 December 2021.

The O&S Board is asked to scrutinise and comment on the report and if required make recommendations or observations as appropriate.

Cabinet member invited to attend for this item: Councillor Philip Broadhead, Deputy Leader and Portfolio Holder for Development, Growth and Regeneration; Councillor Mark Anderson, Portfolio Holder for Environment and Place; and Councillor Bobbie Dove, Portfolio Holder for Community Safety and Regulatory Services

The Cabinet report for this item is included with the agenda for consideration by the Overview and Scrutiny Board.

8. Call in - Cabinet Member Decision Tatnam Road Experimental Traffic Regulation Order

67 - 272

The Board is asked to review and scrutinise the decision of the Portfolio Holder for Transport and Sustainability in relation to the Tatnam Road ETRO, following the receipt of a valid call-in request from the pre-requisite number of councillors.

In accordance with the Constitution, the Board must determine whether or not to offer any advice in relation to the decision. If advice is offered, Cabinet will be required to reconsider the decision and consider any advice offered.

Cabinet Portfolio Holder invited to attend for this item: Councillor Mike Greene, Portfolio Holder for Sustainability and Transport.

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 15 November 2021 at 2.00 pm

Present:-

Cllr S Bartlett – Chairman

Cllr V Slade – Vice-Chairman

Present: Cllr L Allison, Cllr D Borthwick, Cllr L Dedman, Cllr B Dion,
Cllr M Earl, Cllr J Edwards, Cllr D Farr, Cllr S Gabriel, Cllr M Howell,
Cllr D Kelsey and Cllr C Rigby

Also in attendance: Cllr A Hadley, Cllr P Broadhead, Cllr G Farquhar, Cllr M Green, Cllr
M lyengar

107. Apologies

Apologies were received from Cllr J Butt and Cllr T O'Neill.

108. Substitute Members

Cllr D Borthwick substituted for Cllr T O'Neill.

109. Declarations of Interests

There were none.

110. Confirmation of Minutes

The minutes of the meetings held on 18 October 2021 were approved as a correct record.

110.1 **Action Sheet**

The Chairman highlighted that there was a typo in the Action Sheet regarding point 96. In Point 96, the date of the Cabinet meeting read: '27 November 2021' and should have correctly read: '27 October 2021'. The Committee noted this.

111. Public Speaking

There were no public issues submitted for this meeting.

112. Scrutiny of the Economic Development Strategy for BCP Cabinet Report

The Deputy Leader of the Council and Portfolio Holder for Development, Growth and Regeneration, supported by the Head of Economic Development and Sustainability presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

Officers responded to comments and requests for clarification, details included:

- BCP Council would create the right environment for businesses to flourish through four priority areas of action. In return, BCP Council expected businesses to commit to a '7-point pledge'. Members heard that BCP Council would lead by example and work collaboratively with businesses in order to improve productivity and prosperity.
- On the reference to a BCP 'cityscape' within the Economic Development Strategy (EDS), the Board were informed that BCP Council were not intending to citify the conurbation. The Deputy Leader clarified that existing areas of an industrial or city-like nature would receive relevant attention in order to regenerate and improve them appropriately.
- The EDS throws weight behind four key priorities, such as supporting productivity of small and medium sized businesses, rather than being too broad and prioritising all aspects of economic delivery. The Board hear that the expectation was for this process to be transactional between the Council and businesses and that productivity was to be the barometer to show if the EDS was working.
- BCP Council had awarded over £160million in grants to local businesses and charities in the last 18 months, to assist them in moving forward after the pandemic. The 'Bounce Back Fund' was used as an example of financial support that BCP Council could use to meet the rising expectations of the business community.
- BCP's Economic Development team, consisting of 10 members of staff championed the business community and facilitated the transactions between the Council and businesses. The team included dedicated account managers for separate sectors within the business community. The Portfolio Holder was confident that they had the resources in place to meet the rising expectations of the business community and deliver the priorities within the EDS. Members heard from the Head of Economic Development and Sustainability that this would require certain small changes to the team's focus. An example of where this focus would shift to was in developing the local supply chains. Finally, the Board were told that the Economic Development team would continue to meet with industry leaders to discuss the big issues facing the business community.
- On the matter of the Small Grants Fund, the Deputy Leader explained that at this point in time he did not know the detail of the fund but wanted to replicate the success of the pandemic funding schemes going forward, for example the Bounce Back Fund.
- The Deputy Leader stated that BCP was not a wholly industrial region and that he did not believe that it was a binary choice between economic productivity and climate action.
- On the employment skills gap, the Deputy Leader explained that he was eager to view the situation as a positive opportunity to be creative. Members heard that BCP Council had created a Skills

Commission for Dorset. There was recognition that this matter required the input of many individuals and therefore BCP Council had also created lead member roles that focused on skills and levelling up.

- The Deputy Leader welcomed comments on the Equalities Assessment and the Key Performance Indicators (KPIs), both of which would be used to measure the strategy's success and agreed that there would need to be consideration of the climate crisis given the Council's climate commitment.

In concluding the discussion, the Chairman referred to the Dorset Industrial Strategy and questioned whether this was a potential area for synergy alongside the EDS. The Chairman acknowledged the quality of the strategy and the efforts of the staff involved, noting how highly regarded the Economic Development team are by the business community. Finally, the Chairman expressed that he looked forward to the strategy's action plan coming before the Board for scrutiny in the near future.

113. Seasonal Response Review 2021

The Portfolio Holder for Tourism and Active Health and the Portfolio Holder for Sustainability and Transport, supported by the Head of Seasonal Response and the Head of Operations for Tourism presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

The Portfolio Holders and Officers responded to comments and requests for clarification, details included:

- On the matter of anti-litter signage, the Portfolio Holder for Tourism and Active Health explained that this was a pilot scheme, and that feedback was important. He acknowledged that the language on the signs may not be to everyone's tastes but expressed that the priority was for the signs to be effective.
- On the matters of footfall figures and traffic counts, it was explained that there was no way to differentiate between the number of petrol/diesel vehicles and the number of electric vehicles that were used to travel to and from the beaches during Summer. Furthermore, Members heard that footfall cameras at Pier Approach were utilised in order to capture an accurate figure for the number of people who passed through that area during Summer. It was explained that the Council were looking at other ways of using digital technology to collect visitor data and that this was being proposed across different areas of beach.
- On Park and Ride, it was acknowledged that the numbers of people that used the park and ride service, particularly from the Poole Civic Centre, were low and that this should be reviewed for next year. The Portfolio Holder for Transport and Sustainability welcomed comments and suggestions on the park and ride service, including

the possibility of a centralised park and ride location that could link to all three towns, different pricing rates for residents and visitors and congestion zones in particularly busy areas.

- On the matter of towing, the decision was made to locate the contracted tow trucks in areas they would have the greatest effect as a deterrent to illegal parking. The Board heard that a total of 43 vehicles were towed during the Summer and that the Council would review this when looking ahead to next Summer.
- The cost of fines that can be issued to illegally parked cars is set by national government. Members heard that the Council had been lobbying and meeting with ministers to convince the Department for Transport to increase the level of fines. Proposals on this matter going forward would be made available for people to see.
- On the matter of government funding, the Board were informed that £3.5million was awarded to BCP Council to fund their seasonal response. Members heard that there was an underspend of £800,000 which therefore left some flexibility in their seasonal response budget. It was acknowledged that this funding may not be available every year but the Portfolio Holder for Tourism and Active Health confirmed that they would be applying for any and all available funding in future.
- The Board heard that the Beach Check app was used by 37,000 people over the Summer. It was confirmed that the app did include the Christchurch beaches but a slightly different approach was taken for the Mudeford sandbank area where it was flagged as a 'red' zone in order to deter too many people from visiting due to the nature of the sight.

In concluding the discussion, the Chairman referred to the issues seen with the park and ride service but thanked the Seasonal Response Team for their hard work and high standards over the Summer months. The Chairman acknowledged the quality of the response and hoped that the requisite funding would be in place to maintain the standard set over the Summer.

114. Scrutiny of Pokesdown Railway Station Improvement Cabinet Report

The Portfolio Holder for Sustainability and Transport, supported by the Section 151 Officer, presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

The Portfolio Holder and Officers responded to comments and requests for clarification, details included:

- On the matter of funding, the Portfolio Holder confirmed that this would be a tripartite agreement between BCP Council, South Western Rail (SWR) and Network Rail (NR), with the Council paying up to a maximum of £2.6million. SWR and NR would pay a combined £3.1million toward the final cost. NR had entered the

funding agreement as a voluntary partner as their investment would see an enhancement to their own asset. Members heard that the matter of the public subsidy had been well explored and that this was an appropriate way of using the future's fund.

- The Portfolio Holder was not aware of any other contractual obligations, similar to what was agreed with Pokesdown Station, within the franchise agreements of other BCP area stations.
- The Department for Transport (DFT) would not allow any additional spending above contractual requirements by rail companies.
- On the matter of footfall, Members heard that 350,000 people enter and exit Pokesdown Station throughout a normal year.
- The matter was at the outline business case and was awaiting approval by the DFT, subject to any requirements they may have.
- On the matter of financial liability, the Section 151 Officer explained that if one of the other parties were to go bankrupt, the expectation would be for the contractual obligations, in this case the funding contribution and construction of the lifts, to transfer to whoever subsequently takes up the responsibility. If this was not fulfilled or if the asset was not maintained in future, the Council would look to recover the sums that it had invested through this arrangement.
- Network Rail (NR) are not a revenue-based organisation and their job is to provide infrastructure to the railway industry. South West Rail (SWR) have a responsibility for the station itself. NR do not have an obligation under the existing franchise contract to provide the £1.5million of funding. NR's investment is to ensure the safety and structural integrity of the bridge that connects the two lifts. However, the Council successfully negotiated for any surplus funds from NR's £1.5million investment to be put toward the other elements of the station enhancements.
- The lifts element of the project provides the greatest risk and detailed costings still need to be clarified and agreed. The hope is that once the detailed costings are finalised, the financial risk of the lifts element would reduce.
- On the suggestion of a loan of funds from the Council to SWR for the purposes of this project, the Section 151 confirmed that this option had not been explored.
- Several Members raised concerns over SWR seeming to avoid the commitments of their franchise agreement. The Board discussed the use of taxpayer money for this project and the Portfolio Holder agreed that SWR had seemingly avoided their commitment to funding these works and acknowledged that this was not optimal for the Council.
- Clarity was provided on the wording within the report, specifically relating to points 25, 26 and 37 and it was acknowledged that reference should be to 'lifts' plural, rather than the stated 'lift' singular. The Portfolio Holder confirmed that this would be amended to read accurately.
- On start times for the project, the Board were told that the earliest start for initial works to commence would be the end of 2022/ start of

2023. The estimated delivery programme timeline would then be 18 months.

Following discussion, the Chairman acknowledged the need for the enhancements to be made but raised concern over the business case for the project, stating that there was no quantifiable detail on the human need nor financial justification for the infrastructure improvements contained within the business case. The Chairman also highlighted that there had not been a clear answer as to why the obligation on the private company had not been fulfilled.

Following the Chairman's summary, a motion was proposed by Councillor V Slade and seconded by Councillor C Rigby that an additional recommendation should be made to the Cabinet report. It was then **RESOLVED: That funding options with the Dorset LEP, in terms of infrastructure funding, are considered and failing that that BCP Council fully investigates the option of a long-term loan to SWR before committing to making this funding allocation.**

Voting: For – 9, Against – 3, Abstained – 0

Following this, a motion was proposed by Councillor S Bartlett and seconded by Councillor L Dedman that an additional recommendation should be made to the Cabinet report. It was then **RESOLVED: That cabinet do not proceed with recommendations in the report.**

Voting: For – 8, Against – 5, Abstained – 0

The Chairman thanked Board Members and Officers for their contributions.

The meeting ended at 5.25 pm

CHAIRMAN

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
OVERVIEW AND SCRUTINY BOARD

Minutes of the Meeting held on 15 November 2021 at 6.00 pm

Present:-

Cllr S Bartlett – Chairman
Cllr V Slade – Vice-Chairman

Present: Cllr L Allison, Cllr L Dedman, Cllr B Dion, Cllr M Earl, Cllr J Edwards,
Cllr S Gabriel, Cllr M Howell, Cllr D Kelsey and Cllr C Rigby

Also in attendance: Councillor Philip Broadhead
Councillor Michael Brooke
Councillor Bobbie Dove
Councillor Beverley Dunlop
Councillor Andy Hadley

115. Apologies

Apologies were received from Cllr J Butt, Cllr M Howell and Cllr T O'Neil

116. Substitute Members

Cllr A Hadley for Cllr M Howell

117. Declarations of Interests

Cllr L Dedman, declared an interest for the purpose of transparency that she was a member of one of the town councils involved in the report at agenda item 6, Planning Committee Structure.

During consideration of the Board's Forward Plan Cllr S Gabriel declared an interest for the purpose of transparency that he was the manager of two leisure centres as this was referred to in the Forward Plan.

118. Public Speaking

There were no public questions, statements or petitions received.

119. Planning Service Improvement Update

The Portfolio Holder for Development, Growth and Regeneration presented a report, a copy of which had been circulated to each member of the Board and a copy of which appears as Appendix 'A' to these minutes in the Minute Book. The Portfolio Holder and officers addressed a number of points raised by the Board including:

- It was observed that since this issue was last discussed by the Board the work appeared to have been identifying issues rather than finding

resolutions. The Board was advised that the service had become more decisive in decision making and staff dealt more promptly with customer enquiries. The protocol for handling applications had been reviewed and customers would feel the effects of the measures being put in place.

- A Board member asked whether there was a list and timeframe of actions and a project improvement plan. It was noted that part of this was set out within the report but there was a more detailed version which had been approved by the Planning Improvement Board (PIB).
- A number of timescales had been extended by agreement. It was suggested that therefore the table did not accurately reflect the timescales for applications. A Councillor asked whether the improvement in completions was from timescale extensions agreed. The statistics were reported in the same way as other planning authorities and extensions were agreed by the applicant in order to work towards a solution. However, it was hoped to get to a point where extensions were used infrequently. The Board noted that it was difficult for O&S to address this as it had not seen the data.
- There were concerns raised in the use of extensions and how these were handled. A Member requested that for future reports the Board receive information on the number of reports dealt with within the original timescale and the number of applicants who had asked for a redetermination.
- Concern was raised about the level of support being given to the development of neighbourhood plans which were supposed to have a dedicated support officer.
- There was no mention within the report of improved communications with residents. For example, there appeared to be no ambition for providing automatic alerts to members of the public on a postcode basis.
- The Board asked about the Planning Authority's relationship with the Urban Regeneration Company (URC). The Portfolio Holder advised that Future Places (the URC) was a wing of the Council and they would want to see that the planning service could react to the level of Council aspirations in this area, whether through the URC or through other external bodies.
- In relation to the delegation recommendation in the report it was noted that an opportunity was needed to review the current situation to find a way to meet the needs of the community. Further work was required to come to a resolution, the Portfolio Holder decision was one way of doing this. It was confirmed that this was not intended to downgrade or make financial savings but to find an approach which worked for all parties.
- There was a timeframe to complete on some issues in January and it was suggested to place an update item on Board's Forward Plan for early next year. It was confirmed that data could be brought to a future meeting in a more cogent way for the Board to get a feel of the improvements it was looking for.
- It was noted that non-determination appeals were very low as was the case nationally. This was generally cause of last resort for an applicant. The Board were advised that there were also significant delays with the planning inspectorate.

- Neighbourhood plans were a challenge to resource at both a local and national level. There was an intention to look at how this area was delivered and resourced. It was an important process but there was a balancing act with the resources needed to move forward with the Local Plan.
- The Board enquired how complaints were monitored. The Portfolio Holder advised that there was a robust process in place with the PIB. The Chief Executive as Chair of the PIB advised that they wanted to see the sort of information the O&S Board had referred to. However this had been more difficult than expected due to working with three different systems but they were beginning to see improvements.
- A Councillor questioned how the outlined level of funding was required this late in the year. It was noted that this was the expected spend and included short-term transitional costs partly due to the restructure process.
- Issues were raised with the Pre-Application Service. Applications were unwilling to use it. Not necessarily as a result of the fee but of the outcome from the service. This was currently under review and would come back to the PIB.
- It was noted that there were a number of approaches to addressing changes needed to applications. Some Councils offered a one chance approach, some councils on majors went straight to refusal if pre-application services had not been used or the advice provided not followed. There was a need to consider all options.
- There was no information in the report on enforcement. It was noted that this was because enforcement had been the quickest in terms of adding staff and was performing relatively well compared to other areas of the service.
- It was noted that recruitment was the most urgent part of any improvement plan. It was noted that the review of the planning structure was due to be completed by the end of 2021
- There were concerns raised about any reduction in the current notification service, particularly in relation to equality implications. There were communication improvements internally and with agents but this needed to be extended to the local parish and town councils.
- A Member raised concerns about ‘twin tracking’, when applicants submit duplicate applications to force the planning authority into a determination. It was noted that this wasn’t a frequent occurrence but there was nothing which could be done to prevent it if this is how an applicant chose to proceed.

The Chairman acknowledged the report and noted that the work officers were doing was appreciated. The Board agreed to consider an update report on this issue at its meeting in February. The Chairman thanked the Portfolio Holder and Officers for attending.

120. Planning Committee Structure

Following a request by a member of the public for an item of scrutiny to be placed on the Board’s agenda in relation to the Planning Committee

Structure the Board agreed to place this on the Boards Forward Plan and the Chairman had agreed to add this to the agenda for this meeting.

The Chairman of the Board invited, the parish Councils' representative Chairman of Highcliffe & Walkford Parish Council, who was acting at the request of, Christchurch Town Council, Hurn Parish Council, Burton Parish Council and Throop & Holdenhurst Parish Council, to address the Board and outline the issues which they wanted the Board to consider.

The representative explained that they felt that BCP Council should operate the Planning function as three separate area-based committees rather than one single committee. It was outlined that there was a lack of confidence in the system by many which was why the local parish councils had become involved in the situation. There was no confidence that the Councillors on the Planning Committee would appreciate and understand the nuances of planning in the different areas of the conurbation. They believed that public confidence would increase if the Council operated with three, area-based committees as opposed to the single committee model.

The Chairman invited the Head of Planning to respond to the points raised. The Board was advised that they understood the concerns and issues raised by the parish councils within the report but from their perspective the current planning committee was operating very effectively and that there hadn't been any issues of the wrong decisions being made. Councillors applied the appropriate policies within the different areas. It was no considered that this was the most appropriate time to raise this as there were many other issues in the service at present. This was also previously considered less than 12 months ago but was potentially something to monitor

There was a need to approach this in an evidenced based way. The statement in the report that there was a democratic deficit in the current planning system was not evidenced. However, the Planning Committee shouldn't stand still but should consider opportunities. The current operations were efficient and cost effective. Multiple committees were in the minority across the country and were generally in Council's which covered a large geographical area. A key risk in moving to a multiple committee model would be a need to ensure consistency. Servicing a committee was time and resource intensive. There was nothing within the report which indicated that a shared or multiple committee system would be more efficient or engaging than the current arrangement.

The Chairman also invited a Ward Councillor for the Commons Ward to address the Committee who advised that public confidence was the absolute key to effective town planning. Making decisions which the public had faith in required local knowledge. Many local residents did not have this confidence in this current system. Councillors needed to use local knowledge to understand that what may be acceptable in one area of the conurbation would not be in another area. It was also suggested that the Committee of 15 members was too big and this impaired its effectiveness. Individual local committees could include just 7 members. It was also noted

that the current committee had a significant workload and needed to start early and sit for a whole day.

Following this the Chairman opened the issues for debate by the Board, the issues raised by the Board included:

- There was huge sympathy for the idea suggested by the parishes
 - That there was only 13 miles from one side of the conurbation to the other.
 - Members on the planning committee should familiarise themselves with what was going on in different areas of the conurbation.
 - It wasn't possible to have people from every ward on the planning committee - how far was it preferable to go in terms of breaking down geographically.
 - Christchurch only had five wards which would allow someone from every ward to sit on an area-based committee.
 - That it was important for Planning Committee to be doing site visits and ensure appropriate training was in place.
 - It was important to take into account the parish Councils views and this may help with public confidence.
 - Parish Councils and neighbourhood forums had the statutory right to speak at the Planning Committee.
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- The Christchurch Planning Committee had been running very well pre-merger.
 - Dorset Council ran two area-based boards and an overall committee for major applications and most large unitary Council's had separate area committees.
 - Even if it was not something which could be addressed now it could be something which was considered and revisited in the future.
 - The majority of planning decisions were made by officers not by committees.
 - There was currently a level playing field with the same planning committee for all applications
 - The Planning Committee followed national planning conditions, the local plan and neighbourhood plans. There should be more work going into putting together more neighbourhood plans with more detail for local areas.
 - Currently the Planning Committee thoroughly considered applications including visiting sites and finding out what was going on in a particular area.
 - Each application should be dealt with on its own merits and in accordance with the correct policies
 - The Planning committee was doing a good job but there could be further training provided for members and anyone who substituted.
 - A formal report on this issue was considered by the Audit and Governance Committee on 26 November 2020. The Committee concluded that the current system should remain in place and this was agreed by full Council in January 2021.

- That this should be reconsidered in future but time was needed to make appropriate changes within the Planning Service first.
- Most Councillors knew the different areas of the conurbation well.

The Chairman suggested that the Board should not take any further action on this matter at this stage but that it had been useful to hear the comments from senior planning officers and the Portfolio Holder earlier in the meeting, which indicated that it would create further issues if the Planning Committee structure was looked at further at present.

However, there were indications from a number of Board members that this should be considered again in the future.

It was suggested that there should be a public communications campaign on planning. It seemed like a lack of information and misunderstandings fuelled certain issues and people made assumptions which were incorrect. It was important to ensure that the public was fully engaged. It was also important that ward Councillors were engaged in the process.

The Chairman thanked Mr Hutchings for representing the Parish Councils this evening and gave him an opportunity to have a final say on the matters discussed by the Board. The Chairman noted that whilst it was not presently the right time to look at this issue due to the development of the local plan for the BCP area and the changes underway in the Planning service it was something which should be kept under consideration for the future as it was important to ensure the confidence of local residents in the planning process.

RESOLVED: That no further action be taken at this stage.

121. Forward Plan

Following a request by a member of the public for an item of scrutiny to be placed on the Board's agenda in relation to the Planning Committee Structure the Board agreed to place this on the Boards Forward Plan and the Chairman had agreed to add this to the agenda for this meeting.

The Chairman of the Board invited, the parish Councils' representative Chairman of Highcliffe & Walkford Parish Council, who was acting at the request of, Christchurch Town Council, Hurn Parish Council, Burton Parish Council and Throop & Holdenhurst Parish Council, to address the Board and outline the issues which they wanted the Board to consider.

The representative explained that they felt that BCP Council should operate the Planning function as three separate area based committees rather than one single committee. It was outlined that there was a lack of confidence in the system by many which was why the local parish councils had become involved in the situation. There was no confidence that the Councillors on the Planning Committee would appreciate and understand the nuances of planning in the different areas of the conurbation. They believed that public confidence would increase if the Council operated with three area based committees as opposed to the single committee model.

The Chairman invited the Head of Planning to respond to the points raised. The Head of Planning advised the Board that they understood the concerns and issues raised by the parish councils within the report but from their perspective the current planning committee was operating very effectively and that there had not been any issues of the wrong decisions being made. Councillors applied the appropriate policies within the different areas. It was not considered that this an appropriate time to raise this as there were many other issues in the service to address. The issue was also previously considered less than 12 months ago but was potentially something to monitor.

The statement in the report that there was a democratic deficit in the current planning system was not evidenced. The current operations were efficient and cost effective. Multiple committees were in the minority across the country and were generally in Councils which covered a large geographical area. A key risk in moving to a multiple committee model would be a need to ensure consistency. Servicing a committee was time and resource intensive. There was nothing within the report which indicated that a shared or multiple committee system would be more efficient or engaging than the current arrangement.

The Chairman also invited a Ward Councillor for the Commons Ward to address the Committee. They advised that public confidence was the absolute key to effective town planning. Making decisions which the public had faith in required local knowledge. Many local residents did not have confidence in the current system. Councillors needed to use local knowledge to understand that what may be acceptable in one area of the conurbation would not be in another area. It was also suggested that the Committee of 15 members was too big and this impaired its effectiveness. It was also noted that the current committee had a significant workload and needed to start early and sit for a whole day.

Following this the Chairman opened the issues for debate by the Board, the issues raised by the Board included:

- There was huge sympathy for the idea suggested by the parishes
- That there was only 13 miles from one side of the conurbation to the other.
- Members on the planning committee should familiarise themselves with what was going on in different areas of the conurbation.
- It wasn't possible to have people from every ward on the planning committee - how far was it preferable to go in terms of breaking down geographically.
- Christchurch only had five wards which would allow someone from every ward to sit on an area-based committee.
- That it was important for Planning Committee to be doing site visits and ensure appropriate training was in place.
- It was important to take into account the parish Councils views and this may help with public confidence.

- Parish Councils and neighbourhood forums had the statutory right to speak at the Planning Committee.
- The Christchurch Planning Committee had been running very well pre-merger.
- Dorset Council ran two area-based boards and an overall committee for major applications and most large unitary Council's had separate area committees.
- Even if it was not something which could be addressed now it could be something which was considered and revisited in the future.
- The majority of planning decisions were made by officers not by committees.
- There was currently a level playing field with the same planning committee for all applications
- The Planning Committee followed national planning conditions, the local plan and neighbourhood plans. There should be more work going into putting together more neighbourhood plans with more detail for local areas.
- Currently the Planning Committee thoroughly considered applications including visiting sites and finding out what was going on in a particular area.
- Each application should be dealt with on its own merits and in accordance with the correct policies
- The Planning committee was doing a good job but there could be further training provided for members and anyone who substituted.
- A formal report on this issue was considered by the Audit and Governance Committee on 26 November 2020. The Committee concluded that the current system should remain in place and this was agreed by full Council in January 2021.
- That this should be reconsidered in future but time was needed to make appropriate changes within the Planning Service first.
- Most Councillors knew the different areas of the conurbation well.

The Chairman suggested that the Board should not take any further action on this matter at this stage but that it had been useful to hear the comments from senior planning officers and the Portfolio Holder earlier in the meeting, which indicated that it would create further issues if the Planning Committee structure was looked at further at present. However, there were indications from a number of Board members that this should be considered again in the future.

It was suggested that there should be a public communications campaign on planning. It seemed like a lack of information and misunderstandings fuelled certain issues and people made assumptions which were incorrect. It was important to ensure that the public was fully engaged. It was also important that ward Councillors were engaged in the process.

The Chairman thanked Mr Hutchings for representing the Parish Councils this evening and gave him an opportunity to have a final say on the matters discussed by the Board. The Chairman noted that whilst it was not presently the right time to look at this issue due to the development of the

local plan for the BCP area and the changes underway in the Planning service it was something which should be kept under consideration for the future as it was important to ensure the confidence of local residents in the planning process.

RESOLVED: That no further action be taken at this stage.

122. Future Meeting Dates 2021/22 and 2022/23

The dates for the current and next municipal year were noted.

The meeting ended at 8.41 pm

CHAIRMAN

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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 – 2.00pm 18 October 2021				
96	Scrutiny of Transformation Related Cabinet Reports - Estates and Accommodation – Poole Civic Space	<p>The Board recommended that Cabinet consider how use of the retained section of the building by community groups can best be accommodated outside of Coroner and Mayoralty hours, making appropriate and reasonable adjustments to the current proposal where necessary while accepting this use is secondary to Coroner and Mayoralty use.</p> <p>Actioned: Reported to the Cabinet meeting held on 27 October</p>	To enable O&S views to be taken into consideration by the Portfolio Holder when making proposals to Cabinet.	<p>See Cabinet minutes of 27 October for response to the recommendation</p> <p>Note: this item remains on the action sheet as there was an error in the last publication which stated an incorrect Cabinet meeting date</p>
Actions Arising from Board meeting – 2.00pm 15 November 2021				
114	Scrutiny of Pokesdown Railway Station Improvement	<ul style="list-style-type: none"> The Overview and Scrutiny Board recommended to Cabinet that it approves the following recommendation as part of the Pokesdown Railway Station Improvement Report, “That funding options with the Dorset LEP in terms of infrastructure funding are considered and failing that, that BCP Council fully investigates the option of a long-term loan to SWR before committing to making this funding allocation. The Overview and Scrutiny Board recommended to Cabinet that it does not proceed with recommendations as outlined in the report. 	To enable O&S views to be taken into consideration by the Portfolio Holder when making proposals to Cabinet.	See Cabinet minutes of 24 November for response to the recommendations

Minute number	Item	Action* *Items remain until action completed.	Benefit	Outcome
Actions Arising from Board meeting – 6.00pm 15 November 2021				
119		That an update report on planning service improvements should be added to the Boards Forward Plan – preferably to the February meeting. The update should include data as requested by the Board and outlined in the minutes.	In order to allow the Board to maintain an oversight of this issue and monitor improvements	TBC
120		It was suggested that there should be a public information campaign on the Planning Service	In order to make the public more aware of how the planning service operates	
		It was suggested that the Planning Committee Structure should be considered for review at an appropriate time in the future.	To ensure the Council continues to operate the most appropriate Planning Committee Structure	

OVERVIEW & SCRUTINY BOARD



Report subject	BCP Community Safety Partnership
Meeting date	November 15, 2021
Status	Public Report
Executive summary	<p>This paper sets out the development and operational progress of the BCP Community Safety Partnership (CSP). It provides the Board members with an update on the activities of the CSP since the start of the year and planned activities over the remaining months of 2021/2022.</p> <p>The report highlights the recent review process undertaken by the partnership and the new structure adopted to deliver a multi-agency and collaborative approach to strategic and operational coordination of reducing crime, anti-social behaviour, domestic and sexual abuse/violence, substance misuse and reoffending in BCP.</p> <p>The Local Government Act 2000 includes crime and disorder scrutiny as one of the functions the council must ensure its scrutiny arrangements cover. Sections 19 and 20 of the Crime and Disorder Act 1998 and related regulations require the Council to have a committee with the functions of reviewing and scrutinising decisions and actions in respect of the discharge of crime and disorder functions by “responsible authorities”.</p> <p>The specifics of the duty are set out in the Police and Justice Act 2006, which also allows members to refer any “local crime and disorder matter” raised with them by anyone living or working in their area, to the crime and disorder committee. The Board designated as the Crime and Disorder Scrutiny Committee (Overview & Scrutiny Board) must meet at least once every 12-month period to conduct the functions.</p> <p>Guidance issued concerning how this role should be conducted include that:</p> <ul style="list-style-type: none"> • the role should be one of a critical friend, providing constructive challenge at a strategic level. • the focus should be on the entire partnership and if issues arise that relate specifically to a particular partner agency, it may be more appropriate to refer such issues to the governing bodies of that organisation. • the scrutiny of partners should be “in so far as their activities relate to the partnership itself.”

	<ul style="list-style-type: none"> the list of issues to be scrutinised should be agreed in consultation with relevant partners.
Recommendations	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> i) the Board note the progress of the Community Safety Partnership since the review and subsequent changes at the start of the fiscal year, including changes to chairing, membership and structure. ii) the Board note the Partnership's priorities, based on recommendations from the last community safety strategic analysis, and the Partnership's plans for developing a Crime and Disorder Reduction Strategy for BCP.
Reason for recommendations	So that Board members are aware of progress in the development of the Community Safety Partnership, its achievements and activities, and the process for producing the statutory partnership plan.
Portfolio Holder(s):	Cllr Bobbie Dove – Cabinet Member for Community Safety and Regulatory Services
Corporate Director	Kate Ryan, Chief Operating Officer
Report Authors	Kelly Ansell - Director of Communities Mark Callaghan – Police Chief Superintendent and CSP Chair
Wards	Council-wide
Classification	For update and information

Background

1. In March 2021, the Community Safety Partnership (CSP) held an extraordinary meeting to examine and review its existing structure and processes. This was in recognition that the Partnership had only recently been established (18 months old at the time), and that partners had all been working in the context of COVID-19, which had impacted all agencies. Partners also recognised that concerted and active effort was required to bring the Partnership up to the level envisaged at the start, but which had been hampered by the pandemic.
2. The review resulted in the development of a new structure for the CSP, which now includes an Executive Board, and a number of strategic and tactical groups that are closer aligned to the priorities of the partnership and the challenges faced by partner agencies. A new Constitution has been agreed, and revised Vision and Mission statements developed. The new Constitution and structure are appended to this report.

3. The CSP recently held its second meeting since the review, and the priorities and delivery plan are highlighted further in this report.
4. Board members will be aware that CSP's are statutory partnerships that comprise local authorities, the police, fire and rescue authorities, probation, and health. They have a reciprocal duty to cooperate with the Office of the Police and Crime Commissioner, with responsibilities set out in legislation, to develop strategies and plans to reduce crime, anti-social behaviour, substance misuse, and reoffending as required by Sections 5 and 6 of the Crime and Disorder Act 1998 (as amended).¹
5. Specifically, the current statutory obligations of CSP's may be summarised as follows:
 - a. To establish a strategic group to direct the CSP's work
 - b. To set up protocols and systems for sharing information
 - c. To identify priorities via an annual strategic assessment
 - d. To engage and consult the community about community safety priorities
 - e. To produce (annually) a Partnership Plan and monitor progress against it
 - f. To develop strategies to reduce re-offending and substance misuse
 - g. To commission Domestic Homicide Reviews
6. The CSP also has oversight of the work to prevent people from being drawn into terrorism, although the statutory Prevent Duty is on individual organisations rather than the CSP.
7. Under forthcoming legislation in the form of Police, Crime, Sentencing and Courts (PCSC) Act 2021, CSPs will be required to formulate and implement a strategy to prevent and reduce serious violence. A Serious Violence Duty will also be placed on local authorities, the police, fire and rescue authorities, specified criminal justice agencies and health authorities, requiring them to work together to formulate evidence-based analysis of serious violence in their local area.

The journey so far

8. Below is a list of some of the key achievements of BCP CSP since its inception:
 - i. Agile Covid Response:
The BCP CSP has adapted and flexed to meet varied demands throughout an unprecedented period since the onset of the COVID-19 pandemic. The CSP Executive Board met frequently and oversaw the implementation of community safety COVID response plans, some of which are detailed below. These response plans remained live documents to deal with changing and challenging demands.
 - ii. Domestic Abuse COVID-19 Response Plan:
A dedicated response plan, implemented in 2020, included a dedicated domestic abuse helpline; increase in outreach support; pan-Dorset Communications campaign; dedicated drop in's (COVID secure); virtual pattern changing courses; roll out of a new Multi-Agency Risk Assessment Conference (MARAC) actions

¹ <https://www.legislation.gov.uk/ukpga/1998/37/section/5> and <https://www.legislation.gov.uk/ukpga/1998/37/section/6>

management system; and continuation of the Up2U Healthy Relationships programme.

iii. Domestic Abuse Strategy development:

In April 2021, the BCP Domestic Abuse Strategy was formally signed off by the BCP CSP and BCP Council. The strategy's vision is that no resident living within or visiting Bournemouth, Christchurch and Poole should live in fear of, or experience domestic abuse. The strategy has a comprehensive delivery plan, which is overseen by the Domestic Abuse Strategic Group.

iv. Focus on Operational and Tactical Community Safety Responses:

There has been a commitment to a dedicated multi-agency ASB response to tackling neighbourhood concerns. This includes the expansion of the CSAS scheme; dedicated Scan, Analysis, Response, and Assessment (SARA) planning groups across priority localities; as part of the COVID-19 response, the CSP held weekly Partnership Coordinating Group meetings to ensure robust action was taken in a timely manner. Although these groups are now held monthly as we emerge from the grips of the pandemic, their purpose of multi-agency coordination continue, ensuring a collaborative response to community safety concerns in key locations.

v. Anti-Slavery Partnership:

The pan-Dorset Anti-Slavery Partnership has developed a dedicated strategy and delivery plan. Outcomes achieved so far include a pan-Dorset communications plan; bespoke training for frontline practitioners; information sharing protocol; development of an intelligence product; and task and finish group working with the hospitality industry.

vi. Child Exploitation Call to Action:

In response to multi-agency concerns that there is active organised child exploitation in the BCP area, a gold and silver group structure was established to provide overview and direction in our understanding and response to identified organised child abuse. The work focussed on identified cases rather than on wider multi-agency response to Child Exploitation. However, the learning was used to support the CSP review of the strategic, tactical, and operational multi-agency plans. The work will now soon transition into the CSP's Vulnerable Adult and Child Exploitation Strategic Group.

vii. Statutory Responsibilities Met:

A draft Strategic Assessment is currently being developed in conjunction with partner agencies and utilising a range of both qualitative and quantitative data sources. The assessment for 2021/22 will this year bring into focus operational issues and contextual information to create a more holistic understanding of the issues to address across BCP.

viii. Strategic priorities and delivery in a partnership context:

Once complete the Strategic Assessment will support the identified CSP strategic groups in developing their thematic multi-agency delivery plans as well reviewing achievements, outcomes, and performance.

9. At the CSP review meeting in March, the CSP elected to revert to a cycle of quarterly meetings for its Executive Board, bi-monthly for the strategic groups and monthly/6-weekly for tactical or delivery groups. To achieve concentrated focus of

specific issues, such as community engagement, Task and Finish groups are being established, as necessary.

10. *Appendix A* lists some of the CSP's activities, performance, and achievements.

Review and outcomes leading into new structure

11. The CSP review process in March considered the various challenges the UK and BCP faced, including the impacts of the pandemic, public demands on partner agencies, the economic climate and the cumulative impact on crime, safety, and the fear of crime. The process also acknowledged the new strengths developed in collaborative working, brought about by COVID-19, which unlocked new strengths and assets and enabled new ways of working together.
12. The process explored the Partnership's governance and reporting arrangements, forward planning, and risk assessment. The requirements to improve information-sharing and bolster analytical capacity were identified as key to the CSP's ability to determine priorities, develop strategies, and monitor performance and achievements.
13. CSP members completed a self-assessment, commenting on aspects such as focus and impact, review, reflection and refinement, performance monitoring, community engagement, and diversity. Partners challenged themselves to consider the things the Partnership did well, the things it did less well and the areas for improvement.
14. The review resulted in revised vision and mission statements, a new Constitution, an enhanced structure, and ongoing commitment to consensus working.
15. The new Vision of the CSP is to make Bournemouth, Christchurch, and Poole a safer and healthier place where communities and businesses thrive and where residents and visitors feel safe and welcomed.
16. The agreed mission is to provide clear strategic vision and leadership in improving safety in the conurbation for residents, businesses, and visitors. The CSP will work to address crime and anti-social behaviour, using data, insight, and a combination of communication, engagement, prevention, early intervention, and enforcement, and will work closely with the community to provide support to victims, especially those who are vulnerable.
17. The CSP has also agreed on its brand identity, which will help to establish a distinct visual identity for the partnership and be complementary to the branding of constituent agencies. A clear identity should also bring visibility to the work and effectiveness of the partnership, signalling the benefits of collaborative working for the benefit of residents and wider communities.
18. A new Constitution has been agreed by partners, which sets out the membership, roles and responsibilities, governance and accountability structure, and decision-making process. As well as an Executive Board to provide oversight and governance and to agree Partnership priorities, a number of new strategic and tactical groups have also been developed in line with the current priorities.
19. There are strategic groups covering domestic abuse, violence reduction, exploitation of vulnerable adults and children, and substance misuse. A separate strategic group works under a 'safer-communities' umbrella, covering more generic

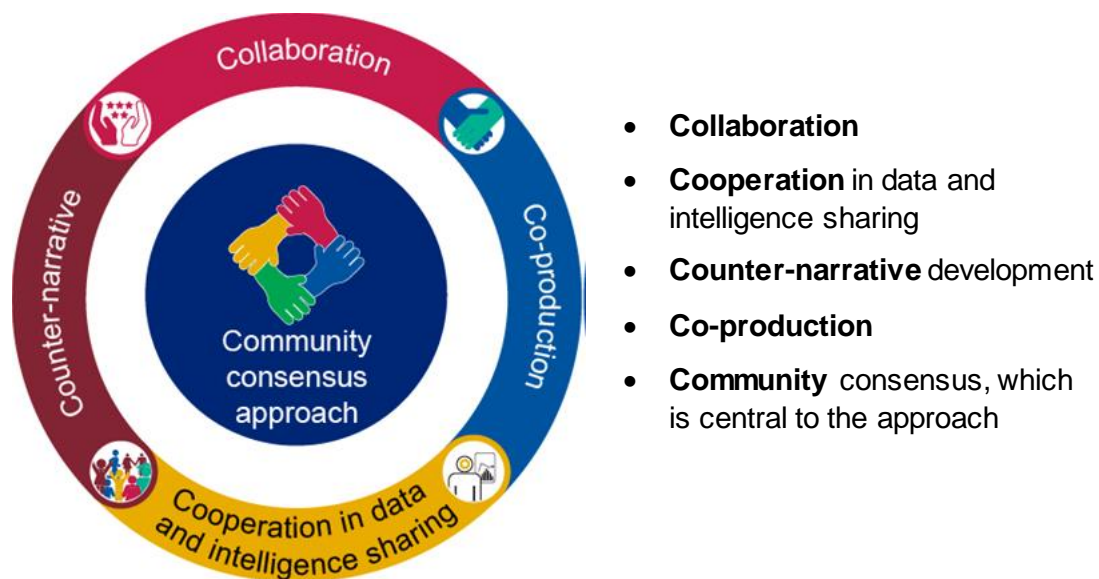
community-impact issues such as anti-social behaviour, cybercrime, fraud, hate crime, road and fire safety, and community engagement.

20. The CSP now has a clear responsibility and accountability structure, with the tactical groups being accountable to the strategic groups, which are in turn accountable to the Executive Board. Performance reports, both at programme and intervention levels, are built into the accountability structure to ensure senior leaders across partnership agencies have appropriate oversight of performance. Senior leaders also have command over resources in their services and can influence how their policies and services flex to meet needs identified through the multi-agency process.
21. All groups, including the Executive Board, have updated terms of reference and, in the case of the strategic groups, have already held two meetings. The groups are still in their early, formative stages and are yet to develop strategies or delivery plans for their areas of responsibility (except for the Domestic Abuse Strategic Group).

Priorities and delivery plans

22. The 2020/21 Strategic Assessment of crime and disorder identified the following issues for priority focus of BCP CSP:
 - a. Domestic Abuse
 - b. Sexual Violence
 - c. Public Place and Alcohol-Related Violence
 - d. Threats to Children and Young Adults (Knife crime, County Lines, sexual exploitation)
 - e. Anti-Social Behaviour
23. The strategic and tactical groups now in place have the responsibility to develop strategies to address the above priorities. On some issues, such as domestic abuse and child exploitation, multi-agency arrangements were already in place and work well underway to respond. The Domestic Abuse Strategic group had been in operation for some time and had developed a strategy and delivery plan.
24. Key areas of work in the domestic abuse delivery plan include the following:
 - a. Recommissioning of accommodation and support services for victims of domestic abuse, including a review of accommodation options for perpetrators
 - b. Workforce development and enhanced training offer for frontline staff, including routine enquiries about perpetrators now embedded in the training
 - c. Greater service-user involvement in designing services and reviewing pathways
 - d. A better focus on perpetrators, including a range of programmes for those that accept the need to change behaviour
 - e. A quality assurance action plan is in place to improve the performance of the multi-agency process for high-risk domestic abuse victims
 - f. A successful bid, securing £100,000 to further sustain the Up2You provision and embed a "Family Practice" model across the Council.

25. Going forward, the CSP will be further developing its work to tackle wider elements of violence against women and girls (VAWG), including devastating and complex crimes such as female homicide, rape, sexual abuse, female genital mutilation, and coercive and controlling behaviour. To address some of the drivers to these crimes, the work must also address issues such as misogyny, indecent exposure, stalking, and harassment. This will include more work in our schools and universities, and though additional community dialogue, about how women and girls are perceived and treated across their whole life journey.
26. The CSP will work to embed the Public Health Approach across all its work. This approach is rooted in good multiagency working and close working with communities, focuses on prevention, and is informed by the systematic use of evidence. The approach will be underpinned by what is commonly referred to as the 5Cs approach, as illustrated below:



27. As mentioned in paragraph 8 above, multi-agency work on child exploitation was already in place, including a “Gold and Silver” command structure to set policy and strategy, including securing resources necessary for investigating incidents of child exploitation. As the work of the revised ‘Vulnerable Adult and Child Exploitation Strategic Group’ is further developed, the group will embed the effective practice of the command structure, ensuring effective information sharing and coordination in response to child exploitation. A delivery plan has already been developed to respond to child exploitation.
28. Some of the achievements include:
- a. A reinvigoration of the monthly child exploitation tactical group to target all forms of exploitation, using the Victim/Location/Perpetrator approach
 - b. Initiated briefings to a range of partners and share intelligence requirements in respect of exploitation

- c. Sexual Offences and Modern Slavery Orders – An MOU between Dorset Police and BCP Council has been completed which includes guidance from the national exploitation tool kit and locally produced templates for anonymised submission of evidence in support of orders. Inputs have been provided to a range of teams and anecdotally it appears that the use of orders particularly pre conviction as part of a safety plan is increasing.
 - d. Reachable moments – An MOU between Dorset Police and the CST has been implemented and the aspiration is to have a 7 day a week response available between 8 am and 10pm for those young people in custody who are vulnerable to exploitation. This is a significant piece of work, and the next step is to consider the opportunities within the health environment.
 - e. Initiated work with local colleges and universities to understand the scale of potential safeguarding concerns regarding the use of unofficial and unregulated taxis who use social media platforms, and plan to produce a communications package to inform individuals of the risks.
29. This Board meeting falls mid-way in the development of the new strategic assessment that will inform 2021/2022 priorities. Based on the analysis to date, it is likely that the existing priorities will remain, although a deeper exploration of violence has already identified certain trends that will require additional responses. The trends include sexual violence on the beach and in public spaces, and assaults on Paramedics, Police, and NHS staff. It is possible that other public sector staff are facing similar levels of hostility and violence, but more work is required to improve reporting and recording to establish this.
30. In any case, and with the information already available to the CSP, the Violence Reduction Strategic Group is starting to develop a Violence Reduction Strategy and have identified five strategic aims. These are formulated around the following points:
- a. Building a robust evidence base to facilitate a data-driven approach
 - b. Preventing violence before it occurs by taking a trauma-informed approach
 - c. Involving communities and voluntary organisations through place-based and strength-based approaches
 - d. Use targeted interventions, based on clear safeguarding case management
 - e. Multi-agency intensive intervention and enforcement, carefully coordinated
31. The Safer Communities Strategic Group has a sub-group focussing on anti-social behaviour, and this group is developing an Anti-Social Behaviour Strategy for the CSP. The strategic aims are to address personal, nuisance and environmental ASB that cause greatest risk, threat and harm and is affecting communities' quality of life. The objectives have been formulated around the following four points:
- a. Prevention and Early Intervention
 - b. Support to victims
 - c. Community Engagement
 - d. Enforcement to reduce ASB Incidents

32. Communication is a cross-cutting theme across all the CSP strategic groups and relate both to communication between partners and to communication with communities. The CSP is developing a dedicated website and will make information available to the community, using this and other means, about measures they may take to keep themselves safe, as well as about the work of the CSP and how priorities may be influenced by resident-input.
33. The Partnership is focussed on working with the voluntary and community sectors in all its work, ensuring they are consulted on strategic intentions and can inform them before they are adopted. In line with the council's place-based and strength-based approaches, the CSP is committed to focussing on offences that matter to residents, in the areas where crime is having the greatest impact and building on resources within communities to make them more resilient.

Community Safety Partnership Plan development

34. The Community Safety Plan is a statutory requirement for all local authority areas, and will enable the council to discharge its duty under Section 17 of the Crime and Disorder Act to:

'... exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent, crime and disorder in its area'
35. As mentioned earlier, the strategic assessment of crime, anti-social behaviour, substance misuse, and reoffending is currently underway. This detailed document uses a range of data from partner agencies, including police recorded crime, and provides a summary of local and national analysis and research that:
 - a. Check the partnership's current priorities and identify any emerging issues
 - b. Provide a better understanding of local issues and community concerns, by triangulating key data sets
 - c. Provide knowledge of what is driving the problems to help identify appropriate responses
36. The format of the strategic assessment and plans is prescribed to an extent² and the priorities must be shared with the Police and Crime Commissioner, and each must take account of the other's priorities, although they may not be the same.
37. The priorities identified in the strategic assessment will directly be reflected in the statutory partnership plan for 2022-23. The plan will be approved by the Executive Board of the CSP by April 2022, following consultation with partners.
38. The Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007 sets out clear requirements for the annual partnership plan. Specifically, the plan should set out the following:
 - a. a strategy for the reduction of crime and disorder and for combating substance misuse for the coming 3 years
 - b. the priorities identified in the strategic assessment prepared during this year
 - c. the steps the CSP considers necessary for the responsible authorities to take to implement the strategy and meet the priorities

² http://webarchive.nationalarchives.gov.uk/20080814090439/http://opsi.gov.uk/si/si2007/uksi_20071830_en_1

- d. how the CSP considers the responsible authorities should allocate and deploy their resources to implement the strategy and meet the priorities
 - e. the steps each responsible authority will take to measure its success in implementing the strategy and meeting the priorities
 - f. the steps the CSP proposes to take during the year to obtain the relevant views of those who live or work in the area, and the extent to which communities may assist the CSP in reducing crime and disorder.
39. Members will be consulted on the draft plan and may contribute their views through the community safety portfolio Member who represents the Council on the CSP's executive board and co-chairs the Board.
40. The CSP is also required to publish a summary of the partnership plan, regarding the need to bring it to the attention of as many separate groups or persons within the conurbation.

Summary of financial implications

41. The revised structure of the CSP requires additional coordination and information analysis to ensure that the Partnership is proactive, effective, and reflective. This presents additional financial demands on partners, who are now being encouraged to support joint funding towards specific areas of the Partnership's business, such as domestic homicide reviews and information governance.
42. When new community safety initiatives are being commissioned by any of the partners, efforts will be made to commission jointly to spread costs and increase operational coverage. This will take time to embed but the Partnership will encourage this way of working going forward.

Summary of legal implications

43. The Crime and Disorder Act 1998 (as amended) 2011, established partnerships between police, local authorities, fire and rescue authorities, probation, and health. The purpose of these partnerships is to ensure that all these agencies work together to tackle local crime and disorder. The 1998 Act placed a central duty on these 'responsible authorities' to produce audits of the area's local crime problems and implement strategies to tackle them.
44. Section 115 of the Crime and Disorder Act (1998) gave a power to any person or body to share information with partners for the purposes of reducing crime and disorder. This was strengthened by paragraph 5 of Schedule 9 to the Police and Justice Act that introduces a new section 17A of the 1998 Act which is a duty to share certain sets of depersonalised information.

Summary of human resources implications

45. The revised structure of the CSP requires additional coordination and administration. This is largely met by council and police staff. Measures are being pursued to involve staff from other partners, especially in providing data and analytical support.

Summary of sustainability impact

46. The Partnership is developing a strength-based approach which will include residents in developing local solutions to local problems. This, coupled with the

Public Health Approach, will improve sustainability through early intervention and building on the strengths in communities.

Summary of public health implications

47. Public health and wellbeing are important by-products of a safer community. The work of the Partnership is to improve public health and community wellbeing by preventing crime and disorder, effectively tackling them when they occur, improving safety in the community, and reducing victimisation.

Summary of equality implications

48. None

Summary of risk assessment

49. Data management resources pose the greatest risk to the effective functioning of the Partnership. However, measures are underway to strengthen this area.

Background papers

None

Appendices

- 1 BCP CSP Constitution
- 2 BCP CSP Structure Chart
- 3 CSP's Performance and achievements

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Bournemouth, Christchurch, and Poole Community Safety Partnership (CSP)

Constitution and Ways of Working

(Version 2 – May 2021)

Vision statement:

To make Bournemouth, Christchurch, and Poole a safer and healthier place where communities and businesses thrive and where residents and visitors feel safe and welcomed.

Mission:

To provide clear strategic vision and leadership in improving safety in the conurbation for residents, businesses, and visitors. We will work to address crime and anti-social behaviour, using data, insight, and a combination of communication, engagement, prevention, early intervention, and enforcement, and will work closely with the community to provide support to victims, especially those who are vulnerable.

A summary of the CSP's obligations is as follows:

- To set up a strategic group to direct the work of the partnership
- To engage and consult with the community about their priorities
- To set up protocols and systems for sharing information
- To analyse a wide range of data in an annual strategic assessment
- To set out a partnership plan and monitor progress
- To produce a strategy to reduce re-offending
- To commission domestic violence homicide reviews
- To Prevent people from being drawn into terrorism

1. Introduction

- 1.1 This Constitution of the Bournemouth, Christchurch, and Poole Community Safety Partnership (CSP) sets out the key principles that will govern:
 - membership, roles, and responsibilities
 - accountability engagement and transparency
 - ways of working – key principles
 - governance structures and decision-making.
- 1.2 Effective partnership-working between public, private, community and voluntary bodies and agencies is recognised as the best way forward to address the complex cross-cutting crime and safety issues that confront the large and diverse population of Bournemouth, Christchurch, and Poole (BCP).
- 1.3 Creating and managing effective partnerships brings a range of challenges, particularly in relation to how partners 'pool' their decision-making capacity and resources, agree roles and responsibilities of membership and maintain accountability to service users and the public.
- 1.4 This Constitution therefore provides a set of rules to provide transparency to both partners and the public about how the Bournemouth, Christchurch and Poole CSP is meant to function as an effective and excellent community safety partnership.

2. About BCP CSP: our vision & mission

- 2.1 The BCP Community Safety Partnership ('the Partnership') is the statutory 'community safety partnership' (CSP) for the local authority area of Bournemouth, Christchurch, and Poole.
- 2.2 The Partnership brings together the key statutory public bodies with community, voluntary and private sector partners for the purpose of reducing crime, anti-social behaviour, domestic and sexual abuse/violence, substance misuse and reoffending in BCP. This is in line with the council's commitment in the Corporate Strategy to work with partners to deliver results together.
- 2.3 The Partnership aims to achieve this purpose by:
 - a) Providing effective BCP-wide leadership on community safety and crime reduction.
 - b) Bringing together the key statutory agencies and other private, voluntary and community partners to enable effective joint-working and partnership activity.
 - c) Supporting responsive service delivery, led by intelligence and evidence-based approaches.
 - d) Promoting the safeguarding of children and vulnerable adults, in particular their protection from maltreatment, exploitation, abuse, crime, and anti-social behaviour.
 - e) Engaging the conurbation's diverse communities and residents and providing accountability and transparency to increase public confidence and enhance perceptions.
 - f) Ensuring that communities and residents are engaged and informed about crime, offending and substance misuse in the conurbation, listening to what is of most concern to them and acting to tackle those issues in a timely and effective manner.
 - g) Ensuring that agencies represented in the Partnership share information and intelligence effectively to support victims and tackle offending.

- h) Promoting the interests of public protection and safety with effective communications and public relations.

- 2.4 The Partnership's vision is **"to make Bournemouth, Christchurch and Poole a safer and healthier place where communities and businesses thrive and where residents and visitors feel safe and welcomed."**
- 2.5 The Partnership's mission is to provide clear strategic vision and leadership in improving safety in the conurbation for residents, businesses, and visitors. It will work to address crime and anti-social behaviour, using data, insight, and a combination of communication, engagement, prevention, early intervention, and enforcement, and will work closely with the community to provide support to victims, especially those who are vulnerable.
- 2.6 The Partnership's priorities for reducing crime, anti-social behaviour, substance misuse and reoffending will be expressed in an annually revised Partnership Plan to be published in May each year.

3. Membership, roles, and responsibilities

Core membership: the "responsible authorities"

- 3.1 The core members of the Partnership are the **"responsible authorities"** that have a statutory duty under the Crime and Disorder Act 1998 to maintain a CSP for the conurbation and to collaborate in identifying the priorities for reducing crime, anti-social behaviour, substance misuse and reoffending. The partners are jointly and severally liable for the work of the Partnership and members should have sufficient authority to make decisions and allocate resources.
- 3.2 The "responsible authorities" are:
 - Bournemouth, Christchurch & Poole Council
 - Dorset Police
 - Dorset Clinical Commissioning Group
 - Dorset & Wiltshire Fire Authority
 - Dorset, Devon & Cornwall Community Rehabilitation Company (The Probation Service)
 - National Probation Service (The Probation Service)
- 3.3 The Partnership has a reciprocal duty to co-operate with the Office of the Police and Crime Commissioner and may co-opt additional members by agreement.
- 3.4 The "responsible authorities" have the following statutory partnership responsibilities:
 - a) To maintain and attend a strategic group to lead the Partnership, ensuring that all responsible authorities and relevant elected members are represented on the CSP Executive.
 - b) To produce a Strategic Assessment at least once a year, using a wide variety of data as part of an intelligence-led problem-solving approach.
 - c) To collaborate and commit to working together to formulate and implement appropriate strategies and plans for reducing crime, anti-social behaviour, substance misuse and reoffending in the conurbation.
 - d) To regularly review and evaluate the effectiveness of strategies and delivery plans, considering emerging concerns and ensure they are fed into the strategic assessment cycle.

- e) To publish a refreshed Community Safety Plan annually
- f) To exchange data, information, and intelligence as necessary, in particular:
 - to agree an information-sharing protocol to govern the sharing of information between the partners.
 - to nominate a designated liaison officer to facilitate the sharing of information.
 - to share certain sets of depersonalised data on a regular basis.
- g) To coordinate, pool, align and share resources and make financial contributions as necessary to support the work of the Partnership.
- h) To consult with local communities about community safety issues in their areas and the issues residents think should be prioritised.
- i) To cooperate and work with other relevant partnerships in the conurbation, such as the Adult Safeguarding Board, the Children's Safeguarding Partnership, and the Health & Wellbeing Board.
- j) To cooperate with and support the Council's designated Overview and Scrutiny Committee, responsible for considering crime and disorder matters.
- k) To take responsibility for any BCP based Domestic Homicide Reviews.

Other membership: 'cooperating' and 'participating' bodies

- 3.5 The "responsible authorities" must also plan for the active involvement of 'cooperating bodies' and 'participating bodies and persons' from the community, voluntary and private sectors that are key stakeholders in crime reduction or that represent key communities of interest with a stake in crime reduction.
- 3.6 Other such community safety partners that may be invited to attend meetings of the Partnership include the following:
 - a) Dorset & Wiltshire Fire & Rescue Service
 - b) Dorset Combined Youth Justice Service
 - c) Office of the Police & Crime Commissioner
 - d) Community and Voluntary Sector Representatives
 - e) BCP Council Officers (Place and People: Community Safety, Children's, Adults and Housing)
 - f) Dorset Healthcare Trust
 - g) Representatives from the Children's Safeguarding Partnership and the Adults Safeguarding Board
 - h) Local/regional Mental Health Trust
 - i) The Crown Prosecution Service
 - j) The Prison Service
 - k) British Transport Police
 - l) Registered social housing providers in Bournemouth, Christchurch, and Poole
 - m) School governing bodies
 - n) Local Universities and Colleges

- 3.7 The "responsible authorities" shall maintain a list of all bodies and persons designated as 'cooperating or participating bodies and persons' for the purpose of community safety engagement and will formally consult these bodies regarding the annual revision of the Partnership Plan and the priorities for reducing crime, anti-social behaviour, substance misuse and re-offending.

Councillor representation

- 3.8 Bournemouth, Christchurch, and Poole Council area comprises 33 wards with 76 elected councillors to represent residents. The Leader of the Council is responsible for the overall strategy of the Council, including appointment of the Cabinet. The Cabinet will provide leadership on improving Council's functions, including all the functions relating to community safety and crime reduction. Therefore, in addition to the Chief Executive or Corporate Director representing the Council as a 'responsible authority', the relevant Cabinet Member, shall also represent the Council on the Partnership's Executive.

Responsibilities: meeting attendance

- 3.9 Bodies or persons who are members of any of the Partnership's decision-making bodies (see Section 6, below), have a responsibility to attend meetings and to participate in making and implementing decision.
- 3.10 Bodies should be represented at meetings at the appropriate senior official level commensurate with the level of decision-making that is required from that meeting.
- **strategic meetings** – chief or deputy chief officer, executive managerial and board of directors' level.
 - **Tactical and operational meetings** – director, head of service, senior and middle managerial level.
- 3.11 Members of the Partnership's decision-making bodies shall nominate an appropriate substitute to attend in their place if they are unable to attend a meeting of a decision-making body.
- 3.12 Repeated non-attendance, or failure to attend three consecutive meetings, without reasonable explanation or apology, will be brought to the attention of the BCP CSP Executive and the agency or body being represented by that member.

Responsibilities: conduct

- 3.13 BCP CSP members are committed to the Ten General Principles of Public Life, which are in Appendix 1 of this Constitution.

4. Accountability, engagement, and transparency

- 4.1 Effective engagement and involvement of Bournemouth, Christchurch and Poole's diverse communities, service users and residents is critical to the achievement of the Partnership's aspiration to be an excellent crime and disorder reduction partnership.

- 4.2 The Partnership also holds the primary accountability in the conurbation for the reduction of crime, disorder, substance misuse and reoffending. The responsible authorities, though they retain their separate and distinct identities and responsibilities, recognise that only by pooling and aligning their efforts can the BCP CSP achieve the vision as set out in this Constitution.

Key principles

- 4.3 The Partnership will conduct its business and take decisions in an accountable and transparent manner and will actively engage with communities, residents, and service users to inform the development of its priorities, objectives and targets.
- 4.4 It will do this by:
- working with Bournemouth, Christchurch and Poole's wards and neighbourhoods.
 - working with the Neighbourhood Panels or other such local arrangements.
 - making all agendas, papers, and minutes of its meeting public, except in rare circumstances.
 - maintaining an explicit commitment to work with identified 'participating bodies and persons.
 - supporting the representational role of local ward councillors.
 - supporting the Council's scrutiny review function.
 - having a Communications Plan and Community Engagement Strategy.

Supporting Councillors' participation

- 4.5 Bournemouth, Christchurch, and Poole have 76 directly elected councillors representing 33 wards and they embody the Council's community leadership and representation role.
- 4.6 In addition to the relevant Cabinet Member, who will be a member of the CSP Executive, other councillors are able to engage in the work of BCP CSP in the following ways:
- a) By the opposition spokesperson(s) for crime, community and/or public safety issues being able to attend and speak at the Executive.
 - b) Through involvement with the ward-based Neighbourhood/Community Panels.
 - c) By addressing Council questions, motions, and petitions to specific areas of the Partnership's work.
 - d) By invoking, as a last resort, the Councillor Call for Action to refer persistent local problems of crime, anti-social behaviour, and substance misuse or re-offending to the Council's Overview and Scrutiny Committee.
- 4.7 The Partnership shall provide appropriate and reasonable support, briefing and face to face meetings as requested by councillors in support of their community representational role.

Supporting the Council's Scrutiny function

- 4.8 The Council has a statutory duty to maintain a committee of councillors to scrutinise 'crime and disorder matters' that include the relevant functions of the responsible authorities and cooperating bodies that are members of Bournemouth, Christchurch and Poole CSP.

- 4.9 The Council's Overview and Scrutiny Committee will review, scrutinise, report, and make recommendations as regards the discharge of any of the responsible authorities' or cooperating bodies' functions that relate to the reduction of crime, anti-social behaviour, substance misuse or re-offending.
- 4.10 The responsible authorities and cooperating bodies represented on the BCP CSP have a statutory duty to cooperate with all reviews, hearings and enquiries conducted by this Committee and will provide information and the attendance of officers or members at meetings as necessary to support the Committee's work.
- 4.11 If the Committee issues a report or recommendations that relate to the functions of the BCP CSP or to a responsible authority or a cooperating body, then that authority or body will respond in writing within 28 days of the report or recommendations.

Engaging with private, community and voluntary sectors

- 4.12 BCP CSP cannot function as an 'excellent' CSP without establishing strong partnership relations with local businesses, community, and voluntary groups and the '3rd Sector'.
- 4.13 The Partnership recognises Bournemouth, Christchurch, and Poole's businesses as key 'participating bodies' of the Partnership and will seek to co-opt one representative of the business community as a member of the Executive on an annual basis.
- 4.14 The Partnership will co-opt representatives from the community and voluntary sector in BCP, to membership of the Executive on an annual basis.
- 4.15 The designated 'participating bodies' of Bournemouth, Christchurch and Poole CSP in the private, voluntary and community sectors are recognised as the primary consultees for the annual Partnership Plan and the Partnership must have regard to their views before publishing any revised or updated version of the Plan.

Transparency: commitment to working in public

- 4.16 BCP CSP is an open, public partnership body and will conduct its decision making in a transparent manner.
- 4.17 All agendas, papers, and minutes of the Bournemouth, Christchurch and Poole CSP Executive shall be made public and placed on the council's or Partnership's website unless they are specifically identified as 'exempt items' by the Chair of the Partnership.
- 4.18 Exempt items shall only include items classified as 'exempt' for the purposes of the Freedom of Information Act, in particular:
- information that includes personal information about a named or identified person.
 - information whose release would or would be likely to cause significant harm to the purposes of law enforcement.
 - information which is or has been held for the purposes of a criminal investigation or which is or has been held for criminal proceedings conducted by a public authority; or which was obtained or recorded for various investigative functions from confidential sources and relates to those confidential sources.
 - information whose disclosure would prejudice the effective conduct of public affairs.

- 4.19 The Partnership recognises that the exemptions to access in the Freedom of Information Act may allow the Partnership not to release a document but do not prevent it from releasing that document.
- 4.20 The CSP Executive shall also make provision for other 'community events' to be held in the course of the year at which residents and the public can have access to and can engage with the Partnership, its members and/or any of its decision-making bodies.

Community Engagement Strategy

- 4.21 The CSP Executive shall conduct an annual strategic review of how the Partnership has engaged in the previous 12 months with communities and residents in the conurbation and make proposals for further engagement in the year ahead.
- 4.22 The strategic review will include:
- the list of persons and bodies designated as 'participating bodies' of Bournemouth, Christchurch and Poole CSP.
 - all public meetings and community events undertaken by the Partnership in the previous 12 months.
 - any other relevant engagement activities.
 - relevant analytical data relating to public perceptions, attitudes, and confidence.
 - recommendations and proposals for community engagement by the Partnership for the next 12 months.

Communications Strategy

- 4.23 A two-way communication process is a key ingredient to success, as it allows our residents to provide feedback on their concerns and it allows agencies to respond in an open and inclusive way. The BCP CSP will minimise duplication by aligning communications plans with other strategic boards.
- 4.24 The CSP shall aim to provide an effective communication process that raises awareness of the work of the BCP CSP and seek to communicate with key audiences in a way that will increase community engagement and involvement and address those behaviours and issues that directly affect individuals and communities.
- 4.25 The aims of the BCP CSP communications strategy are as follows:
- To raise the profile of the Community Safety Partnership, its aims, outcomes, and initiatives
 - To improve community confidence and gain community support, engagement, and involvement in identifying and addressing priorities
 - To raise awareness of safety measures and what is acceptable and safe behaviour in daily life
 - To gain a better understanding of behaviour, promoting an environment where unacceptable and offending behaviour is challenged and discouraged, and social norms are reinforced
 - To reduce the fear and perception of crime, substance misuse, anti-social behaviour, and adverse impact to the environment.

- 4.26 In addition, the BCP CSP shall encourage and facilitate a multi-agency approach for all engagement with residents and stakeholders, to communicate with and to understand the issues within individual communities.
- 4.27 The CSP shall coordinate communication activities across the wider Partnership so that all partners working within the CSP are working towards shared communication aims and outcomes.

Information sharing and confidentiality

- 4.28 The following key principles guide the sharing of information among members of the BCP CSP.
- a) Partner agencies endorse, support, and promote the accurate, timely, secure, and confidential sharing of both person identifiable and anonymised information for the sole purpose of reducing crime and anti-social behaviour, reducing illegal use and distribution of illicit substances, reducing re-offending and in preventing terrorism.
 - b) Agencies are fully committed to ensuring that if they share information, it is in accordance with their legal, statutory, and common law duties, and, that it meets the requirements of any additional guidance.
 - c) All agencies have in place policies and procedures to meet the national requirements for GDPR, Data Protection, Information Security, and Confidentiality. The existence of, and adherence to, such policies provide all agencies with confidence that information shared will be transferred, received, used, held, and disposed of appropriately.
 - d) Agencies acknowledge their 'Duty of Confidentiality' to the people they serve. In requesting release and disclosure of information from other agencies, employees and contracted volunteers will respect this responsibility and not seek to override the procedures which each organisation has in place to ensure that information is not disclosed illegally or inappropriately. This responsibility also extends to third party disclosures; any proposed subsequent re-use of information which is sourced from another agency should be approved by the source organisation.
 - e) An individual's personal demographic information will only be disclosed to facilitate the process of making or modifying and implementing plans to support the reduction of future harm for very high-risk adults, for example, those who would not necessarily come to attention or may not meet criteria for statutory services. For all other purposes, information must be anonymised.
 - f) Where information is shared, to facilitate safety planning and risk-reduction, only that which is needed and relevant will be shared. This will be on a "need to know" basis.
 - g) Partner agencies will ensure that all relevant staff are aware of, and comply with, their responsibilities in regard both to the confidentiality of information about people who are in contact with their agency and to the commitment of the agencies to share information.
 - h) All staff will be made aware that disclosure of personal information, which cannot be justified on legal or statutory grounds, whether inadvertently or intentionally, could be subject to disciplinary action.
 - i) Partner agencies are responsible for putting into place effective procedures to address complaints relating to the disclosure of information, and information about these procedures should be made available to service users.

5. Ways of working: key principles

The principle of consensus working

- 5.1 The goal of decision making in the Partnership is the successful implementation of the Partnership Plan to promote the safety and well-being of Bournemouth, Christchurch and Poole's residents, businesses, and communities.
- 5.2 To achieve this, successful partnership working is essential, and this can only be secured if decisions are taken by consensus at all levels of the Partnership.
- 5.3 Chairs of the Executive, Strategy groups and the Task & Finish Groups will always seek to achieve consensus between the partners following open discussion before adopting a decision.
- 5.4 Only if it is genuinely impossible to achieve consensus in a meeting will the Chair proceed to a vote, whereby decisions shall be resolved by a simple majority of those present and voting.

Quorum

- 5.5 In support of the consensus principle, Partnership meetings must be sufficiently attended to take legitimate decisions.
- 5.6 The quorum for Partnership meetings is as follows:
 - the Executive: one third of the total membership with at least three of the "responsible authorities" and at least one 'cooperating' or 'participating' body or person.
 - the Partnership Strategic Sub-Group: half of the membership.
 - the Partnership Operational Sub-Group: half of the membership.

The principle of managing by exception and delegated decision making

- 5.7 The overarching principle of decision making in the Partnership is that of management by exception. This means effective delegation so that decisions are made at the lowest appropriate level and are only escalated to higher levels within the Partnership in cases where activity and/or expenditure is off-target or at risk.

Managing Critical Incidents

- 5.8 For the purposes of this Constitution, a critical incident is one that may raise serious community concerns or seriously effect community confidence. As such, a community safety critical incident is defined by any of the following:
 - any crime or disorder incident resulting in death of a member of the community
 - any crime or disorder incident resulting in life-changing or life-threatening conditions for a member or members of the community
 - any public disorder incident, which is likely to cause disruption among residents and the public

- any incident (or series of incidents) of significant repugnance, likely to stir up hatred, retaliation, or widespread disapproval in the community, such as hate or sex crimes
- any incident that has gained or likely to gain significant media attention, or which could have reputational risk for the police and / or the council
- any other crime or disorder incident judged by the police to be a critical incident.

5.9 The responsible authorities represented on the Bournemouth, Christchurch and Poole CSP shall agree a Procedure for managing critical incidents in the conurbation. The Procedure will include:

- arrangements for identifying a critical incident and ensuring relevant members of the Partnership are informed
- arrangements for exchanging information and intelligence about the incident between the partners
- arrangements for organising a response to the incident
- arrangements for follow-up and monitoring of community confidence in the aftermath of an incident.

6. Governance structures and decision-making

6.1 The governance of the Partnership will be divided between three levels of decision making:

- **The BCP CSP Executive Board** - responsible for the strategic leadership and direction of the Partnership.
- **The BCP CSP Partnership Strategy Groups** - responsible for commissioning, managing, and coordinating delivery and implementation of the priorities adopted by the CSP Executive.
- **The BCP CSP Task and Finish Groups** - are responsible for 'day to day' operational management and delivery against action plans and to meet performance targets adopted by the CSP Executive and the strategic/tactical sub-groups.

The Bournemouth, Christchurch, and Poole Community Safety Partnership (CSP)

Executive Board – Terms of Reference

1. Introduction

- 1.1 The BCP CSP is the statutory¹ community safety partnership in the Council area of Bournemouth, Christchurch, and Poole. It is the lead partnership body in the conurbation with statutory obligations to reduce crime, anti-social behaviour, and disorder, including re-offending, and substance misuse and to promote community confidence.
- 1.2 The BCP CSP Executive Board is responsible for:
- (a) maintaining a strategic perspective and providing overall direction and leadership for the Partnership
 - (b) receiving and approving an annual 'Strategic Assessment' of levels, trends and patterns of crime, anti-social behaviour, substance misuse and re-offending in Bournemouth, Christchurch, and Poole
 - (c) based on the Strategic Assessment, agreeing annual priorities and targets for reducing crime, anti-social behaviour, substance misuse and reoffending and approving the publication of an annual Partnership Plan embodying these priorities
 - (d) providing accountability to government, the responsible authorities, communities, and residents for the reduction of crime, anti-social behaviour, substance misuse and reoffending in the conurbation
 - (e) providing financial accountability and acting as budget holder for any monies, revenue or grants received in support of the working of the Partnership
 - (f) conducting an annual review of the Partnership's capacity and capability to meet its statutory requirements
 - (g) putting in place arrangements for the sharing of information between the "responsible authorities".

2. Membership of the CSP Executive Board

- (a) the Chief Officers of each of the "responsible authorities" (or their nominees)
 - (b) the Council's Cabinet Member holding the portfolio that encompasses community safety, crime reduction, substance misuse and re-offending
 - (c) representatives of such 'cooperating' or 'participating bodies' or other such persons as the "responsible authorities" may invite to attend specific meetings or take membership.
- 2.1 The Council's and other agencies' strategic leaders with statutory responsibility for safeguarding adults, children, and young people and for the youth justice services, will attend the CSP Executive by invitation.
- 2.2 The Chairs of the CSP Partnership Strategy Groups shall attend meetings of the Executive by invitation and serve as principal advisors to the Partnership.

¹ The Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007.

- 2.3 The Executive shall also be advised by the following officers who shall attend its meetings:
- (d) the Council's Chief Officer/Executive Director(s) responsible for the public realm/physical environment and for housing
 - (e) the Council's director(s) responsible for community safety
 - (f) the Police Chief Constable with relevant responsibilities
 - (g) representative from the Office of the Police and Crime Commissioners
 - (h) any other officer or official of any of the 'responsible', 'cooperating' or 'participating' bodies as the CSP Executive shall determine.
- 2.4 The CSP Executive shall meet no less than **4** times a year (i.e., quarterly).
- 2.5 The quorum for meetings of the CSP Executive shall be one third of the total membership, with at least three of the "responsible authorities" and at least one 'cooperating' or 'participating' body or person.
- 2.6 'Highlight Reports' to the CSP Executive will be delivered via the Chairs of the Partnership Strategy Groups. Highlight reports will summarise strategic progress and challenges as well as the activities of the Sub-Groups, including progress against action plans and any other significant partnership-related issues, barriers, or successes.

3. Chairing arrangements for the CSP Executive Board

- 3.1 The Chair of the BCP CSP will chair the Executive Board.
- 3.2 The Chair of the BCP CSP will be appointed annually by the members of the Executive Board and must be a representative of one of the "responsible authorities". The Executive, at its discretion, may appoint Co-Chairs.

4. Role of CSP Executive Board members

- 4.1 The CSP Executive Board members will have the following responsibilities:
- (a) To make decisions on behalf of the organisation they represent
 - (b) To promote the work of the BCP CSP within their organisation
 - (c) To promote and deliver the goals of the Community Safety Plan
 - (d) To promote understanding and ensure application of the evidence base in both strategic direction and operational delivery
 - (e) To carry out functions assigned in the Community Safety Plan formulated by the local authority in collaboration with partners
 - (f) To promote the adoption of a 'whole systems approach', and effective practice
 - (g) To apply a 'public health approach' to addressing issues
 - (h) To encourage mainstreaming under Section 17 of the Crime and Disorder Act, 1998
 - (i) To ensure they have up to date knowledge of the evidence base relating to priorities in the Community Safety Plan

The Bournemouth, Christchurch, and Poole Community Safety Partnership (CSP)

Partnership Strategy Groups – Terms of Reference

1. Introduction

- 1.1 These terms of reference set out the ground rules for the operation of the BCP CSP Partnership Strategy Groups. They apply equally to all members of the groups, unless otherwise stated, and are designed to support members in understanding their roles and responsibilities. They are to support the business of the groups and to ensure effective, professional, and transparent working.
- 1.2 The BCP CSP is the statutory² community safety partnership in the Council area of Bournemouth, Christchurch, and Poole. It is the lead partnership body in the conurbation with statutory obligations to reduce crime, anti-social behaviour, and disorder, including re-offending, and substance misuse and to promote community confidence.

2. Purpose of the Partnership Strategy Groups

- 2.1 The Partnership Strategy Groups (PSG) act as the 'management boards' for the Partnership, managing and coordinating delivery of strategic priorities, objectives and targets. The groups are accountable to the CSP Executive for all delivery, management, and performance issues in relation to the work of the Partnership.

3. Responsibilities of the Partnership Strategy Groups

- 3.1 The principal responsibilities of the PSGs are:
 1. To promote the appropriate sharing of information to increase the safety, health, and wellbeing of individuals.
 2. To encourage integrity, openness and honesty between agencies, and foster trust amongst partners by valuing their participation and empowering them to ensure positive outcomes.
 3. To prepare an annual, statutory, Strategic Assessment of levels and trends for crime, anti-social behaviour, substance misuse and reoffending in the conurbation.
 4. To advise the CSP Executive, following the Strategic Assessment, regarding revision of priorities and targets for reducing crime, anti-social behaviour, substance misuse and reoffending.
 5. To prepare an annual Partnership Plan accordingly for discussion and agreement by the CSP Executive.
 6. To agree Delivery Plans developed by the Task and Finish Groups in accordance with the priorities, objectives, and targets of the Community Safety Plan.
 7. To support the commissioning of prevention, intervention, and enforcement activities through the pooling of resources, joint-planning and joint-commissioning. This includes identifying funding opportunities, preparing bids and commissioning.
 8. To monitor delivery and manage performance of the Task and Finish Groups.

² The Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007.

4. Membership of the Partnership Strategy Groups

- a. The PSGs are multi-agency bodies that bring together senior leaders to achieve effective strategic co-ordination in specified priority areas. The PSGs will operate in line with values of fairness, dignity, and respect, will be inclusive and collaborative, and will take collective ownership of decisions made.
 - b. The relevant Task and Finish Group Chair
 - c. Relevant officers with knowledge of the groups' priorities and strategic links
 - d. The Council's Service Director for Community Safety (or equivalent) and the police constable responsible for partnerships shall act as principal advisors to the PSGs and shall attend their meetings.
- 4.1 These groups often deal with confidential matters and membership is not opened to members of the public. If members of the public are invited in response to agenda items, the groups will ensure confidentiality is maintained, with such matters discussed in closed sitting involving the standing members, before or after members of the public are in the meetings.

5. Role of Members

- a. To work together towards safer communities in Bournemouth, Christchurch, and Poole
- b. To make decisions on behalf of the organisation they represent
- c. To promote the work of the BCP CSP within their organisation
- d. To promote understanding and ensure application of the evidence base in both strategic direction and operational delivery
- e. To carry out functions assigned in the Community Safety Plan formulated by the local authority in collaboration with partners
- f. To promote the adoption of a 'whole systems approach', and effective practice
- g. To apply a public health approach to addressing issues
- h. To encourage mainstreaming under Section 17 of the Crime and Disorder Act, 1998.

6. Meetings

- 6.1 The PSGs shall be chaired by senior officers (service directors, heads, or commissioner levels).
- 6.2 The agenda items will be generated from group discussions and finalised by the Chair in discussion with a lead officer in the Council's Safer Communities team. There will be a minimum of 8 meetings each year. Verbatim minutes will not be recorded, and meeting papers will be circulated by email at least 5 working days in advance of each meeting. Group members are required to act on their assigned actions and report back at the following meeting of the group.
- 6.3 The quorum for meetings of the PSGs will be half the membership. The absence of representatives from individual partner agencies will therefore not halt business proceedings. However, inclusion of agencies in any formal agreement or resource commitment will not be confirmed without the prior agreement of the specific agency concerned.

The Bournemouth, Christchurch, and Poole Community Safety Partnership (CSP)

Task & Finish Groups – Terms of Reference

1. Introduction

- 1.1 These terms of reference set out the ground rules for the operation of the BCP CSP Task & Finish Groups (TFG). They apply equally to all members of the groups unless otherwise stated and are designed to support members in understanding their roles and responsibilities. They are to support the business of the groups and to ensure effective, professional, and transparent working.
- 1.2 The BCP CSP is the statutory³ community safety partnership in the local authority area of Bournemouth, Christchurch, and Poole. It is the lead partnership body in the conurbation with statutory obligations to reduce crime, anti-social behaviour, and disorder, including re-offending, and substance misuse and to promote community confidence.

2. Purpose of the Partnership Task & Finish Group

- 2.1 The overall purpose of the TFGs is to ensure delivery of, and monitor progress against, the Partnership's Action plan. The TFGs shall be established annually by the Executive in line with partnership priorities.

3. Responsibilities of the Partnership Task & Finish Groups

- 3.1 The principal responsibilities of the TFGs are:
 1. developing annual Delivery Plans to implement specified priorities, objectives and targets from the Partnership Plan.
 2. coordinating and mobilising partnership and mainstream resources and services to implement their Delivery Plans.
 3. assessing and monitoring the impact of new projects or work streams against specified objectives and targets, reallocating resources to support project delivery.
 4. identifying and disseminating lessons learnt from delivery, on what works and areas for improvement, including training and development needs amongst groups of staff in any partner agency.
 5. monitoring operational risks and identifying any that require escalation to the Partnership Strategy Groups or the CSP Executive, for inclusion in the Partnership's risk register.
 6. identifying unresolved problems, slippage, resource, or policy conflicts, and instructing remedial action and/or escalating these as appropriate.
 7. advising the Partnership Strategy Groups and the CSP Executive in relation to any issue or matter relevant to the reduction of crime, anti-social behaviour, substance misuse or reoffending as it relates to their area of competence.

³ The Crime and Disorder (Formulation and Implementation of Strategy) Regulations 2007.

4. Membership of the Partnership Task & Finish Groups

- 4.1 The TFGs are multi-agency bodies that bring together service providers and practitioners to achieve effective delivery in specified priority areas. The TFGs will operate in line with values of fairness, dignity, and respect; will be inclusive and collaborative, giving space for all views and perspective to be heard. The group will take collective ownership of decisions made.
- 4.2 Membership of the TFGs shall be by invitation on behalf of the CSP Executive, with members qualified as managers or senior practitioners working for 'responsible', 'cooperating' or 'participating' bodies or other such persons as may be considered appropriate.
- 4.3 TFG membership offers an opportunity to extend active involvement and participation in the work of Bournemouth, Christchurch and Poole CSP, and the Partnership will endeavour to involve 'cooperating' and 'participating' bodies in their work, including members of the community where appropriate.

5. Role of Members

- a. To work together towards safer communities in Bournemouth, Christchurch, and Poole
 - b. To make decisions on behalf of the organisation they represent
 - c. To promote the work of the BCP CSP within their organisation
 - d. To promote understanding and ensure application of the evidence base in both strategic direction and operational delivery
 - e. To carry out functions assigned in the Community Safety Plan formulated by the local authority in collaboration with partners
 - f. To promote the adoption of best practice and evidence-informed initiatives
 - g. Apply a public health approach to addressing issues
 - h. To encourage mainstreaming under Section 17 of the Crime and Disorder Act, 1998.
- 5.1 These groups often deal with confidential matters and membership is not opened to members of the public. If members of the public are invited in response to agenda items, the group will ensure confidentiality is maintained, with such matters discussed in closed sitting involving the standing members, before or after members of the public are in the meeting.

6. Meetings

- 6.1 The TFGs shall be chaired by senior officers or managers from the "responsible authorities". TFGs, at their discretion, may appoint co-chairs. Each TFG shall be supported by a 'lead officer' appointed from one of the responsible authorities.
- 6.2 The TFGs shall meet in cycles, linked to meetings of relevant PSG and the CSP Executive, and shall meet not less than 8 times a year.
- 6.3 The quorum for meetings of the TFGs will be half the membership.

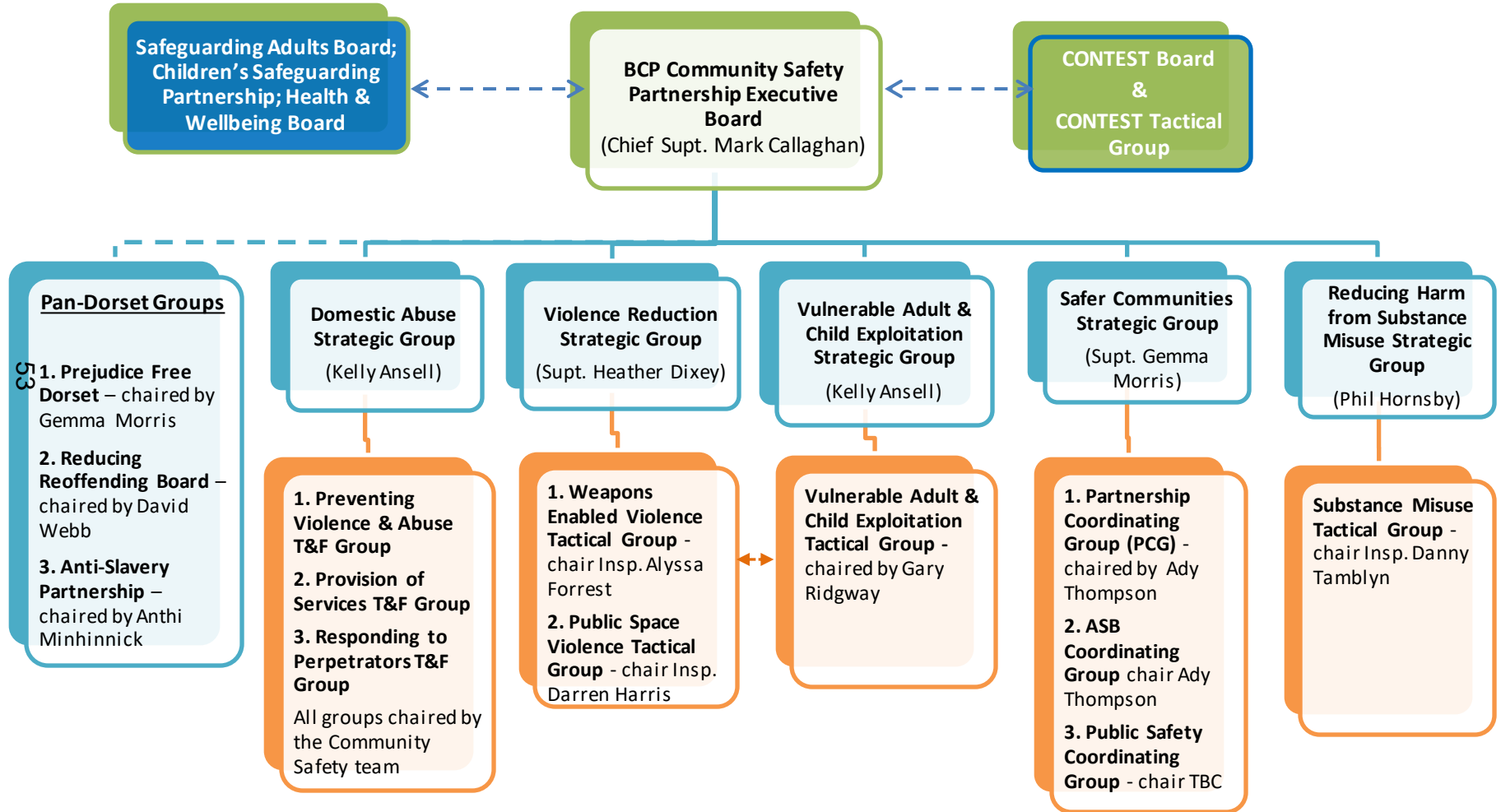
Appendix 1

The Ten General Principles of Public Life

Members of BCP CSP, including partners in all parts of the structure, will observe the following general principles of public life:

- (1) **Selflessness**
Members should serve only the public interest and should never improperly show advantage or disadvantage to any person.
- (2) **Honesty and Integrity**
Members should not place themselves in situations where their honesty and integrity may be questioned, should not behave improperly, and should on all occasions avoid the appearance of such behaviour.
- (3) **Objectivity**
Members should make decisions on merit, including when making appointments, awarding contracts, or recommending individuals for rewards or benefits.
- (4) **Accountability**
Members should be accountable to the public for their actions and the manner in which they carry out their responsibilities and should co-operate fully and honestly with any scrutiny appropriate to their particular office.
- (5) **Openness**
Members should be as open as possible about their actions and those of BCP's CSP and should be prepared to give reasons for those actions.
- (6) **Personal Judgement**
Members may take account of the views of others, including (where applicable) their political groups, but should reach their own conclusions on the issues before them and act in accordance with those conclusions.
- (7) **Respect for Others**
Members should promote equality by not discriminating against any person, and by treating people with respect, regardless of their race, age, religion, gender, sexual orientation, or disability. They should respect the impartiality and integrity of BCP's CSP officers.
- (8) **Duty to uphold the law**
Members should uphold the law and, on all occasions, act in accordance with the trust that the public is entitled to place in them.
- (9) **Stewardship**
Members should do whatever they are able to do to ensure that BCP's CSP use its resources prudently, and in accordance with the law.
- (10) **Leadership**
Members should promote and support these principles by leadership, and by example, and should act in a way that secures or preserves public confidence.

BCP Community Safety Partnership Structure (October 2021)



Groups summarised

54

Domestic Abuse Strategic Group

- Specialist services for children and young people
- Consistency in service provision across the BCP locality
- Information Sharing between key agencies
- Knowledge and skills of front-line staff
- Perpetrator interventions both within and outside the criminal justice system
- Promotion of services for victims

Sub-Groups:

1. Preventing Violence & Abuse
2. Provision of Services
3. Responding to Perpetrators

Violence Reduction Strategic Group

- Weapons related violence, incl. Knife and Gun crimes
- Sexual Violence, incl. rape, sexual assault and sexual harassment
- Public Space Violence, incl. Alcohol-related violence and robbery

Sub-Groups:

1. Weapons Enabled Violence Tactical Group (Knife Crime, Serious Youth Violence)
2. Public Space Violence Tactical Group (Alcohol- related, Robbery, Sexual Assaults/harassment)

Vulnerable Adult & Child Exploitation Strategic Group

- Serious Youth Violence, incl. County Lines
- Child Exploitation, incl. criminal and sexual exploitation, and radicalisation

Sub-Group:

1. Vulnerable Adult & Child Exploitation Tactical Group (County Lines, CE, Vulnerable YP)

Safer Communities Strategic Group

- Antisocial Behaviour
- Cybercrime and fraud
- Hate Crime
- Road Safety
- Fire Safety
- Community Engagement

Sub-Groups:

1. Partnership Coordinating Group (PCG) (SARA Location Planning)
2. ASB Coordinating Group (Street, Neighbourhood and Environmental ASB)
3. Public Safety Coordinating Group (Fire & Road Safety, Cyber Crime and Fraud, Hate Crime)

Reducing Harm from Substance Misuse Strategic Group

- Illicit drug dealing
- Drugs misuse
- Alcohol misuse
- Substance misuse treatment access
- Community prescribing needs

Sub-Groups:

1. Substance Misuse Tactical Group (Public space substance misuse, accessing treatment)

Responsibility and Accountability diagram 1

BCP CSP Executive Board

- Meets quarterly
- Provides executive and strategic leadership for the partnership
- Receives The annual Strategic Assessment
- Agrees the Partnership's priorities
- Approves the annual Partnership Plan for reducing crime, ASB and substance misuse
- Receives partnership performance information and crime and disorder data
- Acts as the budget holder for any pooled or Partnership funding

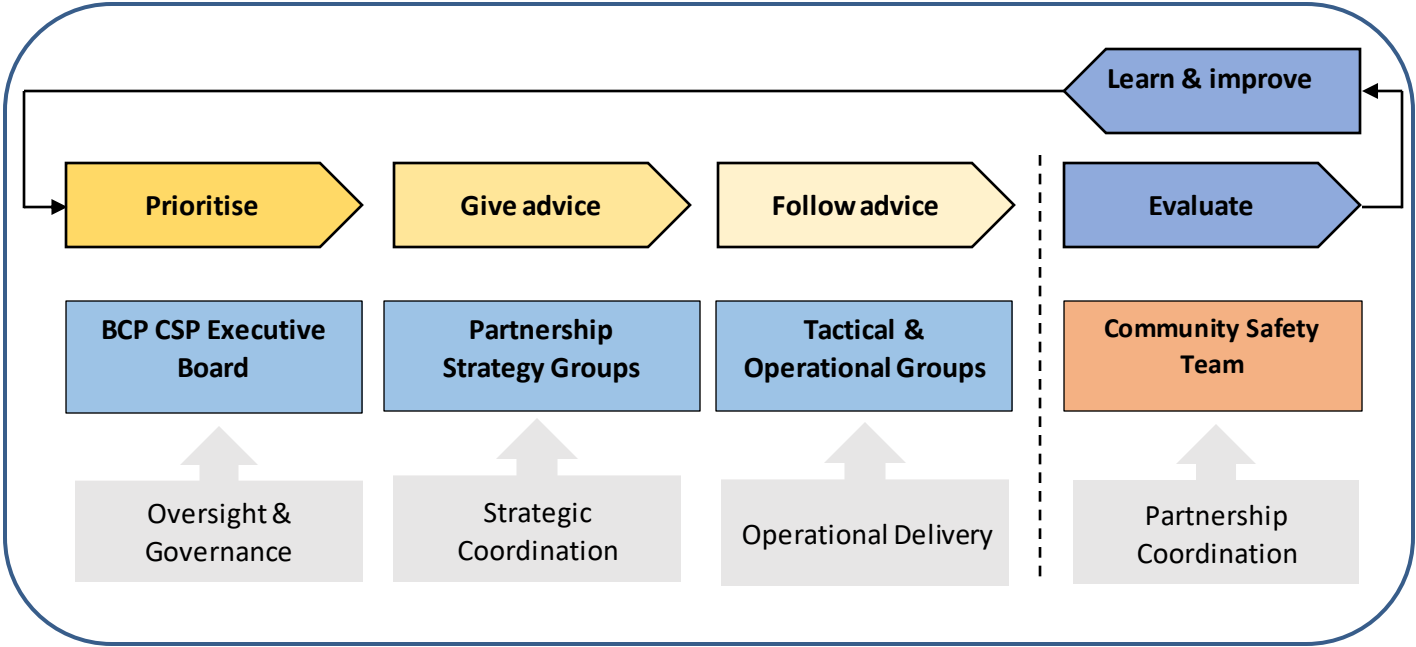
Partnership Strategic Groups

- Meet bi-monthly
- Develop crime and disorder reduction strategies and plans
- Review the Strategic Assessment and emerging priorities
- Promote information sharing and collaborative working
- Commission projects and initiatives
- Monitor programme delivery and impact
- Assess training needs, support workforce development and improve practice
- Drive communications and develop community information

Tactical & Operational Groups

- Meet fortnightly or monthly
- Develop and deliver approved Delivery Plans
- Coordinate and mobilise resources
- Deliver projects and monitor impact
- Identify and disseminate lessons learnt from service/project delivery
- Monitor and highlight risks and vulnerabilities
- Identify problems, resourcing shortfalls and policy conflicts
- Identify and escalate training needs
- Identify and promote innovation and successes

Responsibility and Accountability diagram 2



Some key CSP performance and achievements

1. The Domestic Abuse Strategic Group has begun the recommissioning of accommodation and support services for domestic abuse victims, including assessing perpetrators' housing needs.
2. Our domestic abuse training has been updated to include new elements under the new Domestic Abuse Bill, and throughout November 2021 to January 2022, weekly training sessions will be delivered to relevant staff across several agencies.
3. A bid to secure additional funding to sustain the Up2U Family Practice Model training and increase our Healthy Relationship training was successful, providing an additional £100,000.
4. The CSP has established a coordinated response to child exploitation, including developing an improvement plan in line with the "4Ps" principle to **Prepare** (through effective multi-agency leadership), **Prevent** (through timely intervention), **Protect** (through engaging those at risk), and **Pursue** (through disruption and prosecution).
5. Establishment of a Gold (strategic) group and a Silver (tactical) group to provide coordination and support to practitioners during active child exploitation investigations. The Community Safety Partnership has also put in place an investigation-management process to ensure future complex child abuse investigations are sufficiently resourced and supported by all relevant agencies.
6. Between January and August 2021, a total of 70 Community Protection Warning (CPW) letters were issued to encourage behaviour change for different types of anti-social behaviour (ASB) and other types of low-impact behaviours. The table below outlines:

Reason for serving CPW letters	Number of CPW letters served
County Lines	2
Child Sexual Exploitation	15 - issued to 11 separate hotels
Driving drug user/sex worker to obtain drugs	1
Exploitation	2
Harassment	3
Misuse of 999	1
Misuse of pyrotechnics	1
Neighbour dispute	8 – with 3 resulting in a Community Protection Notice (CPN) being issued
Street ASB, including begging or drinking	35 – representing half the total number issued, and 2 resulting in CPN
Street exploitation for financial gain	1
Targeting sex workers	1

7. During 2021 (to August), there have been **eight** civil injunctions running or in the process of being sought. The types of prohibitions/behaviours where injunction has been granted include:
 - Foul/abusive and threatening language or behaviour.
 - Exclusion zone due to causing ASB in a specific location e.g., shopping centre.
 - Non-association with named individuals.
 - No contact with named persons (for example a victim).
 - County lines: not to be in possession of an open drinking vessel, or drugs or drugs paraphernalia, not to be in possession of more than one mobile phone or sim.
8. 1 April to 30 September 2021 the Council's ASB team have recorded 53 cases of ASB involving young people, and the team is using a progressive 3-stage community consequences process, which includes a letter to parents, home visit and eventually a letter from the police.

9. The CSAS (Community Safety Accreditation Scheme) officers work closely with the police and link with other services such as Shopwatch and Rangers, and with members of the public. The following table shows the CSAS engagements in the four targeted areas of Bournemouth town centre, Boscombe, Poole town centre, and Ashley Road (Poole) between January and August 2021.

	B'mth Town Centre	Boscombe	Poole Town Centre	Ashley Road (Poole)
Engagements	894	456	1247	612
Referrals	69	13	37	27
ASB Offences	148 (17%)	49 (11%)	261 (21%)	95 (16%)
Youth ASB	15 (2%)	21 (5%)	182 (15%)	24 (4%)
Drug/Alcohol	184 (21%)	92 (20%)	236 (19%)	236 (39%)
Drug Waste Found	6	0	6	13

10. CSAS officers work closely with the police to identify breaches of Community Protection Notices and ASB Injunctions, and are involved in confiscating alcohol, issuing Dispersal Notices and Community Protection Warnings/Notices, under the ASB, Crime and Policing Act 2014.
11. Together with the police, Council officers dealt with 31 cases of unauthorised encampments across BCP during April to August 2021. Additional measures, under Section 61 of the Criminal Justice and Public Order Act 1994, were taken against those involved in ASB, which required them to remove encampments.
12. BCP council's Drug and Alcohol Commissioning Team has secured funds to support those with drug and alcohol support needs to rebuild their lives. In the first six months of the project commencing, 189 individuals have been assessed, with 165 commencing treatments. 42% are aged between 35 – 44 years old, with 5% being under 25 years old and 72% of individuals are male. 87% of individuals have primary opiate misuse and 55% of mental health issues.
13. Recorded crimes against public sector staff between 1st August 2020 and 31st July 2021 are illustrated in the table below. It's relevant to note that not all assaults have been recorded

Public Sector Worker Assaulted	Total in Group	Positive Outcome	% Positive Outcome
Prisoner Custody Officer	1	1	100.00%
POLICE	264	180	68.18%
CSAS	3	2	66.67%
NHS - AMBULANCE	14	7	50.00%
NHS – RBH & PGH	18	6	33.33%
NHS - ST ANNS	10	2	20.00%
NHS – ALL OTHER	4	0	0.00%
POLICE (Detention Officer)	2	0	0.00%
Total	316	198	62.66%

14. Much of the work of the CSP now is to ensure strategic alignment with the range of issues affecting the community. A strategic assessment of crime, ASB, substance misuse and re-offending is currently underway. We have already identified an increase in a number of offences that will require further exploration by the CSP. For example, Honour Based violent crimes and incidents, and sexual violence on the beach and in public spaces. The assessment will also help the Partnership to understand better the distribution of low-harm offences that affect residents quality of life across BCP.

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CABINET



Report subject	Biodiversity Net Gain
Meeting date	15 December 2021
Status	Public Report
Executive summary	<p>Biodiversity Net Gain is an approach to development and / or land management that aims to leave biodiversity in a measurably better state than before. Biodiversity Net Gain in the development process is now a statutory requirement following Environment Act coming into force in November 2021. The Act proposes to require all development to deliver a mandatory 10% biodiversity net gain to be maintained for at least 30 years.</p> <p>Further resources and work are required for BCP Council to be ready for the implementation of biodiversity net gain on a much wider scale than at present. This paper advises on the actions envisaged to do this including the need to appoint 2 additional ecology officers to support the planning process once the mandatory net gain requirements are brought into force.</p>
Recommendations	<p>It is RECOMMENDED that Cabinet:</p> <ul style="list-style-type: none"> (a) Support the principle of biodiversity net gain and endorse the planning service using available tools to deliver the forthcoming statutory requirements where possible at the present time; (b) Note the formation of the officer Task Force between Planning and Environment and ask for a report of their work and recommendations within 6 months of the December 2021 Cabinet; (c) Support the £93,000 of ongoing revenue funding requested from 2022/23 onwards, to sufficiently resource the services outlined in this report; (d) Notes that the £93,000 per annum from 2022/23 onwards will formally be recommended to Council as part of the 2022/23 budget and Medium-Term Financial Plan Update report in February 2022.
Reason for recommendations	To ensure the Council is ready for and at the forefront of the biodiversity net gain requirements set out in the Environment Act.

Portfolio Holder(s):	Councillor Bobbie Dove, Portfolio Holder for Community Safety and Regulatory Services Councillor Mark Anderson, Portfolio Holder for Environment and Place Councillor Philip Broadhead, Deputy Leader and Portfolio Holder for Development, Growth and Regeneration.
Corporate Director	Kate Ryan, Chief Operations Officer
Report Authors	Nicholas Perrins, Head of Planning
Wards	Council-wide
Classification	For Decision

Background

1. Biodiversity net gain is an approach to development and / or land management that results in the net improvement to biodiversity of that land when compared to its state beforehand.
2. It is not a new concept, but one that has gained increased political importance in recent times as part of a wider focus on the environment and sustainability. It comes from the growing recognition that the natural environment has often been negatively impacted by development. Whilst there are various designations across some land other less protected habitats have shrunk over the generations. Biodiversity net gain provides an opportunity to redress this and support a recover in nature to the benefit of existing and future generations.
3. In response, the government is seeking to raise the bar on biodiversity net gain through including within the Environment Act 2021 a mandatory requirement for all development requiring planning permission to achieve a 10% biodiversity net gain that can be maintained for at least 30 years. The Environment Act came into force in November 2021.
4. In term of current practice, existing development plan policy across BCP recognises the importance of biodiversity and seeks enhancements from development where possible. The Poole Local Plan already includes a specific requirement to achieve a biodiversity net gain albeit not to any prescribed level.
5. Evidently, however, a mandatory requirement for all development requiring planning permission to achieve a 10% net gain will have significant implications on the planning service and its users. It is understood there is a transition period of up to two years within the Act. With the Environment Act now in force it is considered timely for BCP Council to consider how to prepare and be ready for the mandatory requirements in order to be at the forefront of net gain and operate at pace with the implementation of this important national objective.
6. At the heart of the biodiversity net gain principle is the ambition to improve the environment where possible through the development process. This aligns closely to the Council's corporate commitment to a rich and sustainable environment in its

Corporate Strategy, Big Plan and Cleaner, Greener, Safer campaign. The new mandatory requirement for biodiversity net gain will underpin and support the Council's commitments to the environment, particularly helping the implementation of its Cleaner, Greener, Safer work.

7. This report sets out a proposed approach to prepare for net gain and seeks Cabinet approval to continue with its implementation.

Operating Biodiversity Net Gain in Practice

8. The practical application of biodiversity net gain in the development process requires an assessment to be undertaken of a site's baseline to establish the existing biodiversity state before any new development takes place. An assessment is then undertaken to establish the biodiversity position after the development has taken place including any measures to be included in order to achieve an uplift in biodiversity when compared to the baseline.
9. The prevailing method of documenting and assessing this process at present is through the Biodiversity 3.0 metric toolkit developed by Natural England. This was brought into effect in July 2021 and is considered to be most up to date way of assessing a development's contribution to net gain.
10. Natural England have also produced the Small Sites Metric and the Environmental Benefits from Nature Tool. These measures are available to use now within the planning process and designed to assist with preparing for the imminent statutory requirements for net gain.
11. In August 2021 the new British Standard for biodiversity net gain, BS 8683, was published partly to assist landowners and managers to deliver off-site net gains where development sites are unable to provide sufficient gain within their development.
12. It is also expected that following the Environment Act 2021 coming into force, secondary legislation and regulations will be released to set out more detail on how biodiversity net gain will be delivered and monitored.

Preparing for Biodiversity Net Gain

13. The concept of biodiversity net gain is understood within the local planning process but not applied any near to the proposed 10% levels included within the Environment Act 2021. Requiring a biodiversity net gain of at least 10% across all new planning applications is clearly going to have a significant impact on how applicants prepare their schemes and then how the local planning authority assesses them. To put this into context the BCP local planning authority currently processes around 4,500 planning applications per annum of which only a small proportion currently require any form of biodiversity assessment and mitigation.
14. Once the mandatory 10% requirement is in operation there will be a clear impact on both the industry and planning service response in both policy making and resourcing. In preparation for this and to service the anticipated demand from planning applications the Environment service has submitted a growth bid for 2 x additional ecology officers (1 x Senior and 1 x officer).
15. The additional officers will require an annual budget of around £92,000 per annum; this request has been submitted for consideration within the MTFP setting process. Cabinet is asked at this stage to endorse this request given the imminent statutory requirement for net gain. Once the budget has been agreed the recruitment process

will begin to add the required resource. There remains a need to agree whether the additional resource should sit within the Environment service or the Planning service.

16. In addition to needing to add officer resource to assess net gain through the planning process on every planning application, there are wider policy and delivery issues to consider.
17. In terms of policy there is a need for the BCP Local Plan to develop a standard and consistent policy approach to how development should deal with net gain. To support policy there will likely be a requirement for more detailed guidance to provide specific advice for how to calculate net gain based on proposed design responses on the ground. One option that some councils are pursuing are to bringing forward supplementary planning documents establishing expectations on how sites can incorporate net gain. The planning service are currently looking at this option to consider how quickly such guidance can be adopted to assist with the wider implementation of the Environment Act 2021.
18. Along with a clear need to develop policy and guidance, the Council also needs to consider a more strategic response to delivery as it is likely to be the case that large development sites will be unable in practical terms to achieve a 10% net gain in biodiversity on their own sites. Faced with such practical issues there is a need to consider alternative ways to deliver a net gain using off site measures. For example, there is emerging work nationally to look at credit schemes where areas of alternative land are set aside to deliver significant increases in biodiversity net gain that then development can buy into to be able to achieve their statutory 10% net gain requirement.
19. The Environment Act also requires net gain to be sustained for at least a 30-year period. This implies that there will also be a long-term monitoring role to check on the efficacy of biodiversity measures and possible take enforcement action where biodiversity deteriorates below the 10% uplift achieved at the start of the development. This again needs to be understood in terms of how monitoring will work and how it will be resourced.
20. The issues around resources, policy, guidance and delivery need further work in order to be able to advise the Council on how the Environment Act 2021 measures will be affected at the local level. In response, a Task Force is being set up including officers from the Planning and Environment services to develop the proposals further. It is proposed in this paper that the Task Force provides a report back to Cabinet within six months to set out a specific implementation plan including how the additional staff resources are to be deployed.
21. In the interim there are several significant developments emerging through the planning system that may provide immediate opportunity to deliver biodiversity net gain. This is particularly the case in Poole where achieving biodiversity net gain is a specific policy requirement in the Local Plan. Cabinet is asked to endorse the planning service continuing to seek biodiversity net gain on appropriate sites at the present time to start the process of being able to implement the Environment Act 2021 measures with pace and establish BCP Council as vanguard authority on this issue. It is recommended that the planning service use tools such as Biodiversity Metric 3 and others being developed and endorsed by Natural England to secure biodiversity net gain in the here and now.

Options Appraisal

22. The alternative option at this stage is to do nothing and wait for the Environment Act and wait until later in the transition period to respond to the new mandatory requirements.

Summary of financial implications

23. There is the implication of the growth bid request for 2 x ecology officers that will require budget of £93,000. It is considered that as it will be a statutory requirement this budget will need to be found although understand that it being considered through the MTFP process at present. The Planning service will work with finance to consider other opportunities to potentially fund these officers in the longer term through the planning obligations and CIL regimes.

Summary of legal implications

24. None identified

Summary of human resources implications

25. Net gain will add requirements on staff in terms of both policy development and additional application work to service. This is understood and part of the rationale for the staff growth bid.

Summary of sustainability impact

26. The delivery of biodiversity net gain will have a positive impact on sustainability. It will help support range of Council sustainability objectives including the Cleaner, Greener, Safer campaign.

Summary of public health implications

27. An improved natural environment as a result of net gain will have positive public health implications with more people being able to benefit from it.

Summary of equality implications

28. None identified

Summary of risk assessment

29. The risks of not preparing for biodiversity net gain at this stage will be a slower implementation of the mandatory requirements when they are established through the Environment Act 2021.

Background papers

None

Appendices

None

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OVERVIEW AND SCRUTINY BOARD



Report subject	Call-in of Decision - Tatnam Road ETRO
Meeting date	6 December 2021
Status	Public Report
Executive summary	<p>The Board is asked to review and scrutinise the decision of the Portfolio Holder for Transport and Sustainability in relation to the Tatnam Road ETRO, following the receipt of a valid call-in request from the pre-requisite number of councillors.</p> <p>In accordance with the Constitution, the Board must determine whether or not to offer any advice in relation to the decision. If advice is offered, Cabinet will be required to reconsider the decision and consider any advice offered.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <p>the Overview and Scrutiny Board consider the reasons submitted in the request for call-in, review and scrutinise the decision of the Portfolio Holder against these reasons, and determine whether to offer any advice to Cabinet.</p>
Reason for recommendations	<p>The Constitution prescribes the process for the call-in of decisions. It is for the Overview and Scrutiny Board to determine whether it wishes to offer any advice to the Cabinet.</p>

Portfolio Holder(s):	Not applicable
Corporate Director	Graham Farrant (Chief Executive)
Report Authors	Lindsay Marshall (Overview and Scrutiny Specialist)
Wards	Oakdale; Poole Town;
Classification	For Decision

Background

1. The Portfolio Holder for Transport and Sustainability made a decision under delegated authority in relation to Tatnam Road ETRO. The Portfolio Holder's proposed decision was first published on 23 August 2021, allowing a period of five clear working days for representations until 31 August 2021. Following this period for representations, the final decision was made and published on 15 November 2021. A copy of the final decision, the proposed decision (which was confirmed without modification) and other background papers is appended to this report.
2. Any decision which is not subject to urgency provisions shall not come into force, and may not be implemented, until the expiry of five clear working days after the decision was made, recorded and published, pending call-in. The call-in period ran from 16 -22 November 2021 inclusive.

Requirement for Valid Call-In

3. The procedure within the Constitution states that the Monitoring Officer will consider the Call-In request and confirm its validity or otherwise. A valid Call-In request must comply with the following:
 - a) Have the correct number of signatures
 - b) Give reasons for the Call-In. The reasons must set out the grounds upon which the Call-In is based with reference to Rule 10.2 and the evidence to support the grounds. Reasons must be legitimate and not designed to create an obstacle to or delay the proper transaction of business nor should they be vexatious, repetitive or improper in any other way.

Number of signatories (a)

4. In terms of the number of councillors who are required to make a request, the provisions in the Constitution provide that any three or more members of the Overview and Scrutiny Board, or alternatively 10 Councillors (who are not members of the Cabinet), may submit a Call-In notice, in writing, within the period specified, to the Monitoring Officer or their nominated representative. In this case four councillors who are members of the Overview and Scrutiny Board have been named as requesting the Call-In. The Monitoring Officer has therefore accepted the Call-In notice as valid in respect of the number of signatures required.

Reasons for Call-In (b)

5. Procedure Rule 10 (Call-In) states that:

Call-In applies to a decision of the Cabinet, the Leader, Portfolio Holder or an Officer that is a Key Decision and there are reasonable grounds that one of the following is applicable:-

a) The decision was not made in accordance with the principles of decision-making set out in Article 12 of this Constitution

b) The decision was neither published in accordance with the requirements for the Cabinet Forward Plan and not subject to the 'general exception' or 'special urgency procedures' set out in this Constitution

c) The decision is not in accordance with the Key Policy Framework or Budget.

6. The decision, which was a non-key decision, was made by the Portfolio Holder for Transport and Sustainability.
7. The question therefore is whether there are reasonable grounds that one of the three limbs of Procedure Rule 10, as set out above, apply. Neither (b) nor (c) apply, so the question is whether there are reasonable grounds that the decision was not made in accordance with the principles of decision-making set out in Article 12 of the Constitution. For ease of reference, these have been reproduced in full below.

Article 12 – Decision Making

- 1.1 *When the Council takes a decision it will do so in accordance with the following principles:*

(a) Be clear about what the Council wants to happen and how it will be achieved

(b) Ensure that the decision and the decision-making process are lawful

(c) Consider the Public Sector Equality Duty and its obligations under the Human Rights Act

(d) Consult properly and take professional advice from Officers

(e) Have due regard to appropriate national, strategic, local policy and guidance

(f) Ensure the action is proportionate to what the Council wants to happen

(g) Ensure the decisions are not unreasonably delayed

(h) Explain what options were considered and give the reasons for the decision

(i) Make the decision public unless there are good reasons for it not to be.

8. The email notices of Call-In from the respective councillors list the grounds and reasons for the Call-In as follows.

"With reference to the decision on the Tatnam Road ETRO we do not feel that the principles of decision-making, as per Article 12 of the Constitution, sub-sections (a), (b), (e) and (f), have been properly adhered to. In particular we believe there has been an

over-reliance on the opinion of the Ward Councillors and that undue weight has been given to those opinions over and above the wider consultation process.”

For ease of reference, the specific subsections of Article 12 that are cited in the Call-In notice are as follows.

Article 12-1.1

- (a) Be Clear about what the Council wants to happen and how it will be achieved*
- (b) Ensure that the decision and the decision -making process are lawful*
- (e) Have due regard to appropriate national, strategic, local policy and guidance*
- (f) Ensure the action is proportionate to what the Council wants to happen.*

Options for Overview and Scrutiny Board to Offer Advice

- 9. The Constitution prescribes the Call-In procedure. It is for the Board to consider the matter and decide whether to offer any advice to the Cabinet.
- 10. If the Board decides not to offer any advice to Cabinet, then the decision may be implemented immediately. If advice is offered, the Cabinet will be required to reconsider the decision in light of the advice of the Board.
- 11. Where a matter is considered and advice is offered by the Overview and Scrutiny Board, its advice will be submitted to the Cabinet for a decision to be made on the matter. The Cabinet shall consider the advice, but shall not be bound to accept it in whole or in part. It shall have sole discretion to decide on any further action to be taken in relation to the decisions in question, including confirming, with or without amendment, the original decision or deferment pending further consideration, or making a different decision. There are no further rights to enable a Councillor to submit a Call-In notice. The decision may then be implemented.

Summary of financial implications

- 12. There are no financial implications arising from this report.

Summary of legal implications

- 13. The law relating to Call-In originates from the Local Government Act 2000 which establishes that scrutiny has a power to review or scrutinise decisions made but not implemented by the executive.
- 14. The Constitution, (Part 4, Section C) prescribes the Council's procedures pursuant to the regulations.
- 15. The right of Call-In should only be used in exceptional circumstances and not as a means of delaying a decision. It is an established part of the checks and balances on the Executive.

Summary of human resources implications

- 16. There are no human resource implications arising from this report.

Summary of sustainability impact

17. There are no sustainability issues arising from this report. The decision record appended addresses relevant implications.

Summary of public health implications

18. There are no public health implications arising from this report. The decision record appended addresses relevant implications.

Summary of equality implications

19. There are no equality implications arising from this report. The decision record appended addresses relevant implications.

Summary of risk assessment

20. The procedures for processing and considering Call-In requests is detailed in the Council's Constitution. There are no specific risks associated with this report, however failure to comply with the Council's procedure rules would give rise to potential reputational damage or legal challenge.

Background papers

Published works

Appendices

Appendix 1 – Portfolio Holder Final Decision, the proposed decision (which was confirmed without modification) and other background information.

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PORTFOLIO HOLDER DECISION POST ENGAGEMENT FINAL DECISION



Report subject	Experimental Traffic Regulation Order on Tatnam Road (ETRO/7)
Decision maker	Councillor Mike Greene – Portfolio Holder for Transport and Sustainability
Proposed decision	To make permanent the current Experimental Traffic Regulation Order (ETRO) closing Tatnam Rd at its junction with Sterte Rd and Stanley Green Rd.
Proposed decision publication date	23 August 2021
Engagement period	Following the publication of the proposed decision, interested parties were invited to comment on the proposal for a period of five-clear days from 23 August to 31 August 2021 inclusive.
Comments received	A total of 333 responses were received to the proposed decision via the online representations form and a further 4 responses via email to the service unit. All responses were provided to the Portfolio Holder for consideration before reaching this final decision. A full schedule of all responses received is appended to this decision record.
Decision taken	The Portfolio Holder for Transport and Sustainability has considered any representations received and determined to confirm the decision outlined above without modification.
Portfolio Holder comments	I have read the representations received since issuing the draft decision. They suggest opinion remains strongly against the closure. However, they do not seem to introduce any significant new points which have not already been considered. As I indicated in my draft decision, I am not persuaded there are major benefits of the closure. However, nor do I see major disbenefits. I have therefore placed my faith in the ward councillors of the two affected wards (Oakdale and Poole Town), who overwhelmingly favour making the closure permanent.
Date of final decision	15 November 2021

Call-in and urgency:	Subject to any urgency provisions which shall be identified, this decision will not come into force, and may not be implemented, until the expiry of 5 clear working days after the decision was made, recorded and published.
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PORTFOLIO HOLDER DECISION - TATNAM ROAD ETRO **SCHEDULE OF REPRESENTATIONS RECEIVED VIA ONLINE FORM**

(Text is displayed as entered by the respondent and may include grammatical or typographical errors)

75

No	Name	Your Postcode	Organisation (if applicable)	Your comments
1	Craig Allison	BH14 0PQ		It should be immediately reopened
2	Jennifer Andrews	BH14 0PQ		Reopen the road please for all road users
3	Trevor	BH15 3DN		<p>This road closure is a disaster. The distance many people now have to drive to get to their destinations has increased markedly.</p> <p>There is a significant increase congestion brought about by the multiple road closures in Oakdale; I see that even more closure are to go ahead! Some residents of Tatnam Road, who one would think would benefit most from the road closure, have placards in their gardens demanding the road should be reopened. As a keen cyclist I see no benefit of these road closures, just worse air quality from the congestion and more miles being driven. It won't encourage people to cycle, the remaining roads are just busier and more polluted.</p> <p>The public consultation was very poorly advertised. I live in Oakdale and knew nothing of the proposed closures until they happened and didn't know there was a consultation process until it was too late. I now take the opportunity to implore you to remove these poorly thought out schemes before they are made permanent.</p>
4	Simon	BH15 3TH	The first floor	I have previously made comment to your schemes. The proposal of making this permanent like many others doesn't help the environment if fact it makes for longer travelling time, more congestion, passing 2 junior schools, and a built up area. Across our staff and customers compounds this. Let alone the fact that the residents of Tatum road have for years been asking for traffic calming and you constantly say no due to this being a emergency access route. A contradiction of your own words.
5	Sue Smith	BH15 1UZ		I support the decision to make this ETRO permanent. I have family living in the road and this, together with the planned improvements to Wimborne Road cycle lanes, will make it possible to cycle there instead of driving

No	Name	Your Postcode	Organisation (if applicable)	Your comments
6	Kevin Mounce	BH152DP		<p>I find this decision absolutely ludicrous. I have spoken to numerous people who find the scheme nonsensical. You're creating more traffic on the road, not less. Diverting traffic on to the busy Wimborne Road has seen long queues at the traffic lights, and that's without school traffic and a lot of people working at home still. This will cause huge problems and increase pollution.</p> <p>I accept that some residents of Tatnam Road will be happy as there is less traffic through the road. Obviously. As no one can get out of it. But what about the bigger picture and surrounding areas - they're all busier.</p> <p>I applaud the sentiment behind the scheme but there simply has to be a better way than adding 10mins of sitting in traffic to every journey anyone now makes out of Tatnam Road.</p> <p>I also find the transparency behind this process absolutely disgusting. Will you publish every complaint and email response you have had? As I bet you've lost count.</p> <p>The decision was made prior to any consultation and the consultation period is simply tick box. You already decided and obviously have not taken into account the views that go against your own.</p> <p>A very very disgruntled Poole resident.</p>
7	Linda Mounce	DT5 2AZ		<p>Thank you for making the journey to visit my son longer. His house is right at the end of Tatnam Road so I can see his house I just have to drive for another 15 minutes to be able to park at it. This whole exercise seems to have been carried out when the whole world is suffering from a pandemic. I fail to see any advantages and many people seem unaware of it. I am sure the money this is costing could be far better used. The extra miles is costing me money my son money and anyone else that visit him money and obviously with the extra miles the carbon footprint is higher. I will be interested to see if you listen to comments or just carry on regardless.</p>
8	Jean Miles	BH15 3ES		<p>I have friends who live at the end of TATNAM rd. It really is very unhelpful closing that end of the road. It adds quite a lot of time to the journey going anywhere from TATNAM rd. Please reconsider your decision to make it permanent.</p>
9	Caroline Woodward	BH15 2ED		<p>As a resident of Haynes Avenue, I would like to raise an objection to the closure of the junction between Tatnam Rd and Stanley Green Road.</p> <p>The road block increases my journey times and forces me through the town centre or up to Fleetsbridge roundabout, routes that are already busy and prone to traffic jams. A journey to Asda or B&Q takes much longer and it is frustrating to get caught in traffic that never used to affect me as I'd go down Tatnam road. This also causes me to use more fuel and create more pollution. Tatnam road is not an attractive area that people choose to cycle/walk down, the only people that</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				<p>do that are residents or people taking the shortest route to work - whether the bollards are there or not, people will still take the quickest route to work, no extra cyclists are using it due to the drop in traffic. Both sides of the road have good sized paths so it's safe for pedestrians anyway. I run down here and there has been no increase in the amount of walkers/cyclists. If anything it is more dangerous being blocked as moped riders still fly though the gap when you are not expecting them due to the bollards.</p> <p>I am extremely frustrated at having to join traffic jams on the Wimborne Rd from Hanyes Av when all I need to do is pop to B&Q which takes 5mins using Tatnam Rd. The closure just forces local traffic down the other roads that link to Stanley Green Rd like Vicarage Rd or past Stanley Green School. Wimborne Rd can be very busy, when people are back in their offices full time, traffic will be even worse, therefore I strongly disagree with the closure of Tatnam Rd. You cannot force people to cycle to work by causing the traffic to be so bad they have to. I would prefer traffic calming measures on Tatnam road or a speed camera if this was necessary, this would ensure the traffic is slower but not force people into town as its the only way out of their street.</p> <p>Regards,</p> <p>Mrs Caroline Woodward</p>
10	Andrew Woodward	BH15 2ED		<p>Leaving this road shut. Loads up the all ready packed Wimborne rd. I now pollute even more due to the 4 sets of traffic lights I go through. I also have to use the town, so I add the congestion there. I have seen no extra bikes down Tatnam Rd, so I am at a loss to understand why this road block is even being considered, I doubt you would do this in Canford cliffs. This is really effecting my mental health as this can add up to 15 minutes on to my journeys. Which in turn uses more fuel which pollutes even more.</p>
11	Brad Young	BH15 2EU		<p>I object to the Tatnam road closure. It has restricted access to my family members and businesses on Sterte Road as well as Asda and beyond. All journeys from my house now pass through either two more sets of traffic lights or the centre of Poole, leading to increased emissions due to the additional mileage and sitting in traffic.</p> <p>As a cyclist that often travels down Tatnam road to access the Holes Bay I can also confirm the journey down Tatnam road on a bike is immeasurably different. What has changed though is the traffic on Wimborne road and Sterte road which both seem busier and face longer tailbacks to be negotiated. I even witnessed someone driving down the wrong side of Wimborne Road today over taking other cars past the junctions with Stokes Ave and Sandbourne Road at high speed.</p> <p>Reasons given by Cllr Hadley at the time of the ETRO were that speeding occurred in Tatnam Road. This was not the reason the government gave funding for these low traffic areas. If speeding</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				is the real issue then install an average speed trap, fixed point speed trap, or other traffic calming measures, please don't close the road and make this area even worse for traffic than it needs to be.
12	Tara Pennington	BH15 3BD		I object to the closure of the Tatnam road this effects my travel and makes me use the main road which is becoming very busy
13	Miles	BH15 3AG		I object to the continued closure of Tatnam Road. The extra traffic that has been forced down the surrounding roads is unacceptable to those residents and their continued safety which include roads with two schools.
14	Shaun Stockley	BH17 7AH		I can't find a positive reason to shut any road apart from those that live within it. All you are doing is shoehorning traffic onto other routes which increases journey time and the amount of emissions each car then produces. I don't personally know anybody that's given up driving to these schemes. As a taxi driver all I see is an increase in traffic on the main trunk roads. Anybody that thinks shutting roads will help is somewhat confused in my opinion.
15	Natalie Plain	BH15 3HP		Tatnam road should be reopen as it will stop traffic build up on all the other roads near the schools which causes fumes, the road was never intended to ever be closed in the first place it's a through road as it was designed to be. Plus this was meant to be temporary... don't know what or who responsible but I'm guessing no one who voted to close it ever gets affected.
16	Laura Phelps	BH15 2QP		I'm yet to see any portfolio holder watching the dangerous school runs in the morning with parents dropping children off to school in the bicycle lane on Fleets Lane/Stanley Green road and doing u-turns before Sterte Bridge. How you've let this dangerous driving and parking go on for so long is beyond me. Increased traffic flow down Stokes Avenue and Haynes Avenue is significantly higher. I formally object to this road closure.
17	Vivianne Callender	BH15 2ED		I have sent emails previously detailing my objections and the reason for them. However, since you people have chosen to disregard anything not on a form or conflicting with your POV, I will repeat: 1.The Tatnam Road Closure has concentrated vehicles onto Wimborne Road, where previously, there were 3 roads to disperse them. 2 The increased mileage has further increased, not reduced both noise and pollution. 3. It is suspect that various Councillors have a vested interest in keeping the road closed.

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				<p>4. Those vehicles which previously were spread over Tatnam Road, Haynes Avenue and Stokes Avenue now speed through the last two roads mentioned, risking danger to the elderly residents and children residing in those Avenues.</p> <p>5. There is now a greater volume of heavy lorries and delivery goods vehicles forced to use roads unsuited to such vehicles</p>
18	Steve Clark	BH15 3DN		<p>As I have sent on before.</p> <p>I believe that shutting Tatnam road has not worked has put more traffic onto the main roads surrounding the area.</p> <p>The area is not designed to shut roads it just pushes problems elsewhere.</p> <p>As for getting people walking, cycling, going on buses this is not happening around the closure. Buses are expensive and the weather in this country doesn't help with cycling.</p> <p>Also I have noticed parents dropping there children for Poole high at junction and this is very dangerous.</p> <p>I strongly feel road needs to be open again and all the other road closures.</p> <p>Please listen to the public as we will not vote for you again.</p>
19	Jackie Greenslade	BH15 3AQ		<p>Maybe it would help lots if the majority of us that live in the local area would be considered in a meeting too.</p> <p>We have NOT BEEN INFORMED in any of the road closures.</p>
20	S.Martin	BH15 2ED		<p>You say: The public responses to the consultation are strongly negative.</p> <p>80% of people disagreed with the closure of Tatnam Rd, yet you still want to make it permanent - aren't councillors supposed to be a voice of the people. Where's the DEMOCRACY in your decision.</p>
21	DAB Davis	BH15 2ED		<p>What's the point in asking people for their opinion on the closure of Tatnam Rd?</p> <p>If 80% of residents want it reopened, why instead are you listening to 4/5 councillors who say otherwise!</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
22	Tom Lintern-Mole	BH15 2LS	Poole Town Conservatives	<p>The Tatnam Road closure, as with others which have been making the lives of people living and working in the area more difficult since 2020, was introduced as an emergency measure during a pandemic, by a council administration who have now lost power.</p> <p>There was considerable dismay and uproar on its introduction. As the pandemic measures have subsided, so should this measure.</p> <p>I have been actively speaking with residents in Tatnam Road and surrounding roads over many years; none had ever clamoured for roads to be closed.</p> <p>This road closure contributes to more pollution through increased journey times. It also contributes to more congestion through forcing traffic into other roads.</p> <p>I live nearby; the level of non motorised transport using the closed road is, as far as I can tell, negligible.</p> <p>It is time to re-open the roads all across Poole Town; Tatnam Road would be a good start.</p>
23	John Challinor	BH14 9LJ		<p>This, and all the other roads closed under the ETRO scheme, should be reopened. The extra journey times and congestion caused by these closures merely adds to pollution and journey times</p>
24	Gerald Andrews	BH15 2ED		<p>I Strongly object to making ETRO7 a permanent closure for the following reasons.</p> <p>Traffic has now increased on Haynes and Stokes avenues – these are not roads, but narrow streets not designed for major traffic.</p> <p>These were quiet areas but are now plagued by extra speeding traffic, (The very reason behind closing Tatnam) which is having to negotiate a 90-degree blind bend in Stokes Avenue.</p> <p>No longer can children play safely in our road, and there is now increased danger to parent's dropping off or collecting children at the nursery at the end of Haynes Avenue, which is near another blind bend.</p> <p>This extra traffic is detrimental to our mental health because of the increased noise and pollution.</p> <p>The area road system has now become inefficient which is against government policy in that instead of filtering traffic, the closure has constrained more traffic onto the residential areas of Wimborne Road and increased pollution and noise thereon, whereas fleets lane, which was a major road Poole, and mainly next to an industrial estate is now under used.</p> <p>Businesses on this industrial estate have reported a marked downturn, due lack of customers heading past their establishments.</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				<p>The decision does not take into consideration the proposed changes to the Wimborne Road cycle way closures which is totally wrong. Both decisions should be taken as one, not each in isolation.</p> <p>The initial Experiment was to promote cycling and walking. Neither of these activities have shown any increase over the Experiment period as confirmed in our regular resident surveys.</p> <p>By forcing traffic onto these avenues has increased activity at their junctions with Wimborne Road both of which have restricted vision especially when the Longfleet school parents are dropping off or collecting their children.</p> <p>There are other methods to slow traffic down, blocking the road is not efficient and does affect the response times of Emergency services.</p> <p>Closure of the road affects many people, but for the benefit of only a few residents.</p> <p>This consultation is flawed in that it was done in the pandemic, so no leaflet drops could be made. The notifications were only on social media and local newspaper. Many people do not have access to either and many have absolutely no knowledge about the consultation. The consultation must be done door to door to gain an accurate view.</p> <p>Ward councillors views are biased towards cycling, in that some are members of a pro cycling group, which is meant to be independent, yet are advising the very council on which they are elected. Some even have direct connections with eBike businesses, and others are reported to have relatives on the road in question who stand to gain from the closure. This is totally against the Code of Conduct and the Nolan Principles.</p> <p>These councillors are therefore biased, and do not truly represent their constituents views.</p> <p>As such any decision they have been party to is therefore Biased, Unbalanced, ill informed, ill researched, and therefore unsafe and the blockage should be removed.</p> <p>We have tried to be fair and offer compromises, we are not against cycling, but we feel we have been misrepresented, ignored, and subjected to a form of autocratic dictatorship by our elected councillors.</p> <p>Closing this road will therefore add to pollution due to the extra fuel needed to take a longer route, the extra time being in a queue, and is therefore directly against any form of sustainability or environmental policy.</p>
25	Jo Banks	BH15 2AY		I would like to see the Tatnam Road ETRO removed and return to an open free flowing road. The scheme has increased congestion and increased traffic on other roads.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
26	Gary Chandler	BH15 2AY		I want the Tatnam Road ETRO removed. This closure has been an abject failure.
27	David Lowman	BH15 2ED		<p>I would like to strongly oppose the closure of Tatnam Road. Since its closure the traffic and Stokes Avenue and Haynes Avenue has increase. A so called 20mph residential zone with many young families and indeed child day care facilities.</p> <p>Both Haynes Avenue and stokes Avenue have sharp blind corners the one in Haynes being particularly hazardous also with a child's nursery on the bend.</p> <p>Exiting from Haynes Avenue is now treacherous with a vastly increase weight of traffic on Wimborne Road since the closure of Tatnam Road.</p> <p>To use Wimborne Road, particularly at school and rush hours is now extremely slow to a point of standstill, i have witnessed much road rage and near misses with cars and trying to exit our roads. I am also aware that there have been accidents involving cars and bicycles because of the weight of traffic and complete lack of visibility</p> <p>As for the actual blocking of Tatnam road I have seen parents dropping children off at the dead end and then attempting to reverse up the road or conduct dangerous turns then to come up Stokes and Haynes and then join the very obvious dangers of joining Wimborne road.</p> <p>This was obvious a very bad decision of BCP and I wonder if councillors reside on Tatnam road.</p> <p>I fear if this continued madness as allowed fatalities will incur for which BCP will be wholly responsible.</p>
28	Gary Chandler	BH15 2AY		<p>I strongly oppose the Tatnam & Birds Hill ETRO schemes.</p> <p>How can a Portfolio Holder say the following and then decide to make these permanent</p> <p>Quotes:</p> <p>'I see the benefits of this closure to be limited'</p> <p>'The public responses to the consultation are strongly negative.'</p> <p>Unfortunately democracy has been swept under the carpet with these decisions.</p>
29	Carol Lindsey Thomas	BH15 1AX		This road closure would cause a huge disruption to traffic patterns and delay emergency services in Poole

No	Name	Your Postcode	Organisation (if applicable)	Your comments
30	Shaun Christopher	BH14 0RG		I think all of the road closures introduced during the last 18 months or so should be removed. It just adds to congestion somewhere else, and will be contributing to even more pollution at certain hot spots. I would be interested to see if any analysis has been performed to compare before and after closures.
31	Lindsey	BH15 2EF		Open the road! the traffic on Wimborne road is horrendous due to this closure
32	Mr Ken James	BH15 2ED		I believe the closing of Tatnam road is a retrograde step causing greater car travel which results in greater emissions and causes vehicle congestion (even more emissions whilst cars are idling waiting to move) at both ends of Wimborne road - where it goes into the Dolphin roundabout and where it goes into the Fleetsbridge roundabout and at all the various traffic lights along Wimborne Road where again traffic cues form. The only reason i have been given by councillors for closing Tatnam road is because it carries significant amounts of traffic which goes too fast - unfortunately by closing Tatnam, far greater volumes of traffic now use Haynes and Stokes Avenues, in particular larger vehicles such as vans go down Tatnam to deliver and then rather than try to turn around, come back up Stokes or Haynes, at too high a speed, to get back on to Wimborne Road. Traffic calming measures down Tatnam Road such as the kerb-to-kerb speed bumps used by Asda would be a far better resolution to the issue than closing a high use road like Tatnam with all its negative effects; these could also be used in Stokes and Haynes to stop the speeding whilst allowing the proper use of all roads. If the proposed two-way cycle lanes on Wimborne Road go ahead with Tatnam Road closed and Stokes road closed to Wimborne Road, the exit from Haynes avenue on to Wimborne Road across two cycle lanes will be an accident waiting to happen!
33	Gareth	BH12 4AQ		All roads temporarily closed should be reopened all you have done is improve the livening quality to those Who are lucky enough to live in the temporary closed roads and everyone else has to put up with longer traffic queues more exhaust fumes and noise. So a small percentage of people can have the benefit these policies should be good for the many not the few.
34	Tom Magee	BH15 2EA		dear sirs I write to ask you to reopen Tatnam road .The amount of disruption this closure causes needs to be seen .Wimborne road is a nightmare to travel along both from Poole and from fleetsbridge.as someone who has to use it .
35	Jenny	BH15 2EG		These roads need reopening to ease congestion on the main routes, therefore reducing pollution from cars/busses stuck in traffic because the routes are closed!

No	Name	Your Postcode	Organisation (if applicable)	Your comments
36	Susan Mitchener	BH15 2EH		<p>Since Tatnam Road has been closed there has been an increased volume of traffic on Wimborne Road and many times causing the road to be congested with vehicles with engine running causing in my opinion a increase to air pollution especially when children are coming out of the schools.</p> <p>On a personal level I have to attended to a elderly relative and have found a increased mileage on my car and cost in fuel and lengthy unnecessary mileage and time on my travels.</p> <p>Could you please tell me dose this increase the time for emergency vehicles to get to the houses in Tatnam Road.</p>
37	Paul Evans	BH15 2EA		We believe keeping Tatnam Road closed is the right thing to do and creates a better environment for all residents
38	Karen Lowman	BH15 2ED		<p>I am strongly against the closure of Tatnam Road. I believe that the closure of Tatum Road is due to a certain Councillor that lives on Tatnam road and not because of the reasons for the environment as being said, but it is a ridiculous decision. Firstly all the cars that would have used Tatnam road to get to Willis Way, or to B & Q or to the new Aldi are forced on to Wimborne road and this causes a huge increase in traffic on a road that is already hugely congested. Parents taking their children to Poole High park in this road, and closing Tatnam Road has not stopped them from doing this, but it now forces them to use dangerous manoeuvres to turn in the road. I have seen no more bikes or walkers using this now as before the bollards were put there. Also the bollards do not stop motorcycles cutting through them and this makes it dangerous. It has increased traffic using Haynes Avenue and although it has a 20mile an hour speed limit the cars go through there at 30 mph or more which is dangerous seeing there is a children's nursery at the end of the road.</p>
39	Joanne Bradshaw	BH12 2LX		road closures completely defeating the object. supposed to make life healthier they have caused more congestion therefor more emissions. as these were done without consent of public they should be re-opened immediately. also ridiculous and dangerous cycle lanes should be stopped immediately.
40	Alix Digby	BH15 4RB		As a Hamworthy resident with an allotment in Tatnam Farm Allotments and a community worker who often travels around Poole, I have adjusted well to this road closure and would prefer to keep this road closed as part of the Climate Emergency response. A friend is a resident who has wanted it closed for sometime, due to the amount of traffic and pollution near their home.
41	Ross Hodder	BH14 8QL		I strongly support retaining this LTN.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
42	Clare l'Anson	BH15 2DR		As a resident on Tatnam Road I am delighted that the council are proposing to make the road closure at one end of the road permanent. The ETRO has had a positive impact on my families life - less noise and fume pollution from queuing traffic; less speeding as people cannot use the road as a rat run - including the police who would regularly use it to cut through; it feels safer to cross the road when walking the children to and from school, to town or the park. Thank you.
43	David Logan	BH15 2EB		<p>Since the closure of Tatnam road the build up of traffic on Wimborne road during rush hour times has become horrendous and continues through all sets of lights right through to Fleetsbridge roundabout the impact of this build up on the environment with hundreds if not thousands of cars idling in traffic goes against any advantages gained by closing Tatnam road. If the closure of Tatnam road as I suspect is partly due to traffic going too fast when using it as a better route to the Holes Bay area. Other forms of traffic speed reducing measures could be used . I have also noticed more traffic using Stokes Avenue using it a loop back to Wimborne road. There is also a big increase in traffic using Christopher crescent, Preston rd, Rectory rd, Vicarage rd area being used to cut out Fleetsbridge roundabout.</p> <p>after reading my email could I please have a response my email is logie8@btinternet.com</p> <p>Regards</p> <p>David Logan</p> <p>ps you could at the very least maintain the plant boxes the area disgrace</p>
44	David Amey	BH15 2EB		I object to the closure of Tatnam road being made permanent. The council are also proposing to close the junction of Stokes Avenue and Wimborne Road. You are boxing us in! How can fire engines and ambulances get here quickly?! Do not go ahead with it.
45	Gillian Amey	BH15 2EB		I object to the permanent closure of Tatnam road. You are also proposing to close the junction of Stokes Avenue and Wimborne Road. You are boxing us in! How will fire engines and ambulances get access quickly?! Do not go ahead with the schemes.
46	Jeremy Pocknell	BH15 3AG		This road closure has led to increased traffic in Stanley Green and Vicarage Roads, also over Sterte Bridge as people find alternative routes. Also, following satnavs directs drivers along a road that is closed, meaning vehicles have to turn around and go back the way they came, doubling the traffic and pollution on that road. There is no evidence that this closure has increased cycling or walking as people using this route to get to work in the Stanley Green/Fleets lane areas invariably live too far away to cycle or walk.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
47	Steven Longwe	BH15 2EA		The Road shouldn't be closed permanently as this will affect the flow of traffic in other areas especially Wimborne Road as Tatnam road gives an alternative route. This would also result in more pollution in this area as traffic build up in one area. I live on Stokes Avenue and we have already noticed build up of traffic on Wimborne Road as people are returning back to work. This will even be worse once schools fully open.
48	Katrina Randall	BH25 3AR		Please reopen the road. We had to make an emergency trip to hospital and took us twice as long due to Tatnam Road being closed. Also our road, Palmer Road is now used as a race track/short cut. Surprised this has been allowed as there is a school in our road.
49	Trevor Sherwood	BH15 3PS		This madness has to stop. The congestion created by these "green" road closures is totally counterproductive. Longer journeys, more fumes more pollution.
50	Pamela Connor	BH12 3BG		I totally disagree with the closure of Tatnam road and other roads in the Parkstone/Poole area. Tatnam road is an important road to the hospital. I had an emergency drive from Fleetsbridge area. Instead of cutting through to Longfleet road using Tatnam road I had to go all the way via Asda traffic lights then held up at Poole roundabout trying to get through to Longfleet road. Ridiculous decision to close
51	John Harding	BH15 2ES		Tatnam Road It should be Re opened for cars, pedestrian, cycles and motorcycles. Inclusive for ALL!
52	Mrs Tracey Warn	BH15 3QF		I am opposed to closing local roads as it prevents motorists from using the most direct route, which leads to more congestion, car fumes etc. I live locally and walk to work and to local shops, but these road closures life more difficult for many people who work and juggle school drop offs etc As the council are allowing more properties to be built eg houses being demolished & replaced by multi occupancy buildings, maybe they should think about all the extra cars this will bring, closing roads and making main routes more congested is not the solution.
53	Mr Shane Warn	BH15 3QF		Closing Tatnam Road and others just main other roads more congested. This is not going to increase the number of people cycling, just congested and pollute other roads more.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
54	Roger Fraser	BH14 8AQ		Tatnam Road should be opened up to all traffic. The temporary closure has moved traffic to nearby roads, and cause more pollution than is necessary
55	Chris Welch	BH15 2EF		Tatnam Road is now a happy place to walk. As a wheelchair user it also means where dropped curbs are lacking (and there are a few) I don't have to take cheat death every time I have to go into the road to continue along the road. I've also noted that the many cyclists now include families which we really need to encourage. Make the closure permanent please.
56	Mike	BH15 2EZ		needs to reopen, making such a long journey from Garland road to Sterte Close via Vicarage Road or over the Serpentine bridge adding time to my visits where going direct through Tatnam road would be so much quicker and easier to care for people who need a car to get out due to disabilities
57	Elizabeth Marley	BH15 3AB		The closure of Tatnam road has greatly improved the local roads and increased cycling and walking in the area. It has also had a positive impact on the number of pupils walking and cycling to Poole High. The closure should be permanent
58	David Cotterill	BH15 3DS		Tatnam road should be reopened the closure has lead to heavier traffic using Wimborne Road and Vicarage Road. This being close to Stanley Green school a
59	Lisa Neal	BH15 4BP		Having lived in the area and commute regularly through there still I feel the current closure of Tatnam road needs to stay as it is. It has certainly allowed me to walk and cycle more safer through the conurbation and I actually get to speak to people who I would normally drive by. Most people I speak to are in favour of making these road closures more permanent as they understand each and every one of us can play a role in reducing our carbon footprint and if that means not using the car as much then yes, pedestrianisation needs supporting.
60	Maureen Hunt	BH15 2EB		When the scheme, re. the closure of Tatnam Road was first proposed It was obvious to most people that it was an ill thought out, ridiculous idea, it beggars belief that despite all of the sensible feed back and opposition from residents of the area the scheme was still implemented! Result - huge waste of money : Traffic problems, residents journey times on roads increased also thus causing considerable more air pollution, more congestion on certain roads, more stress, thus more likely hood of accidents, quality of life for residents in certain roads greatly diminished due to the increased traffic forced onto their roads. etc.etc.etc.etc. One wonders what the feed back from Emergency Services,(Ambulances, Emergency Medics, Fire brigade and Police) has been, as

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				<p>road closures resulting in longer journey times means longer response times, which can result in avoidable deaths, minutes do matter.</p> <p>The Council Must now look at the facts, admit they got it wrong ,as has been the case in other cities where ,</p> <p>despite sensible, informed objections from residents were made ,similar ill thought out road closures etc were made , and the results of the changes proved to be a mistake, thus resulting in the necessary reversal of the changes. Do not waste more of our money, listen to the residents who actually use these roads, abort this stupid plan, take the barricades away. In future engage experienced professionals with the brains to consider all of the implications of any proposed changes, and who look at and consider the outcome of similar schemes that have been introduced in various towns and cities, and have the common sense to consult with and listen to the people who would actually be affected by any proposed schemes.</p>
61	Jess Richmond	BH15 2DP		<p>Hi, I live essentially on the road closure and would be in favour of it remaining. There is a significant reduction in noise along with there being less anti-social driving as cars can no longer fly round the junction at speed. I have seen an increase in people walking and cycling along the road. However, the current barriers in place are too far back from the junction. It is forcing drivers to be persistently turning/reversing into the driveway of 115-127 Tatnam Road. It is also placing cyclists passing through in danger of the vehicles reversing out of this driveway due to how close it is. The closure has reduced the number of parents blocking this end of Tatnam and residents driveways at pick/up drop off times. The negatives experienced are the increased journey time for residents of this and surrounding roads to access local amenities, along with motorcyclist failing to comply with the traffic regulations. Otherwise, it seems to have a positive impact with more cyclists and walkers seen using this road.</p>
62	Sabine Fairhall	BH15 2DR		<p>Please do not reopen Tatnam Road.</p>
63	Mr J Parkinson	BH15 2EF		<p>I used Tatnam Road often when is was open, to turn left at the bottom, and drive over the bridge to my local garage, and the harbour.</p> <p>I also always used it to go to B&Q etc, and get easy access to the dual carriage way to Upton, and many other places.</p> <p>Now I have to join the heavy traffic down Wimborne Road, and use more time and fuel, in order to get over the bridge etc. This takes about 3 times the old trip, which means 3 times the amount of bad exhaust fumes!</p>

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				<p>Need to say, I am extremely unhappy with the council, for closing Tatnam Road.</p> <p>Also, I can assure the Council, that not one local that I have spoken to, is happy with the Tatnam Road closure.</p> <p>Kind regards</p> <p>Mr J Parkinson</p>
64	Nathan	BH15 2EB		<p>I believe this would a silly decision to make this traffic changes permanent. Wimborne Road is now an absolute nightmare and the changes have not improved the traffic issues around Poole. This scheme was initially introduced to encourage greener travel methods, the extra traffic has not improved the emissions.</p> <p>Please do not make this change permanent.</p>
65	Rebecca Gibbs	BH15 2EB		<p>I live at 23a Stokes avenue, we moved in in December 2018 and we chose this house based on location with its easy access to both Poole and the Upton bypass/holes bay to go west. I believe this scheme was put into place to reduce emissions however my journey times have now significantly increased. Wimborne road is now so much busier and more dangerous for pedestrians and cyclists. A simple 5 minute drive now takes me about 15 minutes with this detour. I don't think this has promoted cycling at all and has just caused us all longer journey times and therefore more emissions and more traffic. I understand you are aware that wholly the public response has been extremely negative towards this scheme, so I am confused as to the reasoning to making this permanent on the opinion of just 4/5 people who no doubt don't even live very close to this inconvenience. I would suggest opening the road, and putting in speed bumps along Tatnam road , or a speed camera with the money. Also, you could spend it on resurfacing Stokes avenue which is constantly full of potholes and is bumpy. I believe there are many more important problems that need solving over this.</p> <p>Thank you for reading this.</p> <p>Dr Rebecca Gibbs</p>
66	Andrew Hayward	BH15 3HQ		<p>This closure has and is causing issues with access to shops and family also causes more pollution with vehicles having to use the main road causing greater chance of incidents and issues with health and safety.</p>
67	Perry Dunford	BH16 5FL		<p>Disagree with the current closure and do not feel this particular route closure achieves the desired outcome of reduced traffic accidents and increased cycling support. The accidents surely will move to holes bay with added traffic just moving the underlying issue rather than addressing it.</p>

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				Additionally, the public opposition at 80/20 highlights a strong census that this particular closure is not beneficial overall.
68	Marion h4	BH12 4EG		To permanently close Tatnam rd will cause bottle necks at junction onto main rd ,especially dangerous for right turns. Another bottle neck at Oakdale lights and Shar of Persia...utter madness. And when will bcp council start charging bicycles for these cycle paths being laid all over area.
69	Jacqueline Johnston	BH15 3JN		I would feel much happier if Tatnam Road was re-opened to traffic. Since the closure, Wimborne Road is always busy. To be able to get to Fleetsbridge roundabout the back way without all the traffic lights was always a bonus. I don't see many cyclists using Tatnam Road. Although some may say it was a 'rat run', it is a wide enough road to cope with the cars. I lived there many years ago & would like it to revert to a 'through' road.
70	David Coleman	BH15 3PZ		Please remove restrictions and allow traffic to use all available roads. We know traffic is heavy but this kind of scheme forces everyone onto main roads which just cannot cope
71	Vivienne Jenkin	BH15 2ED		I would like to object to the Tatnam Road closure because :- 1. It results in more traffic having to use Wimborne Road which has become congested and slow moving. 2. It results in traffic from Stanley Green having to go through the centre of Poole for access. The town centre has become busier - when I thought this was something that you were aiming to reduce. 3. Surrounding residential roads have become busier as traffic has to find a way through. 4. Emergency vehicles have to take a more indirect route to access some places. 5. Apart from the fact that Tatnam Road and Stanley Green are quieter (to the detriment of other surrounding roads) Are there any positive outcomes from this road closure? 5. There hasn't been a rise in cyclists using the road as was suggested would happen. 6. Maybe there is a councillor living on Tatnam Road who wants it closed off? The Tatnam Road closure is definitely not a successful or good idea.

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72	Helen Youings	BH15 2LS		I have no idea why this was put in place as an active travel scheme. This is not a busy road so is perfectly safe for cyclists. Closing the road forces more traffic to stay on the main road; this increases congestion and pollution on the main road which is, surely, counter productive
73	John Herbert	BH15 3EJ		I feel this road is much safer than it used to be. The LTN has made the road much safer and stopped the problem of speeding cars using it as a rat run.
74	T. Stoakes	BH17 9AW		Please reopen Tatum road. To much traffic is now pushed on to surrounding roads, making for delays and more pollution on these roads.
75	Joseph	BH15 2DE		The road should be kept open. It is wide enough and isn't used as a rat run. The consequences of closing it outweigh the benefits of closure.
76	John Moors	BH15 2EJ		Since the Tatnam road has been closed there is increased traffic congestion along Wimborne road particularly towards New Inn traffic lights travelling from Poole leading to increased queuing traffic blocking access to properties along the road and causing increased safety concerns for emerging vehicles. There have been multiple minor traffic collisions due to the queuing traffic, much of which caused by the increased volume of traffic that would normally travel down Tatnam road. Journey times to the Holes Bay area for the purpose of shopping at the large ASDA from my area on Wimborne road are significantly longer as we either have to travel to Oakdale and then come back on ourselves or suffer the queuing traffic into Poole along the Wimborne road, made all the worse by the 3 sets of pedestrian lights installed during the Covid period, particularly at peak times. The value of my property has been negatively affected by the increased volume of traffic whilst conversely those in Tatnam road, who now find themselves conveniently in a cul de sac, will have seen an increase. I have yet to see what the stated benefits of closing the Tatnam road that are supposed to be achieved by the "temporary Covid" measure. The only obvious benefits are to the residents of Tatnam road whose house values have increased and live a quieter life. Being a frequent Dog walker along there, i have seen no increase in people on cycles which was part of the schemes plan to provide. safe route for them. The barriers should be removed forthwith and therefore making the Wimborne road a safer road. I see no impact studies that have looked at the effects on the surrounding areas by forcing traffic onto these routes, other than people trying to justify journey times, which were clearly predicted at non rush hour times. Perhaps a traffic volume study should be conducted along Wimborne road, particularly the queuing traffic at the lights at the New Inn from Poole.

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77	Peter Rouse	BH17 9LR		I do not agree with the closure of Tatnam Road, as this just causes more problems for traffic around that area.
78	Ross Campbell	BH15 2DR		Please leave this road closed. So much quieter, less pollution and much safer for the people that walk and live on this road. When it's open it's a rat run and not many adhere to the 20 mph speed limit. No more huge delivery lorries taking a short cut to fleetsbridge and no more emergency services going down as fast as possible. Please leave it closed.
79	Moirra Agar	BH15 2LR		I used Tatnam Road daily before it was shut. I now have to go along Wimborne road and get held up in all the extra traffic that has been diverted by the closure. What is the point of pushing all the traffic on one road. I hardly ever see cyclists along this route as there is a cycle path along Broadstone relief road that is a lot safer.
80	John Sheppard	BH15 3AS		Open Tatnam Road its a through road which eases main road traffic More people driving longer on their journeys with it closed so more pollution !!! Get a grip BCP and open all the other roads recently closed
81	Jeanette Haskell	BH15 2ED		Since Tatnam Road has been closed to vehicles, Wimborne Road is more congested and it's created more pollution from vehicles queuing. Traffic calming is a more preferable solution on Tatnam Road. It would allow access to emergency response vehicles and passing trade to businesses on Stanley Green Road/Fleets Lane. The main reason for closing the road was to provide safe access for bikes, pedestrians and motorcycles which haven't been using this route Strongly in favour of Tatnam Road being reopened to traffic.
82	Babs Plumbridge	BH14 8EJ		This road should be kept open. The detours involved are causing a lot of pollution. The elderly and disabled should also be considered
83	suky tate	BH14 8DZ		By closing this road it increased the traffic on Wimborne Road immensely, I felt safer using this road than joining all the other traffic to fleetsbridge. Not to mention the extra fuel it takes to go the long way round to my destination thus increasing my carbon footprint
84	Lynne Clancy	BH17 9LP		Please, please keep Tatnam road closed. It's much much safer for children, pedestrians and cyclists to go along it.

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				It was a rat run, don't let it happen again
85	Catherine White	BH14 0LY		Get it back open!! The council are slowly closing off and pedestrianising Poole. Poole Quay, Poole High Street, Falkland Square, The Old Town and now several roads. It's ridiculous. Causes chaos, pollution and queues. It's inconvenient and damaging to the environment. The disabled, the elderly and the vulnerable are the ones who suffer the most from restrictions. It means well but unfortunately it's disruptive and not at all well thought out nor helpful. Please have some common sense and reopen again
86	Sandy Doble	BH18 8NP		I totally disagree with the closure of this road. It puts unnecessary pressure on the main roads slows traffic flow and in no way helps anything. Please do not make this another permanent mistake.
87	Alyce Tyrrell	BH15 1QY		Please open all the closed roads as Poole is gridlocked already. Tatnam Road needs to re-open asap. Thank you.
88	James Earl	BH15 3EQ		As a nearby resident who frequently walks and drives in the area I hope you are able to keep Tatnam Road closed, recent closures have been exceptionally useful and whilst a vocal minority disagrees, I feel the roads are safer!
89	Sarah Scott	BH15 2HS		I do not support the closure of Tatnam Rd. Tatnam road is not a significant route for either cyclists or pedestrians. I have seen no evidence that the closure of the road increases walking or cycling. In fact, due to the greater traffic on the George roundabout and Wimborne road and Stokes Avenue I personally know a significant number of people consider the roads are less safe and have reduced the number of trips they take by bicycle instead. The closure is therefore counter productive.
90	Nicky Evans	BH15 2ES		This road closure has increased traffic on the main road which has led to more traffic jams and pollution. Please reopen the road.
91	Jayne Dunford	BH14 8HE		Do not close roads. This will cause congestion on other roads and so not help with pollution. This will cause chaos when the schools return.
92	Lister	BH14 8EU		Open Tatnam Road To Thro' Traffic

No	Name	Your Postcode	Organisation (if applicable)	Your comments
93	Jo Snoxell	BH18 9JP		Once schools & businesses go back full time this September, the closing of Tatnam Road will make other nearby routes more congested! This in turn will lead to more traffic congestion and pollution! The closing of Birds Hill Road in fact stops through traffic heading from the Civic Centre roundabout across to Tatnam Road via Garland Road which means that the closing of Tatnam Road is now redundant! You can no longer go from the Civic Centre across via Tatnam Road to pick up the Holes Bay Road due to the Birds Hill Road closure! Therefore, no need to keep Tatnam closed! This road needs to be reopened!
94	Christopher Matthews	BA3 3LN		Inconvenient and unnecessary
95	Stephen Carr	BH15 2BA		This closure will cause traffic to build up in surrounding roads causing further pollution to our area
96	Carol Disberry	BH15 2DE		Why on earth would the permanent closure of this road be considered, causing heavier traffic in the surrounding area????
97	Lynn Osman	BH15 3BH		<p>I am not sure of the logic behind closing Tatnam Road as all it has done is made Palmer Road where my elderly father lives much busier. It must be nice for people in Tatnam Road quieter, but the idea of a quieter neighbourhood when there are factories at the end of the road is nonsense. Also how was this put in in the first place without any consultation, or there was it was not publicised enough.</p> <p>My biggest concern is the risk to children going to school as Palmer Road is busy enough at school time without the additional traffic coming up the road from over the bridge at Sterte and not being able to turn up Tatnam road. It has also not reduced pollution save for the people in Tatnam road as it has increased traffic on the surrounding roads.</p>
98	Gary Baldacchino	BH12 4JN	Driver Training	Please reopen this road as it's closure is causing extensive traffic elsewhere & ensure it's a 20mph area
99	Georgie Adams	BH15 2DT		This road needs to be reopened to ease the congestion in Wimborne Rd and relieve usage on Stokes Ave and Haynes. Motor bikes use the access constantly even though shut off. To get to Mary place I'd work takes 20 mins whereas with Tatnam Rd open 5 mins so more fuel usage and emissions from me!! I cycle recreationally but would not even consider cycling to work in a business suit etc This road should be re-opened x 3 members of my family who are car owners and do not benefit from the road closure!!!

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100	Trevor Snoxell	BH18 9JP		It seems ludicrous to keep this road shut all its done is put traffic around the local streets and made it more congested going down Mel stock Road and Palmer Road which are already congested.
101	Adriana Skladnik	BH15 3BP		The Closing of Tatnam Road has caused longer journeys, bigger traffic and more pollution.
102	Penny	BH18 9GS		Do not close this route. More pollution would be closed. Everyone would have to use much longer routes. Silly idea to cut off ALL those roads
103	Vikki	BH18 9JG		The closure of this road is a real hindrance to travel around this area of Poole leading to long delays in travel. The public transport from Broadstone is too poor and expensive to allow for this to be used for travel in and around the conurbation
104	Ryan cox	BH15 3DG		All the roads around the area that were shut due to the apparent covid situation should be reopened to stop the build up of traffic around the area. Let's be honest it was a stupid idea to shut them in the first place who made the decision? As we don't seem to of been made aware prior to the players and cones being installed. We pay for the roads so I think that was a major mistake on your part. As always with the government one person thinks a situation is best for all with out asking first.
105	Richard McClelland	BH12 3DQ		Disbelief that you have closed the road and are considering making it permanent the extra distance I have to travel is not good for the environment because of the excess fuel consumption I thought we were all trying to help the environment how does this help also the impact on the people who live There having to detour to go to work adds miles to their travel every day not good don't do it it's a stupid idea
106	Sandra Clay	BH15 2AX		Tatnam road needs to be opened up again as it would help alleviate the amount of traffic having to go through Poole town to get to Wimborne road side from Sterte.
107	Helen Craig	BH15 4DW		I support this closure.
108	Hannah	BH12 2LH		I believe it should remain closed. People need to be encouraged away from cars, and I'd be happy to see a lot more roads closed to vehicles (aside from access for residents etc).
109	R N Appleton	BH15 2JS		Residents of the closed road will generally vote for its retention. However when they moved to the road it was a through road so they have accrued an advantage. Quietness and improved property

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				value. Consideration however must be given to all other local users who suffer a disadvantage through increased journey times, traffic congestion etc. I therefore object to the permanent closure of Tatnam road and the retention of the ETRO.
110	Nick Baxter	BH15 2DR		The majority of residence living in Tatnam Road Poole ,99% ,want the road to remain closed.
111	Jackie	BH15 3QF		<p>Closing roads does not minimise pollution - it merely moves it from one road to another. It does nothing to help traffic flow - it makes it worse. When will the council realise that it is only residents that live in a particular road closure that benefit; the minority.</p> <p>I believe that the majority of council tax payers and car tax payers would sooner see our roads resurfaced properly. Some of our roads are in a terrible conditions; it is OUR money, so please BCP spend it wisely.</p>
112	David Ricketts	BH15 2DW		the road is much safer for children pedestrians @residents it also cuts pollution
113	Michael Harmer	BH15 3LJ		I strongly object to the Tatnam Road closure and it should be reopened. It is beyond belief that there are so called educated people within the local authority who deal with these matters and come up with stupid ideas such as this. The closure of part of Darbys Lane is another example of this which all cause far more problems and inconvenience than anything else. Wake up!
114	C Donnison	BH152QG		Please open back up
115	Diane Purdey	BH15 3DR		<p>I find it difficult to comprehend you shutting the Tatnam road in Poole to traffic. This only adds to more pollution as cars have to make a longer trip around Poole to get to the other side. It also pushes cars into other residential roads adding pollution in thos other areas would not have previously.</p> <p>How many more roads are you going to shut off? People need transport to get to and from work. If you are not supplying it in the form of direct buses then you cant therefore expect people to walk. I understand for short journeys about walking but for those of us who live Mike's away from where we work. It's a ridiculous solution</p> <p>If you expect people to use buses liaise with companies so you can supply a service for them at a cost.</p>

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116	Scott Sowter	BH15 3RR		Re open the road. Ridiculous decision to close all these roads. Only people in agreeance live at the end of that road!!!! Extra traffic strain is evident on Wimborne road and Poole town roundabout. Traffic calming measures a much better solution.
117	Scott Sowter	BH15 3RR		PS - you can't even spell the name of the road properly!!!
118	Judith Mitchener	BH15 2DA		By closing Tatnam Road the best route to get out to the arterial roads and get out of the town has been disabled. The result is even more traffic along Wimborne Road and at times queues through the New Inn traffic light junction and beyond. I have never been able to see the real benefit of the closure.
119	Tessa Ingle Finch	BH14 0BX		Please reconsider and reopen Tatnam Road. Reason? Traffic pollution in Poole and the surrounding areas. Closing roads pushes more traffic onto the few roads you are not calling "rat runs"
120	Michael Down	BH15 4PP		The ETRO was only supposed to be TEMPORARY! How can you test traffic levels when so many people were either Not Working OR Working from Home? Once 'normal' Working Hours/Practice have resumed, then Traffic Levels can be accurately re-assessed and the correct decision can be made. Until then, the only logical action to be taken is to extend the ETRO to enable the Normal Day-to-Day traffic measurement(s) to be taken.
121	J Macaulay	BH14 8ER		Closing this road is not the answer to traffic pollution. By spreading the flow along different roads keeps the overall level of pollution lower than allowing it to build up by concentrating the flow on less roads, causing congestion and blighting the lives of householders on those roads. I feel all the roads closed during the pandemic should be re-opened as we return to "normality"
122	Andrea Connell	BH15 3AD		I would be grateful if you could reopen Tatnam road. By shutting this road you have caused heavy congestion on Wimborne road it has really Inpacted on the time to get anywhere and causing more air pollution. Also the boxes at the end of the road are a eyesore heavily graffiti. I feel sorry for emergency services as it takes more time to get anywhere

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123	Adrian Connell	BH15 3AD		<p>I would like to see Tatnam Road reopened. I live in Stanley green road and I for one think it inconvenient to drive around a long way causing more pollution and road congestion elsewhere. I do think it quicker for emergency vehicles to use this road to save lives.</p> <p>I also think the junction at the top where it meets Wimborne road would benefit with the addition of traffic lights enabling safer traffic</p>
124	Sara Adkins	BH15 2EJ		<p>Tatnam Road should be re-opened for through traffic. It's closure has caused much heavier traffic and polluting queues of traffic with engines running for those of us who live on the other through routes. It causes longer journeys to reach destinations the other side of the closure, therefore increasing pollution. I do not think it is useful as a cycle route as cyclists, especially those who commute by bike will use the shortest route, not via Tatnam Road. I DO NOT think the closure should be made permanent.</p>
125	Gillian Everett	BH15 3HL		<p>It was done as a trial & was never meant to be permanent. I have lived here all my life & Tatnam Road should be put back to as it was.</p>
126	Prefer not to say	BH15 2EJ		<p>Please re-open Tatnam Road, this coupled with the other road closures has lead to increased traffic jams down all the other main arteries. Ironically making it worse for cycling as anyone that has ever commuted by bike can attest there is rarely an sense in using an indirect side road.</p> <p>The traffic and pollution from idling cars in particular down Wimborne road are worse now. You've simple concentrated the problem to punish people that live on main roads. No to mention now the only routes to the dual carriage way are sequitous.</p> <p>Please rethink this strategy of closing roads without actually consulting residents first and then having a completely unpublicised hidden "public consultation" to make the changes permanent.</p>
127	Louise Instone	BH15 2ES		<p>I would like the road reopened please, it is extremely inconvenient for myself as I used to use it every day. It has also significantly increased the traffic on the Wimborne road, causing queues that never used to exist.</p>
128	Gill Tombs	BH15 2NA		<p>I'd say open it as these roads would not been closed years ago and people in maple Rd have alot of speeding idiots and lots of pollution as cut through since Tatnam Rd closed. Hopefully the Rd will be open again.</p>

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129	Brian Harwood-Butler	BH15 3NL		This is a link to Sterte. By making vehicles drive the long way round will only add to pollution. Better to add speed controllers than shut off road.
130	Paula Barrett	BH15 2JN	Medical	I feel that road needs reopening to traffic
131	Mary Barnes	BH15 2EN		Tatnam road and other closed roads like churchfield, darbys lane and now kingsbere need to be kept open. If a census was done of the actual use by cyclists it would be a tiny number. Meanwhile, traffic is funnelled on to main road with massive extra pollution from idling engines and travelling times increased. It makes zero sense.
132	Melanie Pritchard	BH15 2DR		Have live on Tatnam Road for over 20 years and it has been a joy not having traffic queuing every day. Please keep it shut. Less noise, speeding and queuing traffic and pollution. Occasionally having to drive a different way minor inconvenience. Also discourages high road usage, increased public transport use and cycling/ walking in line with wider environmental messages.
133	Lyn Standfield	BH14 8RT		I would like to see Tatnam road open, my daughter lives on Stocks Avenue it make it so much harder having the road closed, it puts a lot more traffic on the main roads
134	Keith	BH15 3QQ		<p>I wish to object to the permanent closure of Tatnam Road, around Stokes Avenue, to any vehicle wider than a bicycle. I would positively suggest that to discourage rat-running to the Co-op and takeaway shops at the junction with Wimborne Road/ through rat-running to Garland Road, Jolliffe Road and St Mary's Road that the latest design of speed humps are put down, together with at least two raised or humped pedestrian crossings. The type of speed-hump and crossing I envisage may be found on Boscombe Overcliff Drive BH5 between Woodland Avenue and Browning Avenue in the vicinity of their bowling green.</p> <p>Within 7 years the general level of CO2 from vehicle exhausts will fall dramatically as the worst-polluting vehicles come off the road and are almost all replaced with pure-electric. If all 4-wheeled vehicles' speed is also kept down by 'sensible' humped crossings and other local humps, then the vital small(er) delivery vans, homecare visiting staff, emergency services and - yes - the odd few-dozen single- and dual-occupancy cars some containing people with disabilities who CANNOT walk far can share the road around The Tatnam with cyclists and pedestrians. If all you do as a policy is to ban anyone with a car from any street other than a designated 'A' road, 'B' road or wide local street. then you will turn BCP's area into total gridlock (except in the small hours of the morning!!)</p>

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135	Tatnum is a misspelling of Tatnam.	BH15 2LJ		<p>I'm wondering if anyone else struggled to find this consultation. Tatnam has been misspelt on this form and the main page for this consultation as "Tatnum" which might explain why I couldn't find this page via web search.</p> <p>Increasing traffic by restricting access to less busy routes makes the pollution worse for people that live on the main roads near Tatnam Road yet it seems no one cares about us.</p> <p>Sufficed to say I object to the permanent closure of Tatnam Road.</p> <p>To cover all eventualities I also object to the road closure of the fictitious "Tatnam" Road too. Though now I'm worried about how many other people couldn't find this consultation due to the spelling mistake.</p>
136	Jeremy Ramsden	BH15 2EA		Open the road and for God sake make a byelaw that forces cyclists to use the cycle lanes you've spent millions creating. Thank you.
137	Ian Roberts	BH15 2BZ		Tatnam road closure means we have to drive via the main poole roundabouts creating congestion and actually go further so INCREASING the amount of CO2 given off... Shutting it for ecosystem reasons is ridiculous because of this. If there is another reason please be honest and let us know. But for ecosytem reasons it should be reopened now.
138	Sarah	BH15 3NN		I am not in favour or making this permanent. I believe that one way to keep everyone happy would be to put in traffic calming, speed bumps etc. The alternative would be to enure these roads are one way only, with traffic calming measures. Surely it doesn't cost more to do that than to install planters that cost money to maintain and bollards?
139	Claire White			I would like to see this road reopened as the chaos caused by the closure makes more traffic along Wimborne Road and journeys so very much longer.
140	Jo Ward	BH15 1UN		<p>The closure of Tatnam Road causes significant diversion to get to our Fleets</p> <p>Road garage. Increasing the carbon footprint in fuel usage. Please reconsider whether this is truly effective.</p>
141	Mary Scott	BH15 1YE		<p>I think Tatnam should be reopened to traffic.</p> <p>This would allow easier access to the main roads out of Poole avoiding the congested area around the hunger hill roundabout. The congestion caused by this closure have made the roads adjacent to Tatnam road overused and unsafe especially around School opening and closing.</p>

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				<p>The increased congestion in fact makes the roads less safe for pedestrians and cyclists. I have not witnessed any increase in use of Tatnam rd by cyclists or pedestrians. In fact I think cyclists are less likely to travel by bike as a result of the increased congestion and increased danger due to the road closure.</p> <p>Traffic on Wimborne rd is increased with queues causing dangerous pollution to the houses on that road. The increased traffic on Wimborne road is also a hazard to students at Poole High.</p> <p>The closure of Tatnam road was ill considered and dangerous and should be reversed.</p>
142	Gary Finch	BH15 3HS		You could start by spelling the name of the road correctly
143	Andre	BH15 3EJ		Tatnam Road should be reopened to cut down emissions by saving unnecessary diversions for traffic we are all supposed to be aware of global warming but Poole Council seem to be oblivious of this judging by most of their stupid road closures around the town. Most of these closures are adding mileage to journeys with no advantage to safety. It's time the councillors remember they should be working for the people who put them in the position and listen to public opinion.
144	Robert	BH16 5AY		Totally disagree with this scheme
145	Sandra Toogood	BH17 8BX		Closing the roads in Poole will just force more traffic onto other roads and make it difficult for people who live in the vicinity of the closures, and potentially more difficult for any emergency services to reach them. Closing roads will not stop people from using their cars, but it will make people drive further and therefore increase the pollution levels. Roads were built for a reason, leave them alone.
146	Brian Sharman	BH15 2EB	Stokes Avenue Resident.	having to exit Stokes Avenue to Wimborne Road to travel to destinations west means a much longer journey both ways. Example Asda Store Holes Bay, it used to be 5 minutes through 2 traffic signals and you are there. Now I have to go through 7 traffic lights and 3 roundabouts taking 20 minutes or even longer depending on traffic. also family and friends having to travel further as well . not doing very good for air pollution .I have not seen any difference in children cycling to school since it started past our house.just usual school traffic 7-9 am and 3-5 pm.
147	Gavin Wright	BH15 2AZ		You must reopen Tatnam road. I live in Sterete and have to drive my disabled mum to Garland Road. It takes significantly longer and I create more pollution by having to drive via Town Gate Bridge. Tatnam road is not a rat run but a major urban route. Do not let corrupt councillors sway your decision just because their mother lives in Tatnam road. Thanks

No	Name	Your Postcode	Organisation (if applicable)	Your comments
148	Donna Cronk	BH15 2AZ		Tatnam Road should be re opened ,it takes longer to go all the way round . Adding extra time to any journey .
149	R Johnston	BH15 2AG		Closing off Tatnam road to through traffic has increased people driving into Poole Town or through Oakdale to get to where they need to travel to. This increases the amount of pollution from traffic and more petrol/diesel being used. How is this helping becoming carbon neutral.
150	Lynda Clark	BH15 3DN		Not in favour of Tatnam road being shut, just makes more pollution by cars on other roads queuing more as less roads to access.
151	Marie Campbell	BH152AG		Tatnam Road should never have been closed. I see very few bikes using Tatnam Rd, certainly not enough to warrant closing a road off. How on earth were the local council able to close roads off without any valid reason.
152	Elizabeth Docking	BH15 2DS		Please do NOT reopen Tatnam Road to traffic, as a resident of Tatnam Road the benefits have been amazing. Initially I was against the closure but having experienced the benefits I dread the road reopening. The air quality is so much better, the house isn't full of dust constantly. I used to have to dust daily but now it's weekly! Such a worry as we were breathing in that amount of dust daily! We get a good nights sleep now as we're not woken up or kept awake by speeding cars using the road as a rat run at all times of the evening and through the night. I can cycle along the road without the worry of a speeding car. We can cross the road on foot safely, as can the school children without the worry of speeding cars. Every resident in Tatnam Road I have spoken to agrees that it is a much nicer place to live with the road shut. So please, please, please DON'T reopen it. Thank you in advance.
153	Jim Malcolm	BH14 2BA		I live in Sterte and have for the past 30 years been a regular user of the shops at Tatnam but now find that to use these local shops i have to travel considerably further to do so. My only route now is through Oakdale or over Hunger hill fly over which mostly has me sat in traffic or at traffic lights. This has added massively to our carbon footprint which is not good for our environment and you have not achieved any increase in cycling or walking which was one of your aims. I am disabled and have to rely on my car to be able to shop.
154	Mrs S Didcock	BH15 2BA		No rhyme or reason why this road should be closed what does it prove nothing

No	Name	Your Postcode	Organisation (if applicable)	Your comments
155	Linda Cromie	BH15 3SG		Feel strongly that Tatnam Road needs to reopen as traffic is forced to other roads and longer distances causing far more pollution as traffic builds up elsewhere . Traffic calming measures if needed to reduce any speeding concerns.
156	John Perrin	BH15 2AU		How many times do I have to sign up to surveys .to oppose the closure of Tatnam rd .completed several last year to say no.a decision was to be made in March this Yr.it seems like you lot are not listening to us locals. THE ANSWER TO THIS IS A BIG NO AND KEEP IT OPEN .and stop closing roads .if you want to close a road start with the councilor representative rd first see how they like it
157	Lucy Greenslade	BH16 5EQ		Please open again makes the commute to Poole and back easier especially in the summer.
158	Amanda Mason	BH15 3BL THANKS		The traffic now coming up and down Stanley Green road is disgraceful since Tatnam Road has been closed. All vehicles have been pushed down Stanley Green Road which is in between two main schools. It is so dangerous for children.
159	Carole Norman Andrews	BH15 2ED		<p>Answering your survey once again.</p> <p>I am absolutely against the closure of tatnam road .</p> <p>There are many other workable alternatives which would produce a road for all users .closing a road is not effective use if inferstruction. You have put more traffic on to other roads causing pollution noise and congestion.. benefits only the few on I sign of extra walkers no sign of more cyclist frustrated parents trying to get to work. Haynes and stokes have dangerous 90 degrees bends turn from stokes ave to tatnam turning is dangerous because of parked cars bottle necks caused by parking nursery at the end of Haynes ave more traffic though a very quiet road .turn from Haynes to wimborne road dangerous extra cars and vans down Haynes and stokes at wayover</p> <p>20 miles an hours .this did not happen before.travel time to destination increased massively not as your computer's says ward councillors so pro cycle they can't and will not listen or represent the other side .Emergency vehicles now travel longer distance absolutely the consultation is not robust as not all people have access to a computer disabled people not consider properly cares who are low earners spend more and if held up have less time with those that need them most .community relations between roads no longer friendly .told by ward councillors your just have to get use to it .Have planters in your road . I could go on with the disadvantaged there are many .</p>

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				<p>But a well thought out scheme with consultation that involves all needs to takes in all road users would be much better money wiser spent.</p> <p>You have said Ltn no consultation directly about this much better for tatnam but it would not be better for Haynes as we take the traffic just silly</p> <p>We have spoken to people with business on street road some business have lost costumers this is not right .</p> <p>The road needs and should stay open</p>
160	Elaine Tilsed	BH15 2DA		<p>I vehemently object to the closing of Tatnam Road. It is not just a question of re-opening a vital link road between two neighbourhoods that have now become separated. Re-opening the road will reduce traffic build up in surrounding roads and return the area to its natural character.</p> <p>We all hope sense will prevail.</p>
161	David Mason	BH15 3BL		<p>The closed end of Tatnam Road has meant long diversions for many motorist creating more traffic on other routes especially Wimborne Road and Stanley Green Road.This has just pushed more traffic on to nearby school routes and Vicarage Road.</p>
162	Pat James	BH15 2HP		<p>All this has done is push traffic to use Stanley green road which is by an infant school and to use vicarage road. Wimborne road traffic has been a nightmare since Tatnam road has been closed.</p>
163	Robb Tooley	BH15 2LH		<p>Tatnam Road has been a much more pleasant area since the introduction of the modal filter. Before this it was a busy rat run, particularly in the morning rush hour, and I experienced this daily whilst walking my child to Oakdale School. The speed and volume of the traffic was actually enough to discourage people from using the pavements, let alone cycling on the road. The closure to motor vehicles has taken away an option for me as a motorist but I believe this is a sacrifice worth making for those who wish to walk or cycle on this road and also for the residents.</p>
164	Carole Coveney	BH15 2ET		<p>The closure of Tatnam road has made the surrounding areas very dangerous and congested during school times Jollife Road is a rat run for those avoiding Wimborne road and Garland road is congested and high speed. The traffic down vicarage road as a result has increased and there will undoubtedly be a fatal accident at the junction of vicarage and Stanley green in the future.</p>
165	Robert Eaton	BH15 3AH	Cam Motors (Poole) Ltd	<p>The closure of Tatum Road has had a detrimental impact on business located on the Stanley Green Road, passing trade has disappeared. It has increased the length and time of journies to and from with the impact on fuel usage mileage and traffic congestion transfer that has created. It</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				has not increased walking or cycling. This has been a poorly thought out implementation and needs urgent review listening to the actual residents and businesses no just "certain" individuals. The many not the few.
166	Jill Parsons	BH15 2BA		The closure of Tatnam Road has not had the positive effect (to have more cyclists) that the Council had probably hoped for. It has been a decided failure and a complete waste of money. Those poor residents who live down near and at the closed off end have the devil's own job to reach their homes should they not be lucky enough to have Wimborne Road as their route home. The Council needs to wake up and start thinking about ALL residents not just cyclists. The Beryl Bike scheme has also not been worth the money spent on it. They are abandoned everywhere and I have seen people using them a handful of times in the period they have been made available. Two schemes to assist with traffic problems and to get people cycling have both failed miserably. Shame on the Council. What will the next harebrained idea be?
167	Ellen Witt	BH15 3DN		It was short sighted to close Tatnam Road as I used it regularly to get home but now I have to go all the way to Oakdale traffic lights from Poole to come back. Where's the saving in the emissions when sat in a car at several lights ?
168	Ian Clarke	BH14 0QS		Please re-open Tatnam Road to through traffic.
169	Graham	BH18 9WA		Please just leave Poole as it is, constant change that alienated voters. See you at the ballot box.
170	Sandra lush	BH15 3HJ		Open the road again, it has pushed all the traffic into Wimborne road
171	Kayleigh Symes	BH15 2DW		I'm disabled and I can't go far when you closed that road it made my life a living nightmare trying to get to asda, aldi has I don't drive it now takes me longer and causes me more pain to get to the shops
172	Barbara Hicks	BH14 9ND		The lunatics are definitely running the asylum. We are not Holland. We do not have structure for this. It is wicked spending all this money in these hair brained schemes. Open up our roads again. I feel so frustrated and helpless about this.
173	Lisa Fallon	BH15 3LN		Re open the road
174	Lucie Allen	BH13 7PP	BH Active Travel	BH Active Travel supports all existing and proposed LTNs and modal filters including this one at Tatnam Road. LTNs are part of the bigger picture when trying to create safer routes for people to walk and cycle should they wish to do so.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
175	Karen Hansford	BH12 4EY		Open Tatnam Rd, not sure why you have blocked various roads, what now cause more gridlock in and around poole, the traffic is most certainly alot worse now than it has ever been
176	Leigh Instone	BH15 2ES		As a result of closing Tatnam Road you have diverted and increased road traffic onto roads which service 2 schools. By re opening Tatnam Rd you will once again reduce the risk of potential accidents with school children and residents alike.
177	Carly Bryant	BH15 2FJ		These road closures have been a disaster. It has caused so many issues for the local residents. We are all now forced to drive the long way around to everywhere which increases pollution and the cost of petrol. These are not journeys people could walk so it has caused the congestion in the area to be unbearable. Lots of near accidents with people not knowing the road is shut and doing dangerous manoeuvres to turn around. Please please open our roads
178	Michelle Sibley	BH15 3EQ		Tatnam Road needs to be reopened as soon as possible. All you have done with this closure is push more traffic on the surrounding roads. Parents are stopping on the main road to drop children off for Poole High school making it dangerous for the children walking to school!
179	Jennifer Walker	BH15 4HJ		Open Tatnam Road , closing roads causes more congestion and pollution on the surrounding roads
180	Lorraine Simmonds	BH15 3LH		Traffic needs to be spread out not all sent to Wimborne Road. Open Tatnam Road again
181	Sara Parry	BH17 7DN		This road closure causes a much longer journey to get to School. I work in Sterte and will need to drive past work, to go around Holes Bay to get back to School. It makes each Journey at least 10 minutes longer each way.
182	Anthony Smith	BH15 2DW		<p>As a resident on Tatnam Road (please note spelling) for over 18 years I see the marked change for the good it has done. This road was very dangerous, at all times and was often congested, making the junction at Tatnam Crescent much more hazardous. Many concerned residents had approached the council for traffic calming measures over the years, but to no avail, we know it is only a matter of time before this rat-run would see a horrible incident.</p> <p>I used to travel in both directions all the times as a self employed trades person so have had to adjust to the change in travel, but the negligible extra travel time is of no concern.</p> <p>Please keep the road closed.</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
183	David Colpman	BH14 8AA		This is part of an excellent set of road closures that make a big difference cycling from the Civic Centre area to the retail park at Fleetsbridge and Upton Country Park . I have really enjoyed the low traffic roads . I also drive to the retail park but am happy to leave these roads to be peacefully enjoyed by residents, pedestrians and cyclists
184	Lorna Howard	BH15 3EY		I support this road being reopened.
185	Sarah smith	BH15 2DW		We are very happy for our road, Tatnam Road (Please note the correct spelling; It is NOT Tatnam) to remain closed. It is far safer for school children, pedestrians and bikes and is not so congested at the Tatnam / Wimborne road junction. We have had to make minor adjustments to car journeys but that is a small price to pay and it has encouraged all of the family to cycle/ walk more. Thank you
186	Peter Borrett	BH15 2EU		If the council go ahead with the proposed changes to Wimbourne Road and associated side roads, within a short time there will be a serious accident, if not a fatality. It has been very poorly thought out.
187	David Smith	BH15 4AT		I object to the continued closure of this road it has made picking up my children from Oakdale junior more time consuming adding to the carbon footprint the scheme was aiming to offset. I have seen very little or no use of this route by the intended users which is a shame.
188	Barbara CROWLEY	BH19 2NY		For access to family home on Parkstone Road without travelling via roundabout.
189	Trevor Small	BH17 7XT	Rocket Charters	Re open Tatnam road to vehicles . The closure of Tatnam road is causing traffic congestion and causing me to drive further to reach my destination . This means my travel time is being increased and my carbon footprint enlarged for no reason at all. I believe this closure was initiated by a few corrupt then councilors that thought this closure would increase their neighborhood property values. Nothing to do with safety or the environment.
190	Andrew Barnes	BH15 3JX		Please keep this road closed as it makes my cycle journey much safer.
191	Jean Vincent	BH15 3QY	N/A	The closure of TATNAM Road and Darbys Lane have been detrimental to all other Roads in and around Oakdale.

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				Making them much more dangerous for children going to the 5 Schools in close proximity serving the majority of children of all ages in the area. We live in one of these other roads and have seen the big increase in traffic and now with Kingsbere Road potentially being closed it can only get worse. I see that the majority of people who want them to remain closed are residents, surely the views of the other people living in the area should be important as well.
192	Emil Young	BH15 2AX		To maintain the current road closure and allow pedestrians and cycles only accessing Tatnam Road from Stanley Green Road. This has work well since its introduction and lessed traffic trying to cut through access along the road to access Garland Road and Longfleet Road as a rat run in early morning and evenings with cars and vans exceeding the previous speed limits of 30 and then 20mph. It has made it safer for pupils attending Poole High school too. Please keep it closed and not like the bridge road through Poole Park.
193	Diane Wood	BH18 9EQ		I would like to see this road kept open but with a speed restriction so that it doesn't get used as a rat run. Also please ban e-scooters. They are dangerous and not being used properly.
194	Rachel Huggett	BH15 2DR		<p>First of all I would like to point out that our road, the one I live on, is spelled Tatnam Road, not Tatnam Road. It doesn't feel as if the council have really got a grip on things to do a consultation with the name of the road not properly represented.</p> <p>Life has improved immeasurably since the road has been closed. This is also true for all the neighbours that I am friends with on this road (quite a few, in spite of my penchant for correct spelling). It is now possible to cross the road more easily and without waiting for ages for fast cars to pass. Cars had been zooming down here at quite a pace and congregating along the road under our window until they could turn on to Wimborne Road. It is quieter and we are no longer woken up in the night by noisy cars and motorcycles going at speed. The air quality has noticeably improved as well. It is more peaceful now and good and this promotes good mental health. We can also find parking spaces which is useful when friends are coming to visit. Previously available parking was taken by people waiting to pick up their children from school but as it is not a through road this happens less.</p> <p>I strongly recommend that this road stays closed for the peace and wellbeing of my family and and for the other families who value peace and wellbeing on this road.</p>
195	Christine Bennett	BH17 7DT		This closure was put in place because of COVID 19. Now the government has lifted restrictions there is no need for it. Or all the other roads they have blocked off.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
196	Sarah Bennett	BH16 5SA		I really don't understand what is going on with this council. Please keep this road open as it has been for years.
197	Janice Singleton	BH15 3AD		<p>Tatnam Road closing has effected all other local roads in an unsafe way. There are too many cars now on other roads and traffic build up is causing more pollution in one area. People are driving faster as further to travel and spending more time in their cars necessary due to the unnecessary road</p> <p>Closure. It has made other roads become less safe and when the children return to schools soon it's an accident waiting to happen. Why not do a 20</p> <p>Mile per hour or speed bumps on all local</p> <p>Residential roads. Why was the road closed anyway? There was no evidence shown of reasons and now it proves the wrong decision has been made due to the issues caused to other roads and safety issues.</p>
198	Louise Makey	BH15 4BU		It needs to be reopened. Its a silly decision to shut it so please open asap.
199	Jane	BH13 7JQ		Tatnam Road being closed leads to increased pollution and increased congestion, forcing traffic through the already congested town centre and the George roundabout when it was previously possible to avoid it. Please reopen this road immediately.
200	Andrew Suttle	BH15 2DL		Re open Tatnam road, it causes heavier traffic on the main roads which causes worse air pollution. It also is an annoyance for emergency service vehicles trying to attend Sterte road
201	Paul	BH14 9JG		Should be opened immediately. Causes major disruption to accessing Poole High School. The largest secondary school in the area should be supported by the infrastructure not disrupted. This is made worse by the removal of dedicated public transport instigated during covid.
202	Kelly	BH15 2LH		<p>I believe the road was closed for one reason only, covid. Now its time to open it again. It will help parents get there kids to school. Better access for police and ambulances.</p> <p>I understand people who live on that road wanting it to remain closed. I think if we had a choice we'd all want our roads we live on to be closed/quieter.</p> <p>Maybe some speed bumps in and traffic lights for the children to cross safely</p>
203	Victor	BH15 2AJ		Reopen Tatnam Road

No	Name	Your Postcode	Organisation (if applicable)	Your comments
204	Mark Williams	BH15 2EA		When the road closures for the Oakdale area were proposed in 2020, the idea was to make the whole area a low traffic environment by closing Tatnam rd, Vicarage rd and Stanley Green rd, however, only Tatnam road was closed, for reasons that were never given, to my knowledge. By only closing the one road, the whole idea of making a low traffic area has never materialised, and has only increased traffic flow, certainly along Vicarage rd, which is in close proximity to the local first school. By reopening Tatnam road the traffic flow returns to "normal" and the traffic flow is lessened in other roads . There was never a real problem with traffic flow through Tatnam rd, and the area has not seen an increase in cycle use or pedestrians, both of which were reasons to close all three roads initially . Please reopen Tatnam rd, as nothing has been achieved by its closure.
205	Chloe	BH15 2DG		Would prefer it to be reopened.
206	Paul Smith	BH15 1HH		<p>I object most strongly to the proposal to make permanent the current Experimental Traffic Regulation Order (ETRO) closing Tatnam Rd at its junction with Sterte Rd and Stanley Green Rd.</p> <p>I believe that the Decision maker is making a gross error.</p> <p>I appreciate that we live in a representative democracy and that a consultation is not a referendum. However to override the overwhelming opposition from residents to this proposal is an affront to local democracy.</p> <p>In addition the Decision maker sates that he believes that everyone will benefit from the clarity of a decision being made rather than the uncertainty of it dragging on. This can be achieved most readily and fairly by abandoning permanently this ETRO.</p>
207	Nigel Painter	BH14 0PQ		No reason whatsoever for it to be closed. I have lived in the area all my life and cannot remember of any serious accidents that would warrant its closure.
208	Jackie Candy	BH15 3NE		It is ridiculous that Tatnam Road is still closed. It makes local journeys twice as long and forces traffic onto main roads which are becoming more congested and building up fumes injurious to health, especially as children will soon be walking to school again soon. Open this road NOW.
209	Robert Peryer	BH15 3DP		This road is important when the traffic lights go down on the bridge plus it's essential for emergency vehicles
210	Lynda Grove	BH12 2HS		I object to the closing of this road. How do you get on to Holes Bay Road from Wimborne Road otherwise?

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				The very long way round.
211	Carl	BH15 1HJ		The increase in traffic on Wimbourne Road has made the school run to Longfleet School more dangerous, including the health hazard of breathing more exhaust fumes. FYI I walk every day.
212	Margaret Matthews	BH15 2EB		Priority seems to be given to cyclists with various road closures in the area restricting vehicular traffic but still allowing cyclists access. Unfortunately as a lady in her seventies living alone cycling is not a viable option for me. Restricting the flow of traffic and forcing the majority of traffic to use the main Wimborne road is causing chaos and more potential for road traffic accidents.
213	Deb	BH15 3DB		I am happy for the current closed roads to remain closed for the foreseeable future. I feel my kids have a much safer route to school because of these closures. However I do think that the problem of too many cars and not enough separate cycle and separate pedestrian walkways need to be tackled in a more robust manner. Simply moving the traffic onto other roads is not the answer. Better public transport. Separate safe cycle routes and separate safe pedestrian pathways with crossing essential.
214	Mrs Jean Coles	BH15 2AG		<p>As a resident of Sterte Road we have seen an increase of traffic on a already busy road as we contend with lorries accessing Sterte Industrial estate daily bearing in mind we are a 20mile zone and have footpaths to schools and more people dropping/collecting children.</p> <p>To travel for us we have to go into Poole which is congestive or fleetsbridge, Stanley green road, vicarage Road to oakdale adding extra traffic there.</p> <p>Understand logic for cycle paths but not road closure</p>
215	Don Nutt	BH13 7PG		The current arrangement is a vast improvement - I see children cycling to school as a result and a much improved living environment for local residents. Fits your obligation to encourage more cycling and walking to a tee.
216	Raymond	BH15 2AG		This scheme was only temporary and a year on still there. HAVING TO DRIVE THROUGH POOLE TOWN CENTRE FOR A 2 MINUTE DRIVE AT SCHOOL TIMENIS RIDICULOUS
217	Nicholas Boon	BH12 3BG		This road should be reopened as soon as possible. All it has achieved is longer response times for emergency services trying to get to the area and for the traffic that used it to be pushed through other residential areas. All this to please a few.
218	Ben Dyson	BH15 2ED		I would like to object to the Tatnam Road closure for the following reasons :-

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				<p>1. It has taken away one of the through access roads in Poole. Therefore more traffic has to flow onto Wimborne Road and the centre of Poole.</p> <p>This results in the build up of traffic and congestion.</p> <p>2. Forces emergency vehicles to take a longer circular route - delaying their response.</p> <p>3. There has been no positive results from this road closure - definitely no increase in cyclists or walkers. Tatnam Road maybe a bit quieter but only to the detriment of other nearby residential roads.</p> <p>We would all like the road where we live to have less traffic and be quieter but not at the expense of other roads.</p>
219	Louise Hough	BH15 2LT		Tatnam Road should be reopened. Its closure means all traffic to the Wessex Gate, B and Q, Aldi etc from our area has to use the main Wimborne road which then becomes totally clogged, creating more fumes and congestion. Traffic for these areas then turns into Vicarage Road and creates more danger for the schoolchildren.
220	Anne Washington-Davis	BH17 8BP		I'm fed up with finding roads closed due to 'covid'. Us locals used to use this road and other now closed roads which helped the traffic queues, not to mention the emergency services who now get tangled with the holiday/commuting traffic.
221	Jon Harris	BH15 2BZ		<p>I am a cyclist and a motorist. It is not a busy road and I have no problem cycling on that road if it was reopened.</p> <p>By reopening, it would relieve traffic congestion along Wimborne road.</p>
222	Mrs Rose	BH15 3BD		The road closures are ridiculous and I find it causes congestion around other roads in the area, longer traveling times & more fuel needed for longer distances needed. Not efficient at all.
223	Katharine Spinks	BH15 2EZ		I would like it reopened. To get to my car garage now on the other side of the closure takes me longer, which means more congestion on the road.
224	Lee Atkins	BH15 2HQ		<p>All of these road closures you are doing are causing traffic chaos in surrounding roads.</p> <p>It's a long way around this one to get to sterte road if anyone needs to go there which I personally do for work. The traffic build up these cause in surrounding roads is also causing more pollution and costing vehicle owners more in fuel. It wouldn't be so bad if the roads were maintained and in a good condition but the roads in the area are awful.</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				<p>Stop closing roads please, also open Darby's lane.</p> <p>What is the actual point of these closures? There is non.</p> <p>I am totally against this and other roads closed in the area, they are not in the town centre and should be open to all.</p>
225	Christine Steele	BH16 5DD		<p>Re-open Tatnam Road.</p> <p>Council are just causing more pollution by these road closures. I'm sure everyone would like their roads closed but just not practical.</p>
226	Rod Fatcher	BH15 3AS		Open Tatnam road,Palmer road taking a lot more traffic past the school now
227	David Kinsey	BH12 2EB		I think Tatnam Road should remain closed. I live in Stokes Avenue and for years my road has been used as a cut through from Wimborne Road. As a car owner it is only a minor inconvenience not being able to drive out of the bottom of Tatnam Road
228	Karen Harris	BH15 2BZ		Please reopen Tatum Road .. I'm a car user and cyclist .. I have felt no particular benefit to my cycling but driving is a complete nuisance ..
229	Justine Hefferin	BH14 0QH		I think it should stay closed. Its used as a rat run when open. I think more roads in the conurbation need looking at in terms of general closure to cars and let us stick to the main roads.
230	Lorraine	BH15 3DB		Absolute chaos on the rds since you have closed them , no one wants this as it pushes all the traffic to main road !!!
231	Sue Melia	BH15 3QF		<p>This closing of roads around the area for cyclists is very detrimental to the environment and business. Bikes are great but cars drivers maintain the roads with our car tax. But you all know this yet as a resident I feel unheard and def not listened to. Open Tatnam Road and for goodness sake Birds hill road and churchfield road too The businesses along sterte road ie Robs Filling Station have had a terrible blow re business. I have to drive further in my car and therefore more pollution to get to poole. Many of these cycle initiatives are vanity projects. Thank you</p>
232	Sarah Arnold	BH15 2EB		<p>Part 1</p> <p>As a resident of Stokes Ave I would like to formally object to the permanent closure of Tatnam Road</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				<p>The ETRO was in part meant to help with social distancing for walkers and for the potential increase in cyclists during times of Covid. These needs have now become irrelevant as life returns to normal.</p> <p>In your impact assessment it states that “The road closures would promote the uptake of active travel choices and provide safer facilities at this location”. On what basis is this statement made? Where is the evidence that closing one road would have any impact on uptake of active travel. As a resident of the area I do not believe this scheme has influenced how people travel or made this area safer or encouraged pedestrians or cyclists. I have not seen any real increase in walkers or bike users in the area since the scheme started and have even seen the traffic congestion in Stokes Ave increase around school time. It has not encouraged myself or any of my neighbours to use active travel, as there are many other reasons that people use car or walking or cycling, other than one closed road.</p> <p>What I can say with certainty is that it has significantly increased every journey that I make. Not by the 1-10 seconds that is mentioned in one of the supporting document but by up to twenty minutes. When carrying out your analysis you have failed to consider that those living in Tatnam, Stokes Ave and Haynes ave who were able to gain access to Stanley Green road and then onto fleetsbridge or out to Holes bay road quickly and efficiently. A journey I have done for many years. Now this has been cut off I get caught up with the additional traffic, including the school traffic, going down Wimborne road. I have to stop at 2 set of traffic lights and the traffic can be queuing as far back as Stokes Avenue from oakdale traffic lights (something easily witnessed by looking at google maps).</p> <p>In order to ensure I can pick up my stepson from school in Storbough I now have to leave home 20 minutes earlier than I used to just to. It takes an extra twenty minutes to get back home now as well. Not everyone has the luxury of walking to a nearby school and in fact I would argue that much of the traffic that goes down Tatnam road is in fact school traffic. If anything it has become worse, with my driveway often partially blocked by parents picking up children. My partner, who does cycle daily, has also nearly been knocked off his bike on multiple occasions by parents parking in the cycle lane on Stanley Green Road whereas before the closure they would park in the allocated places on Tatnam and Stokes ave.</p> <p>The impact assessment goes on to state that it will partially reduce distances to travel to work, leisure and services. Again where is the evidence for this? This is the exact opposite for those that live in the area. Why haven't the Council formally included the additional journey times (due to increased traffic on surrounding roads) as a negative impact of the road closure? The impact assessment does acknowledge that the closure of the road “May have a negative impact on community travel choices and could result in longer car journeys” but this seems to have been disregarded. Yet for those of us that live in the surrounding roads we have actually seen an</p>

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				increase in the distance to work or leisure. Once simple journeys are now far more stressful, long and polluting. As I stated above if I want to go to the supermarket or to work or to pick up my step son from school (all of these things I do on a weekly/daily basis it now takes between 10 and 20 minutes longer each way)
233	Sarah Arnold	BH15 2EB		<p>Part 2 (continuation as there appears to be a word limit)</p> <p>Looking at the long term picture and the cycle lane that is to be installed on Wimborne road how does forcing traffic onto Wimborne road benefit anyone? The impact mentions only partial benefits to much of the scheme but disregards the knock on affect elsewhere. Eg a slight improvement of air quality on Tatnam road would lead to a negative impact on air quality on Wimborne road as more cars queue for longer. Once the new cycle lanes are in place these cyclists will have to drive alongside heavier road traffic due to this closure.</p> <p>The suggestions of no right turns at the end of Tatnam road/Stokes ave/ Haynes road have been disregarded on what appears to be cost but I fail to see how the installation of a couple of road signs would cost that much. Implementing this would also improve road safety once the cycle lanes are installed along Wimborne road, when residents will have to navigate both a two way cycle lane and two way car lane when exiting these roads.</p>
234	Susan Stockwell	BH14 8AZ	None	I am delighted to see all pedestrian and cycling improvements in BCP area including this one. The many teenagers at nearby Poole High School will have safer journeys to school if they travel actively. We know that boys as well as girls have terrible problems with body image because of the ever present threat of weight gain from our inactive lifestyles when we are car dependent. Making children safer for walking to school by reducing street crime in the area, another feature of LTNs is also an important factor justifying the continuation of this LTN. I had a child at Poole High and a friend lived in Tatnam Road so know the area . The friend was bothered by drug dealers at the back of her property so moved away. An LTN bringing more people into the area on foot and by bike will reduce drug dealing activity by providing more potential witness-car users are no use as witnesses as they don't get a good enough view. The crime map around the school speaks for itself and explains why do many children travel to school by car. All measures that make walking and cycling safer for these children should be adopted as a matter of urgency.
235	Sandra Vincent	BH15 2DT		The closure of Tatnam Road has caused me to make a detour up to Wimborne road to Vicarage road when I need to visit B&Q or Aldi, Getting to Asda involves going to Wimborne road, the George roundabout and the Hunger Hill traffic lights, these are just 2 of the inconveniences caused by the road closure. We take our car for servicing at Poole tyres, another detour round Vicarage road instead of a few hundred yards from Well Lane where we live.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
236	Chris Beynon	BH15 2AB		I think since the rd closure our road on Sterte has gotten even busier. I now have to drive long way round using up more petrol to avoid the closure of Tatnam Road.I also have to add extra time onto my journey into work or any other places i want to visit. Since you closed the road i have seen an increase of traffic and noise pollution and drivers go faster than 20 down our road. I would like Tatnam to re open because since it closed it has been a nightmare with increased in traffic.
237	Dawn Durber-France	BH15 1RG		The road should be opened this is an access road
238	Joanne Bradshaw	BH12 2LX		please open this road immediately.very unpopular decision to close these roads.causing more congestion and pollution also more delays on other roads.also very difficult to find all these surveys,almost as if you dont want the public to have their say.closed without consultation !
239	Jill	BH17 8QP		Yes open the road
240	Fred Devereux	BH16 6LJ		I use this way to see friends and family it being closed adds distance and fuel consumption to journey causing more pollution
241	Ewa Bednarczuk	BH15 2AB		Since Tatnam Road has been closed Sterte Road Become more busy. I used to drive thru Tatnam Road to my daughter school and yes I would love to be able to cycling but I'm also cafe owner so I need to reach some places at some certain time. On a top of that the weather is not always great and then again I also have 2.5 year old child I need to drop to nursery then time to time I need to go and get some fresh vegetables from local supermarket for my cafe. Is technically impossible to do all of that on a bike. Wimborne road and Longfleet Road are very busy during rush hours as we all need to take this direction. There is no short cut to get from my Sterte Road to St Mary's School. I also think we got worse connection with Ambulance Service and Police since the road is closed.
242	Marek Bednarczuk	BH15 2AB		We all need Tatnam Road bening open it give us easy access to Wimborne Road and then is a short cut to Longfleet Road which take many of us to our work places. We used to have easy access to hospital and Police station. We used to drive this road to get to my daughter School. It aslo must be difficult for ppl who leave on Tatnam Road bening cut of of main supermarkets Asda and Tesco Aldi now B&Q and local gym's.
243	Trudi Murray	BH15 3AD		I would like the road reopened as it's put more pressure and traffic on our own road.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
244	Andrew Hough	BH15 2LT		It's difficult to understand what this was trying to achieve. It cuts off a logical route through to Sterte, Wessex Gate, and the Upton bypass for a large number of motorists. It forces traffic round a longer route and puts added pressure on The New Inn, Oakdale and Fleetsbridge junctions. I would suggest it has had a negative impact on the environment and would like to know the logic behind the closure in the first place. Please reverse this closure.
245	Michelle Bessant	BH15 4QX		Re open Tatnam road
246	D Clarke	BH15 2ED	Householder	I object to Tatnam Road remaining closed to motorised traffic. It has proved that Tatnam Road being closed to motorised traffic at peak times of the day, which includes morning, lunchtime, schools turning out time and teatime, Wimborne Road traffic, in the direction of Fleetsbridge roundabout, is very often at a standstill causing increased air pollution and excess of fuel use and journey times. For residents who live where we do you are restricted to one way only to get to places like Upton, the Industrial Estate off Stanley Green Road and the same is true on a return journey we have to go around Fleetsbridge roundabout to return home. We are reluctant to use the Oakdale traffic light junction to reach Upton or the Estate as there is a Primary school nearby on that road with speed bumps, as this would increase the risk to young children. My view is that clearly the people who have agreed to this do not live in this area, otherwise they would never agree to its closure. The Council may believe it is saving the planet but in reality it is putting more congestion onto Wimborne Road, which has always been a busy road, and increasing journey times and, worst of all, subjecting us residents, in close proximity to Wimborne Road unnecessary and unacceptable levels of harmful pollution.
247	Karen Marsh	BH15 3QX	N/A	Please keep Tatnam Road closed because it improves the environment for all who live along there, it promotes cycling and walking along the road and lessens the chances of road traffic accidents caused by speeding cars
248	Gaye Weddup	BH15 2DW		Tatnam Road has become very busy over the last few years, like a rat run. Cars are driven at speed down the road, and the 20 mph speed limit is routinely ignored. The closure has brought a very welcome reduction in traffic noise which started very early in the morning
249	Sue Jones	BH15 2DJ	N/a	Madness closing this road for no apparent reason. It's not used much by cyclists. The route round is a long diversion that makes the traffic lights at Oakdale more congested and pushes traffic down a road with traffic calming measures already due to the first school located there. This adds to drop

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				<p>off and pick up challenges. The other effect had been to kill the businesses situated at the end of fleets lane including the tyre place, garages and Rob's Filling Station with no warning! To get to Asda, I now have to encounter the George roundabout queues, Towngate Bridge and the Holes Bay junction. Murder anytime around peak hours!</p> <p>I can see no logical reason to close the road other than the whim of a councillor who lives in the area.</p>
250	Timothy Standfield	BH14 8RT		Prefer Tatnam Rd open saves using the Wimborne Rd which is always busy.
251	Jan Weddup	BH15 2DW		I wish the the road to remain closed as it has enhanced the quality of life in Tatnam Road
252	Paul Bradley	BH15 3RS		Keep the ltn. Do not open it, it's so much safer for cyclists
253	David Watts	BH15 2AG		I live in sterte road, and the closure of the much larger tatnam road has made an already busy and small road even busier, causing damage to cars and making it dangerous for children, while I think it was a nice idea to pedestrianise some roads, the large tatnam road probably wasn't the best one due to the knock on effect it has had to the smaller surrounding roads where residents already struggle to park and have to deal with the large lorries and now extra traffic passing through
254	Julia Picking	BH14 9BD		<p>I never quite understood the reasoning behind this road closure, or for that matter Bird's Hill Road. In my experience they are not rat runs but sensible alternative routes for navigating around Poole that avoid sitting in long queues of traffic with engines pumping out pollution while they wait. I live in Penn Hill and I could argue that the link roads of St Osmunds Road and North Lodge Road between Bournemouth Road and Penn Hill Avenue should be closed to through traffic due the volume at peak times and the speed and disregard with which some car users use the route. However, I recognise that to close these would cause more traffic congestion and pollution elsewhere in the locale.</p> <p>Speed restrictions and speed reduction strategies on Tatnam Road seems to me like a much better solution.</p> <p>All that has happened when I've inadvertently gone that way and remembered it was closed, is that I've driven down Wimborne Road to Oakdale lights and taken a different speed restricted minor road to get across to Sterte Road etc. area.</p>

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255	E. Jones	BH15		The closure of Tatnam Road to traffic should end. It is not achieving any environmental benefit. To the contrary it is pushing traffic on to surrounding roads, adding to journey time and queuing traffic. Tinkering with ad hoc road closures is not a substitute for a comprehensive transport plan!
256	Amanda Wright	BH15 2ES		This along with darbys Lane need to be reopened. As someone who used both these roads regularly prior to them being closed and also as someone who lives very close to them both (living off of Wimborne Road) my whole family and our neighbours have all noticed a dramatic increase in congestion and traffic along the main roads surrounding them Wimborne Road and Fernside Road, as well as delays in travel time for many locals in order to have to take much longer routes to get to local businesses. Surely these detours for local people living in the area just increases main road congestion traffic and pollution by having to travel longer routes using more fuel and being stuck in slow moving or static traffic for longer. The amount of cycling traffic hasn't increased so surely the whole point of these closures has proven to be irrelevant and pointless.
257	David Garnett	BH15 3DX		Please re open Tatnam Rd junction with Stanley green Rd. It's just pushing more traffic onto the Wimborne Rd
258	Mandy Bates	BH15 2EX		The TAtnam rd closure has not improved traffic congestion only making roads around it busier. I can not see what benefit closing the road has had on surrounding roads. If the road has been used as a rat run then introduce speed humps to slow the traffic down not close it completely. This is also the case of Birdshill Road, that is a very poor choice of road closure. You have simply moved traffic congestion, not improved it.
259	Sam	BH15 2AG		<p>This road should be re opened.</p> <p>Closing this road has been damaging for residents and businesses!</p> <p>You may have minimised traffic down Tatnam Road but you have shifted the traffic down Sterte Road instead making it dangerous for residents and children.</p> <p>The heightened traffic on sterteroad that you are causing by closing Tatnam Road will cause high bills for tax payers due to the regular maintenance of roads that will be needed and especially the maintenance of the railway bridge at the end of the road.</p> <p>Please think of the masses of residents on sterteroad, sterteroad and surrounding roads that you will be affecting long term if you continue to shut Tatnam Road.</p> <p>Please also be aware that by keeping Tatnam Road shut, you are prolonging the time it takes for emergency services to get to much needing patients!</p>

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260	Kimberley	BH15 3AR		<p>The closure of Tatnam Road has significantly increased the traffic going down Palmer Road. The speed of these vehicles especially of an evening is well exceeding the speed limit.</p> <p>I would like to see Tatnam reopened to restore our peaceful road rather than passing the problem.</p> <p>If it remains shut then I would like to see Palmer Road closed at the mini roundabout for the school to stop it being used as the cut through to Oakdale lights.</p>
261	Dave Smith	BH15 4NW		Reopen the road
262	David	BH15 3AD		This policy was pushed through with little or no thought or consultation. It should be removed immediatly!!
263	Angela Pearson	BH15 3AD		<p>I think Tatnam Road should be open to traffic asap. This road closure only pushes more traffic through Sterte & Wimborne Rd. It is a road which an ambulance would use on a 999 call, which could save somebody's life.</p> <p>Not only do I feel its dangerous to keep closed, it also looks a mess, since it has been temporarily closed BCP have just placed large tubs on road to grow weeds and gather refuse !!!</p>
264	Neil Purdy	BH15 2LY		Wimborne Road is More Busy and Fleets Lane Very Quite Please Open it up
265	Ryan Campbell	BH15 2AG		Absolutely ridiculous, these councillors need investigating as its clearly just to benefit them whilst causing inconvenience to the rest of us! They should have some shame absolutely disgraceful!!
266	Bruce Tate	BH14 8DZ		I think this should be re-opened to the public because of the congestion on both Wimborne and Fernside Roads all the way to Fleetsbridge. People who need to get to Sterte or Stanley Green have to go all the way to Oakdale lights then turn around. This is causing even more congestion and pollution in the one area
267	Nicholas Harmes	BH15 3AR		I moved Palmer rd Oakdale a nice quite area 4 years ago, I now have a 3 year old son and by closing Tatnam rd you have now turned Palmer rd into a racetrack. I'm not saying don't do it not in my street. If you are going to block the roads do all 3 short cuts half way down, Tatnam rd, Palmer rd and Stanley green rd fair for everyone then. Provide gates or retractable bollards for emergency vehicles, I think a better outcome can be achieved.

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268	Claire Zapanta	BH15 2AU		I think this is absolutely disgraceful this was supposed to be temporary, the councillors need investigating it's only for their own convenience, it definitely should be opened back up to the cars as it was the wrong decision in the first place to shut it, Not thinking of any other residents are you, just seems no one else's opinions are important, The Councillors are disgraceful
269	Kimberley Harmes	BH15 3AR		I suggest closing Palmer road, Stanley Green road and Tatnam road. As since the closer of Tatanam the other 2 have become a racetrack with people trying to get to Oakdale lights
270	David Pritchard	BH15 2DR		Huge improvement to quality of life since not having traffic queuing along the road from around 08:00 every week day morning as I live the Wimborne Road end of Tatnam Road. At other times the road is generally much safer as often speeding traffic using it as a cut through. The road is a relatively narrow residential street with street parking down one side however cars often exceeded speed limit making it unsafe for pedestrians and for residents trying to back off driveways. The road is also very winding in places further increasing the risks with speeding traffic. The school run is very unsafe with lots of children using the route to either Longfleet Primary or Stanley Green. Keeping the road close will encourage more people to walk to school. The road was also used by parents to park up to either drop off or pick up their children walking to Poole High. The wider environmental benefits of reducing traffic and encouraging use of public transport, walking or cycling are also an important factor.
271	Terri Clark	BH15 1QS		I would like for Tatnam Road to reopen. The closure of this road forces all traffic onto Wimborne Road. When schools reopen this will be made worse causing additipnal pollution. Creating traffic bottle necks is not a way to reduce pollution. Many people drive as they have no choice if they are to get to work on time and back again to collect the children from school. This will not stop me using my car and negatively impact the environment at the same time. I have yet to see an evidence based reason for retaining this road closure on a permanent basis.
272	Debbie Moore	BH15 3AU		My elderly parents live in Well Lane and when they leave home (to travel to Poole or to Tesco or the new Aldi in Fleets Lane, or to visit me in Vicarage Road) they are forced onto busy Wimborne Road via the dangerous Tatnam Road junction. There are many elderly people in this area who cannot walk or cycle to where they need to go. Inconveniencing drivers in this way for some higher ideal of promoting walking and cycling is unfair and not practical.
273	Cliff Moore	BH15 3AU		The pointless closure of this road has caused endless grief for anyone wanting to access the lower area of the road.

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				<p>The Tatnam junction is not fit for purpose and dangerous, leaving drivers from Tatnam Road wanting to head west having to use residential Stokes Avenue (Stokes Ave needs parking removed from one side and yellow lines installed to make it safe).</p> <p>Anyone wanting to access Poole Station, Asda, Poole Bridge, Poole Quay, Hamworthy etc, is now forced to drive far further, causing the environmental damage you are trying to prevent.</p> <p>This closure of roads has to stop. Local governance should be for the people not to inconvenience them.</p> <p>Cycling is very much a minority interest and should not be promoted against the wishes of the people.</p> <p>Sadly, cyclists are very much a vocal minority and well organised to apply pressure for road closures that benefit them to the detriment of the vast majority. Their views should not take precedent over those pensioners and families who rely on their car and are less able to express opposition to road closure plans.</p> <p>Thank you.</p>
274	Debbie Cambone	BH15 2DR		<p>As a resident of Tatnam Road, I would respectfully request that the closure remains in place. The closure has brought about a never seen before peacefulness to the road. Our children and those using the road to walk to and from school are safer. Having witnessed so many near misses and accidents due to speeding cars, the closure has made the road much safer. My children are sleeping better as they are not woken by speeding cars and traffic from the early hours, combined with the noise of sirens using the road at speed to access Holes Bay. There is less pollution. There is certainly more wildlife, particularly birds in the gardens. The 20 mph speed limit was never adhered to and this was a real concern to us.</p> <p>The majority of residents are keen to see the closure remain in place. Please take the request of the actual residents into particular consideration rather than those who used it as a cut through and much as I hate to say it, a rat run. Thank you.</p>
275	Nigel Lawson	BH15 2EB		<p>My wife originally voiced our opinions on a previous survey. I and my daughter are doing this in support of my wife's opinions last time.</p> <p>Also we have support of another daughter who resides at 19A with her husband (next door) with their 5yr old daughter. We all strongly disagree with the bollards at the end of Tatnam road as they affect all of us when trying to go anywhere we have 5 working people and 5 vehicles all who go to work including weekends and are all inconvenienced every day by the ridiculous inconvenience of joining an existing, extremely busy, Wimborne Road. We moved here having access and ease of</p>

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				<p>getting to work ..are you going to reduce our council tax? we use more fuel and wear and tear is greater. Not good for the environment either! Not one of our neighbours agree with the closure so why are you not listening?</p> <p>As residents we would all like to see evidence of all accidents in the past 10 years on Tatnam road, Stokes Avenue and Haynes Avenue... How many fatalities have there been?. I happily can't recall any? We moved in with 4children all school age ..never had a problem. We could understand the need for something to be done if the road was dangerous. Having personally talked to residents about the closure we have all found that not one of us has been asked our thoughts from the council.. This involves people who vote ? Not one of us will be voting for whoever thought of this fiasco. However ...We've given it a chance .. it doesn't work for us... Maybe we need to involve the papers and local Mp as we all appear to be fed up with this scheme now. We have enough evidence now to prove the bollards need removing ...unless you would like to prove otherwise? I feel we have all had enough now. Everyone is aware you had the money to spend on road safety ... but not here. We would have been ok with traffic calming not closure... Thank you,</p> <p>Nigel, Brenda, Sophie Lawson, Chris, Charlotte and little Amelia Ward 19 & 19A Stokes Avenue</p>
276	Mandy Butt	BH15 2QL		This had made a huge positive difference in terms of safety since being closed to through traffic especially for school children walking and cycling this route. It was difficult to cross this road at peak times before and a fatality waiting to happen. Please keep closed
277	Carley	BH17 9FA		I strongly feel this road needs to be opened back up, the traffic it is causing in other areas now all round us crazy
278	Andrew Harding	BH15 2LB		I believe that Tatnam road needs to be reopened to traffic. The closure has led to increased traffic and delays at the george roundabout and does not seem to have resulted in increased cycle use or walking. alternatives to Tatnam road are a significant detour for people workkng on the industrial estate
279	Price	BH15 1YH		We used Tatum Road on a regular basis to get to Lok'nStore & the alternatives are considerably longer. This causes unnecessary traffic on Wimborne Road as far as the Tesco roundabout which can be extremely dangerous during school chucking out time. With many roads joining it, not to mention lights, there has been several near misses. Additional we have noticed a considerable amount of delivery vans coming up Sterte Road from Holes Bay Road, with parked cars to negotiate, to the industrial estate & the narrow bridge to cross which they often do so after they have changed to amber causing additional problems.

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280	Sonia	BH15 2NA		Traffic congestion now at fleetsbridge. Holes bat, less traffic. More traffic speeding through various Oakdale alternatives near a school. Adds to more mileage, more fuel consumption. Try getting to Sterte is a nightmare.
281	Danni	BH15 3RH		<p>Having Tatnun Road closed at the bottom of the street is an absolute nightmare for emergency services. I work for SWASfT ambulance service and for us to respond to an emergency around that area, we have to take the extremely long way round to get to patients houses, sometimes being able to see families waiting outside their properties waving us down. This means that multiple times, patients have died because we have taken longer to get to their address. If the road was open, maybe we could have saved said lives.</p> <p>I see no positive for having this road closed, or any other road closed around Poole. Absolutely awful idea in the first place.</p>
282	Gillian Kershaw	BH15 3LJ		This road is essential to the emergency services, the delays in getting to emergencies is I'm sure causing problems. Stokes Avenue residents must be noticing a much busier road, because residents of Tatnam road must use this road more often.
283	Karen Peel	BH15 2QF		This road should not be permanently closed. Instead you should consider chicanes similar to Danecourt Road & other roads in Poole. The council also has a duty of care to the environment relating to reducing emissions. Making drivers travel further is not doing this. It also redirects traffic to main roads causing problems & hold ups there.
284	Greg Moraitis	BH15 1ES		I was using tatnam rd every day for commuting. Since its closure the traffic to nearby roads has become worst and my traveling time especially during the rush hours has increased. That means that my carbon footprint has increased as the other drivers as well. So I prefer the road to be open again
285	Colin Brooks	BH15 3BJ		Keep it closed, make the area much safer for walking/cycling
286	Tanya Joyce	BH15 3BL		Disappointed! I now have to go longer way round to visit aging parents as Tatnam rd is now closed . Keep getting stuck with traffic on wimborne rd ! Could you just not do no right turn on top of Tatnam rd to ease the traffic going on to Wimborne rd if this is your issue about safety with cyclist .
287	Audrie	BH15 2JW		Causes traffic chaos from the Tatum to the George on Wimborne road

No	Name	Your Postcode	Organisation (if applicable)	Your comments
288	Sandra Arnold	BH17 9AS		I believe by closing Tatum Road it is the worst decision that Poole Council has ever made. The traffic now builds up going into Poole and the surrounding areas. This is causing longer queues in and out of Poole therefore causing more pollution
289	Kate Salter	BH15 2QN		<p>I fully support this ETRO being made permanent. Combined with the Birds Hill ETRO, it has had a wider impact by stopping the rat run along Garland road. This had made walking/scooting children to school to Longfleet far safer.</p> <p>Also, along with the improvements to the crossing on holes bay, it has also encouraged my husband to cycle to work from our home near the shah of Persia to his work out near the bakers arms.</p> <p>It's also allowed us as a family to cycle rather than drive out to Upton country park as it's so much safer with lower volumes and speeds of traffic.</p> <p>Fantastic to see this progress and commitment to creating more connected sustainable routes and safer options for vulnerable road users. Thank you.</p>
290	Lesley Holding	BH17 2ED		<p>Since Tatnam road has been closed, there has been a major increase of traffic along the Wimborne Road causing more pollution in a populated area. It has become more difficult to exit from Stokes ave and Haynes Ave onto Wimborne road, with people now using these two roads as a rat run. There is a child setting at the end of Haynes Ave, and the road has a blind corner. There have been a least 4 or 5 close calls recently , between residents and drivers who would normally go down Tatnam road, and I am sure this will eventually end with a serious accident. It is my opinion it is in the best interests to re-open Tatnam road.</p>
291	Gary Livemore	BH105EE		I agree on making permanent the current Experimental Traffic Regulation Order (ETRO) closing Tatnam Rd at its junction with Sterte Rd and Stanley Green Rd. This closure has created a quite cycle route for part of the Holes Bay to Whitecliff Park route more safely than before.
292	Clive Matlock	BH15 2DW		<p>We are in Full Support of the "Proposed Decision" to make the road closure Permanent re Tatnam Road (ETRO/7)</p> <p>Reasons for;</p> <p>Vastly improved safety and enjoyment for pedestrians and local residents.</p> <p>Dramatic reduction of traffic noise, danger and pollution 24/7</p> <p>Prevention of road being used as "High Speed" Rat Run</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				<p>Prevention of road being used by HGV's</p> <p>Reason against;</p> <p>None!</p> <p>Our only additional request is a solution to be found to prevent the Motorcyclists who are still ignoring the Signs and Road Block, thus continuing to use the road as a cut through, with many riding at high speed.</p>
293	Simon O'Connor	BH15 3QD		Please keep the etro in place as it has improved the safety of vulnerable road users travelling through the area. Thank you
294	Tony Davies	BH15 2BA		As Poole develops even more housing plans - the increase in traffic means we should be creating more access routes for this traffic to move through not less.
295	Helen Toby	BH15 2ED		We are very concerned about the decisions being made regarding the closure of roads in our area. We understand why it is being done but we don't feel that enough consideration of the impact on residents is being considered.
296	Steve Mounce	DT5 2AZ		<p>This proposal is just wrong.</p> <p>All it does is to needlessly divert traffic onto other side roads, causing additional traffic, needless preventable traffic jams, together with additional unwanted increased pollution. This proposal should simply not go ahead.</p> <p>For me to get to my son's house, which is at the end of Tatnam Road I now have to divert right down to the Dolphin Centre roundabout and back up again. This will be at least 10 minutes, probably even longer, depending on traffic.</p> <p>Due the current situation regarding climate change, together with the unnecessary inconvenience to both residents and visitors, this proposal must be rejected.</p> <p>I am sure that you have other, more deserving projects that this government funding could be used to fund.</p> <p>Please, please, please, reject this proposal</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				Thank you.
297	Mr & Mrs Morrison	BH16 5DX		I am against the permanent closure of Tatnam Road. It is a vital link for Police and Ambulances when the other roads are blocked due to traffic accidents. This closure only benefits residents in that 1 street but is a catastrophe for other motorists.
298	Sue	BH14 8DD		Reopen. It's absolutely shocking to close it .
299	Jacob Booker	BH15 2AG		Please open Tatnam Rd again. I am very opposed to the closure of Tatnam Rd and do not think it benefits local residents for reasons of being a public inconvenience. Thank you and I sincerely hope it opens soon as it would help those who need to travel that way.
300	Alan Marston	BH15 2AG		It makes driving around the local area more inconvenient for myself and many others I know with the closure of Tatnam Road. Perhaps you could consider instead the increase of very large lorries and speeding cars along Sterte Road, shaking the foundations of the houses.
301	Nadia De wet			I used this road daily to travel to and from work and avoid the busy new road layout close to ASDA. Alternative routes takes me much longer resulting in lost time with my children after work. I also cycle this route if not driving. Please don't close it!
302	Julia Booker	BH15 2AG		I wish to protest against the proposed decision to permanently close Tatnam Road. The closure of the road is very inconvenient and annoying. More pollution is being caused by forcing cars to travel further to avoid using this road. More congestion is being caused on all the other roads around the town, adversely affecting the quality of life of many people living on other roads in Poole. Please reopen Tatnam Road for all of our sakes.
303	Elaine Lee	BH15 3PZ		Please stop shutting all the roads and making congestion in Poole unbearable.
304	Susan Boyer	BH12 2JH		I object to Tatnam Road being closed permanently due to the congestion and traffic jams along Wimborne Road to Fleetsbridge roundabout. I believe the closure of the road has only benefitted the home owners and has had no benefit to improve traffic flow from and around Poole and the town centre area. This has caused increased standing traffic increasing exhaust pollution. When the schools re-open in September the volume of traffic will massively increase and be a potential danger to school children on Wimborne Road. I wholeheartedly agree that Tatum Road is a cut through for traffic and speeding driving is witnessed and dangerous.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				I would support traffic calming as in eg Parkstone where large flower/grass boxes alternate on each side of the road causing traffic to slow and stop and having to give way to drivers which is extremely effective in reducing speeding cars.
305	Sharon	BH15 3RJ		This LTN is pushing traffic onto another residential Road. Neither Wimborne Road or Tatnam Road were designed for heavy traffic and neither were shortcuts they were both just routes. I suggest that you make Tatnam Road one way in the direction of Sterte to enable easier access to the holes bay road, which is not residential. This will also enable a wide protected cycle lane and prevent Tatnam residents having to turn out onto Wimborne road, especially turning right at the Tatnam which is both difficult and dangerous
306	Angela	BH18 8HE		Tatnam road should remain open to vehicles.
307	Manuela Galli	BH15 2ED		I have strongly objected to the ETRO/7 scheme since its introduction and have previously sent an email to the BCP council to make my voice heard. I have been reliably informed today that 66% of residents object to the scheme and yet it looks as if it will be made permanent. What happened to democracy?
308	Carly Booker	BH15 2AG		I ask you to open Tatnam Road again. All my neighbours and fellow locals, with whom I have discussed the closure are of one mind; it is inconvenient and unnecessary. Although I usually try to walk or cycle to work, when I do need to use the car, it makes my commute longer than it needs to be, and, because Tatnam Road is closed, the traffic on Wimborne Road is awful at rush hour. All of this is so much worse for the environment than if the road is left open and environmentally friendly travel options are encouraged in other ways, such as the Beryl Bike initiative, or lowering costs of public transport. Closing the road is not going to prevent people driving - it will just make them drive further. As for the safety of the pedestrians and cyclists on the road, as a child and teenager walking along that road to and from school nearly everyday, I never felt that it was unsafe. It may be considered a 'rat run', but it is not more so than Sterte Road, which is just as residential as Tatnam.
309	Isabel Russell	BH21 3NH		Please unblock Tatnam road. It is a short cut we always used to use, to get to the hospital, to school (when I used to live on Sterte Road). I fail to see how blocking the road helps traffic, as all the cars just go other routes and cause more congestion elsewhere. And if closing the road is supposed to somehow stop the spread of Covid (which I have heard) then all I can say is: Really??? How ridiculous! People are in their own cars! How on earth does shutting a road stop a virus spreading?! Please unblock the road and we will all be grateful :)

No	Name	Your Postcode	Organisation (if applicable)	Your comments
310	Mark Dennison	BH21 3NZ		This road closure is against the best interests of the majority of the local residents and was implemented without adequate consultation. Please reopen Tatnam Road ASAP.
311	Karen Braybrooke	BH15 3EA	Housewife	I would like the tatenham road to reopen again because since the closure the traffic on the road opposite us at Simmonds close is a lot faster and very noisy. So much for living in a sheltered housing complex it's hell .
312	Gemma Curtis-potter	BH15 2ED		We are residents from Haynes Avenue. Since the road closure, there has been a huge increase of traffic on Wimborne Road which only going get worse if the cycle lane is put in. This is causing more pollution, which the closure of Tatnam Road was supposed to reduce. Due to the closure people are now using Haynes Avenue and Stokes Avenue as a rat run. This is causing very close collisions because of a blind corner outside 2 Haynes Avenue. This seems particularly convenient as Councillor Rice's parents live right next to the Tatnam closure.
313	Nicola	BH15 2LQ		I think it needs to be reopened. It doesn't control traffic at all and just makes Wimborne road worse. Getting in and out is dangerous and long winded.
314	Mandy Ball	BH15 3AU		<p>To whom it may concern!!</p> <p>Having lived in Tatnam & Oakdale all my life , I cannot understand why these stupid road closures are being implemented!!</p> <p>It has caused problems all round . Iv spoken to emergency service personnel. And they are at a loss as to why the council would close the road off !!</p> <p>We can't all ride bikes to work , I certainly can't, nor can most people I know .</p> <p>All it's done is send traffic down to the George roundabout and make things worse in old town Poole .</p> <p>Certainly not an improvement!!</p> <p>Just in case your undecided on my opinion</p> <p>NO TO THE ROAD CLOSURES!!</p>
315	Mrs c. Dennison	BH18 8HE		Please reopen all roads from sterte to tatnam as with winter approaching it is particularly hazardous,not to mention downright inconvenient for my grandchildren to cycle to and from school

No	Name	Your Postcode	Organisation (if applicable)	Your comments
316	Leanne Barnes	BH15 1ET		I strongly oppose this (and all of the others) road closures.
317	Annette Geyser	BH15 2AH		I live in Sterte Road and this road closure has had a massive impact on us residents. The rd was closed without consultation and has made living here like being in a ghetto having effectively cut us off from the Tatnam area and local shops. I use to use them regularly but it is too far to walk and forces me to use the larger supermarkets. I also use to use this rd for journeys to Bmth I am now forced to go via busy Holes bay and Town gate bridge adding 15-20-mins on my journey!!! Causing more fuel to be used thus more pollution.
318	Graham Docking	BH15 2DS		<p>Having lived on Tatnam Road for 40 years I can truly tell you how pleased I am with the decision to keep the road closed. Every person traveling on this road knows full well it is a total 'rat-run' with a very large proportion of the vehicles traveling at speeds far in excess of the limit both day and night.</p> <p>It is a pleasure to see families and school children alike being able to walk along the road without the fear of speeding traffic. This road has two large schools of the borough adjacent to each side of it meaning children use the road for journeys to and from school a lot. I have noticed a marked increase in both pedestrians and cyclists alike since the road has been closed.</p> <p>I must say I'm totally at a loss as to how anyone living on this road can see this as anything other as a positive move, less noise and atmosphere pollution making our lives richer in the things that matter most.</p> <p>As a passing note I would like to add we still suffer from Motor Bikes traveling at speed along the road as they manage to get through the bollards.</p>
319	Francesca Norman	BH15 2DW		I Object. The closure is of 'little benefit' but effects all the local residents. It will make all the vehicles of residents and service deliveries, have to cross over the proposed dual flow cycleway, itself a totally ridiculous idea and fraught with the potential of accidents. keeping the road open would allow vehicles to use and alternative route thereby reducing the chances. especially if all roads onto wimborne roads were closed. There have been many near misses at the sharp blind bend in Stoke Avenue because Tatnam traffic now exits and returns via that route, and the volume of traffic at peak times has increased dramatically. The traffic that used to use the Tatnam/Stanley green junction now comes down Stokes avenue and Haynes avenue causing extra noise, pollution and is dangerous for the nursery in Haynes avenue let alone children who play in the road.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				<p>The scheme seems to have been put in to placate one section of the area who I believe petitioned for calming measures yet one councillor has used the COVID to put in this suggestion without the need to consult.</p> <p>My concern is that even though I am now objecting that my comments will fall on deaf ears and be ignored, as it seems the majority of residents comments and objections have been.</p> <p>In the end this needs to be kept open for all to benefit.</p>
320	Leslie Howard	BH16 5BF		The road closures are a complete failure and do nothing but add to pollution by causing longer journeys. I want all of the closed roads reopened.
321	Andy Galpin	BH15 2DS		<p>This last year has been transformational for Tatnam Road.</p> <p>I cannot think of a single negative aspect of the closure.</p> <p>Noise, safety, air quality have all improved way more than I originally thought possible.</p> <p>The increase in cycling and walking have been marked. So many conversations have taken place between neighbours and walkers, etc which never used to happen.</p> <p>School children actually walk down the road, and in my opinion, less are being dropped off.</p> <p>So please, please keep the closure and make it permanent.</p> <p>If its made permanent, one small request. Can the baracade, somehow prevent motorcycles, as they still speed up and down the road.</p> <p>Thank you</p>
322	Carol Kirk	BH18 8HE		I think a permanent closure of Tatnam Road will make unnecessary and harmful traffic plus the fumes round Poole and esp Sterte Road . It is an important thoroughfare for access to schools, hospital and many other places , useful to be able to divert people if work on the Sterte bridge is needed etc The few people who live on Tatnam Road will be less inconvenienced than all the people hindered by forcing the traffic all the way through the centre of Poole . Please do not do this . Please help the people of Poole by not making their lives more difficult.
323	Sarah Cannon	BH15 2DS		<p>I've just been told that the decision to open Tatnam Road or keep it closed will be taken shortly.</p> <p>I totally support the closure and would love it to be permanent.</p> <p>I haven't been living in the road for long, but I can see how it would be ruined by rat run traffic.</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
				I know you have plans for a double cycle lane across the top of our road. Increased traffic crossing from Garland Road would be an accident waiting to happen, so please keep Tatnam Road closed.
324	Karl Beeston	BH15 2EB		Tatnam Road needs to be open, not only is it a pain for us it must also cause issues for the emergency services. Get it open it doesn't do anything but add time to ours and other people journeys. In fact it adds to the pollution for us locals to make longer journeys
325	Tom McMahon	BH15 4JE		Tatnam road should be OPEN
326	H Lawford	BH15 3AG		I disagree with the permanent road closure of Tatnam Road. All this closure has done is make other roads very busy. Vicarage Road which has a lot of primary school aged children walk along the narrow paths every day has become even more busy since this road closure as traffic reroutes itself. The road closure has forced traffic back along Stanley Green Rd, along Vicarage Rd up to the Oakdale lights. I walk my children daily to and from a school along this route and it feels much more dangerous since the traffic levels has increased post Covid restrictions lifting compared to the levels pre Covid. The traffic can queue back past Shotsford Rd some days waiting for the Oakdale traffic lights. The traffic also queues very badly along Wimborne Rd - another road I also walk my children along to school. It is particularly bad during school drop off, pick up and rush hour where the traffic can queue and cruel waiting for the lights at the New Inn right back past the Tatnam Road junction. The increase in CO2 emissions has most definitely increased in both of these locations as traffic now just sits. It has also become more difficult to safely cross my children along Wimborne Rd where the traffic has increased. I have raised this with the councillors who have asked for this to be looked at as part of the transforming travel rethink as there are limited safe crossing. Overall Tatnam Road being closed has most definitely caused other smaller residential roads with heavy school footfall to be much busier and more dangerous (especially Vicarage Rd) and has increased traffic queuing times; which is not helping the environment. Please consider listening to the local residents on this and not just the 4/5 councillors who want to do their own thing. The majority of people are not in favour of the road remaining closed. Many thanks.
327	Graham Condon	BH15 3BP		With overall opinion well against the scheme, I don't see how a democratic council could continue with the closure. From my own point of view Fleets lane does seem a bit quieter.
328	Stephen Booker	BH15 2AG		Please do not close the road.

No	Name	Your Postcode	Organisation (if applicable)	Your comments
329	Zoe Cannon	BH15 2DS		<p>I would like the road to stay shut, our road is much nicer now without a high volume of cars driving/speeding through and parking during school times allowing more cyclists, pedestrians and dog walkers to enjoy the road as they pass by. Who we like to interact with whilst the road is quiet and calmer.</p> <p>There are also alot of cats that live on the road and it is alot safer for them now too leaving us as owners a slight more peace of mind.</p> <p>Thankyou.</p>
330	Matt Cannon	BH15 2DS		<p>I would like the road to stay closed.</p> <p>We enjoy the road closed, it allows more pedestrians to walk by in a quiet and enjoyable area as well as dog walkers and cyclists. If the road opens it will be busier, less enjoyable for those who live here and more dangerous for the animals who have gotten used to a quieter road.</p> <p>Thankyou</p>
331	Darren Clarke	BH17 7XB		Reopen Road, don't see the benefit of keeping it closed.
332	Corinne Martin	BH15 2DW		Please make Tatnam Road closure permanent. Thank you
333	Robert Salter	BH15 2QN		<p>The Tatnam Road ETRO has encouraged me to cycle to work regularly (over 80% of the time) as it has made the road much safer and more pleasant to cycle through. It has also meant that I now cycle with my children to Upton Country Park - previously we drove.</p> <p>I very much hope that the ETRO is kept.</p>

PORTFOLIO HOLDER DECISION - TATNAM ROAD ETRO

SCHEDULE OF REPRESENTATIONS RECEIVED VIA EMAIL

Respondents may have also responded via the online form.

(Text is displayed as entered by the respondent and may include grammatical or typographical errors)

134

No	Name	Your Postcode	Organisation (if applicable)	Your comments
1	Helen and Chris Toby	BH15 2ED		As residents of Hayes Avenue we are against this closure becoming permanent. Along with the other residents in the area we are very concerned that this has not been considered properly. As our representatives in the council we feel you should survey the area and appreciate what the problem is. Is anyone in the council listening to us. We would appreciate a response.
2	Gemma Curtis-Potter			We are residents from Haynes Avenue. Since the road closure, there has been a huge increase of traffic on Wimborne Road which only going get worse if the cycle lane is put in. This is causing more pollution, which the closure of Tatnam Road was supposed to reduce. Due to the closure people are now using Haynes Avenue and Stokes Avenue as a rat run. This is causing very close collisions because of a blind corner outside 2 Haynes Avenue. This seems particularly convenient as Councillor Rice's parents live right next to the Tatnam closure.
3	Carl Potter			<p>I am writing to you about the road closure of Tatham Road. Since this road has been closed there has been a major increase in traffic along the Wimborne Rd causing more pollution in a populated area , which the closure of Tatham Road was ment to reduce. Also due the road being closed people are now using Haynes and Stokes as a rat run and there is a child setting at the end of Haynes Avenue which as it has a blind corner will soon end with a critical accident. Already there has been at least 4 close calls in the last 2 months between resident and delivery drivers meeting on the courner instead of the delivery driver going down Tatham. I feel that we are being pushed into desions due to councillors having family near road closure like councillor Rice whos parents live at the end of Tatham Rd. I understand that work needs to be carried out to keep the budget but with the way roads are being closed it is forcing people out of coming into Poole and also due to a heavy increase in traffic emergency services are struggling to get where they need to be risking loss of life.</p> <p>I would like to hear from you soon to discuss further</p>

No	Name	Your Postcode	Organisation (if applicable)	Your comments
4	Kev Mounce			<p>I email in regard to the decision to make the ETRO at Tatnam Road permanent, pending consultation results.</p> <p>I've already filled in the survey but felt compelled to email today when a journey compounded the issues I've faced since the scheme was introduced. A journey that should have taken 4mins from my house (to Nuffield Industrial Estate) according to Google Maps, if I had been able to exit out of Tatnam Road, instead took nearly 20 because I had to drive down Wimborne Road towards Fleetsbridge Roundabout. The lights changed 4 times before I was able to enter the roundabout due to the congestion of people travelling from the same direction I was.</p> <p>I just honestly do not understand how this can be seen as a good idea. I understand the need to reduce traffic on the roads and can understand how reducing school traffic and encouraging children to walk/cycle is good for health and the environment. This just cannot be the way to do that - adding to time spent on the road for anyone in the area. It's just nonsensical</p> <p>I would really urge councillors to remove the scehe, and try and find a better solution than this.</p>

PORTFOLIO HOLDER DECISION RECORD



Report subject	Experimental Traffic Regulation Order on Tatnam Road (ETRO/7)
Decision maker	Councillor Mike Greene
Decision date	Not before 1 September 2021
Decision taken	To make permanent the current Experimental Traffic Regulation Order (ETRO) closing Tatnam Rd at its junction with Sterte Rd and Stanley Green Rd.
Reasons for the decision	<p>Decisions regarding Traffic Regulation Orders (TROs) including ETROs are delegated to the Portfolio Holder. An ETRO can run up to a maximum of 18 months and therefore a decision is required in regard to the future regulation of traffic in this area.</p> <p>The Portfolio Holder's reason for this decision is as follows:</p> <p>'I see the benefits of this closure to be limited. However, the SATURN model simulations calculate that the additional journey times, which form the most significant disbenefit caused, are also very limited. Accordingly, officer advice is to make the closure permanent.</p> <p>The public responses to the consultation are strongly negative. However, in coming to decisions on ETROs, I have consistently respected the wishes of the ward councillors where they are clear.</p> <p>In this case there are five relevant ward councillors: from Poole Town and Oakdale wards. Four of these are very strongly in favour of making the closure permanent. The last of the five also appears to favour making the closure permanent but said they would like some other data before committing. They did not put forward any concrete suggestions of what this desired data might be, so no assessment could be made about whether the data would be practical to collect or genuinely relevant in coming to a decision.</p> <p>Additionally, the closure has been in place for very close to a year and I believe that everyone will benefit from the clarity of a decision being made rather than the uncertainty of it dragging on. This is particularly true for the Transforming Travel work, which needs to know where closures will or will not remain in place when assessing their own proposals.'</p> <p>In summary, for the reasons set out above and also in detail below in the background section of this report, it is considered the changes effected by the Traffic Regulation Order are beneficial overall.</p>

Call-in and urgency:	This decision is subject to a 5-day call in period.
Corporate Director	Kate Ryan - Chief Operations Officer
Responsible officer	Transport Network Manager - Richard Pearson
Ward(s)	Oakdale and Poole Town
Status	Open
Background	<p>Emergency Active Travel Fund</p> <p>In May 2020, the Secretary of State for Transport announced the introduction of a central government grant titled the Emergency Active Travel Fund (EATF). Its purpose was to support local authorities in their response to the COVID-19 pandemic by helping deliver schemes which promoted cycling, walking and social distancing.</p> <p>Grants made available to BCP Council consisted of £312,835 for Tranche 1 and £1,062,100 in Tranche 2. Tranche 1 funding was used to implement a range of active travel schemes on a trial basis. Allocations in Tranche 2 includes funding for consolidating those schemes that are made permanent, introducing amendments or carrying out complementary work as required.</p> <p>Tatnam Road has been used by motor traffic taking a short-cut between Wimborne Road and Stanley Green Road, with vehicles purportedly exceeding the posted speed limit. It also forms part of wider rat-run used by motorised vehicles in combination with Garland Road and Birds Hill Road.</p> <p>Between 2017 and 2019, seven collisions resulting in casualties were reported at the Tatnam Road/Sterte Road/Stanley Green Road junction, one along Tatnam Road and one at the Tatnam Road/Wimborne Road junction.</p> <p>Due to the human and financial costs of road casualties, the Council has an objective to reduce road casualties and this measure is likely to substantially reduce road casualties at the junction and along Tatnam Rd from their historic levels.</p> <p>Alongside this, Tatnam Road forms a key route for:</p> <ul style="list-style-type: none"> • Children travelling to and from Oakdale Junior School and Poole High School; and • The Council's proposed secondary cycling network, as described in the emerging Local Cycling and Walking Infrastructure Plan (LCWIP). <p>Prohibiting through traffic reduces the number of motorised vehicles travelling along Tatnam Road. This in turn provides safer conditions for cycling and enabling less confident cyclists to cycle in the carriageway, reducing conflict with pedestrians using the footway.</p> <p>Enhancing provisions for active travel also lessens the need to travel by car, serving to abate localised congestion.</p> <p>The stated objectives of the scheme were to:</p> <ul style="list-style-type: none"> • Discourage through traffic from using the residential area; • Create additional space where people can safely cycle and walk to access local amenities, particularly children; and

- Reduce the attractiveness of the wider rat run along Garland Road and the extended route through to Parkstone Rd.

The measure involved a modal filter which closed Tatnam Road at its junction with Stanley Green Road / Sterte Road to motor vehicles. It comprised of wooden planters, traffic cylinders and appropriate signage.

Timeline

The ETRO came into legal effect on Monday 31st August 2020 and the measure was installed on Tuesday 8th September 2020. A 6-month consultation process ran until Sunday 14th March 2021. Since then, the measure has been remained in-situ place pending review and a decision.

Traffic Surveys and Modelling

Owing to the COVID-19 Pandemic, the Council has been unable to collate representative traffic survey data. Diverse traffic patterns have persisted throughout the past year due to various iterations of lockdown restrictions, coupled with public health advice discouraging use of public transport and lift-sharing. Consequently, empirical evidence has been atypical and would not have provided a meaningful comparison with previously recorded traffic flows.

Nevertheless, the Council has sought to quantify the potential traffic impact of the ETRO via alternative means, so as to ensure a robust assessment. The approach taken has involved a strategic transport modelling exercise, using an area-wide transport model known as the South East Dorset Model. This uses SATURN traffic modelling software to forecast future traffic levels based on central government mandated assumptions about growth. It is managed by Dorset Council on behalf of all local authorities within South East Dorset.

Forecasted journey time and traffic volume outputs were produced for the AM, PM and inter-peak (IP) periods for motorised vehicles travelling in the area between the junctions of the A350 Parkstone Road / Birds Hill Road, and Fleets Lane / Stanley Green Road. Differences were determined between the base year (2017) and the forecasted year to ascertain the impact on the surrounding network from displaced traffic redistributing from Tatnam Road.

Of the routes assessed, four were most pertinent to the ETRO/7 measure. These were:

- **Route 1** – Sterte Road, Stanley Green Road and Fleets Lane (between Holes Bay Road and Fleetsbridge Roundabout);
- **Route 2** – Holes Bay Road and Townsgate Road (between Holes Bay North Roundabout and The George Roundabout);
- **Route 3** – Wimborne Road (between The George Roundabout and Fleetsbridge Roundabout)
- **Route 5** – Stanley Green Road (between Fleets Lane and Wimborne Road);

The table overleaf summarises the key differences between Scenario 1 and the base year. **Appendix A1** includes a copy of the

full report and **Appendix A2** provides a summary of the route specific forecast.

Route	Direction	Approximate differences				
		Journey time (seconds)*			Traffic volumes per hour (PCUs)**	
		AM	IP	PM	AM	PM
Route 1	Northbound	0	0	0	-63	-157
	Southbound	5	0	1	-45	-98
Route 2	Northbound	1	1	5	32	54
	Southbound	12	2	2	52	113
Route 3	Northbound	4	4	6	100	112
	Southbound	18	9	14	-226	-109
Route 5	Eastbound	-1	-1	-1	42	42
	Westbound	0	0	0	25	25

*Rounded to the nearest whole number i.e. if the digit is 0.5 or more it is rounded up. If the digit is less than 0.5, it is rounded down.

**Rounded up to the nearest whole to provide a robust assessment.

Effects on forecasted journey times and traffic volumes are largely negligible, with little or no change. With regards to journey times, an increase of 18 seconds is predicted in the worst-case. However, for most routes, the change is between 1 and 10 seconds.

In terms of traffic volumes, vehicles predominately divert onto classified major roads, namely Holes Bay Road and Wimborne Road. The largest increase is forecast to take place on Holes Bay Road in the southbound direction during the PM peak, equating to approximately two additional vehicles per minute. Localised impacts on Stanley Green Road are nominal, corresponding to less than one extra vehicle per minute. Such changes are relatively small in scale and are therefore not considered significant. Additionally, they are offset by reductions elsewhere on the network. Finally, it should be noted that the figures above depict a “tidal” pattern, reflecting commuting patterns at either end of the day.

Overall, when taking into account the effects to predicted journey times and additional traffic volumes, impact on the surrounding highway network from displaced traffic redistributing away from Tatnam Road is anticipated to be marginal at worst.

Options appraisal

Three options are available for the measures being decided upon: retain and make permanent; modify; and / or remove. Given the time that has elapsed, the experiment cannot be continued and reviewed again within the original 18-month experimental period.

Despite the measure operating in atypical conditions due to the COVID-19 pandemic, many of the original scheme objectives still apply and other road safety benefits arise that can be better realised by retaining the measure.

Consultation undertaken

Prior Consultation

Unlike conventional TROs, time constraints meant there was not the normal opportunity for extensive advance consultation. Timescales were dictated by the DfT's EATF criteria. Conditions for the grant required that the measures should be implemented within 12 weeks of funding being awarded.

A short pre-consultation was held with statutory consultees ahead of implementation. This included the emergency services, along with consideration for persons or groups with protected characteristics. In addition, a public notice was issued 7 days before

the ETRO came into being. The experimental period provided a less time pressured consultation to be undertaken.

Public Consultation

People were able to comment as follows:

- Formally via the 'ETRO Response' mailbox which gathered formal representation (written comments, objections and support) via email and post; and
- Informally via an Online Questionnaire which collected information about how individuals responded to the measure in relation to a scale ranging from positive to negative, and a series of questions designed to help people comment on the impact of the measure. Data was also collected to inform the EIA.

'Formal written responses

Analysis of all formal correspondence received is provided in **Appendix B**. Key findings are summarised below.

Altogether, 165 formal responses were received for ETRO/7.

It would appear that the majority of those who chose to provide formal representation were against the scheme, with approximately 66% objections and 33% messages of support. Neutral feedback was negligible.

Over the course of the trial, the statistics insinuate that people were more energised to speak about the scheme early on, especially when the schools were in session during the 2020 autumn term. Additionally, formal responses did not become more negative or positive over time.

Formal objections centred around four core themes. In order of relative magnitude, these were: displaced traffic; road safety; prior consultation; and purpose.

Messages of support also concentrated on six themes. In order of relative magnitude, these were: road safety; noise; behavioural change; environmental benefits; lower traffic volumes; and sense of community.

The consultation is not a referendum. Instead, as with all TROs, it is a method by which to collate views to inform decision making. Any objections are then assessed to determine how material they are, to help inform decision making and decide whether to pursue or amend the scheme.

Council responses to objections have been provided within **Appendix B**. Actions to take forward for further consideration relate to vehicle parking during school arrival and departure periods, amendments to existing parking restrictions and enforcement of the modal filter.

Vehicle parking issues during school arrival and departure periods were exceptional, emanating from the distorted effect COVID-19 had on trip patterns. Issues alluded to by objectors were temporary and not an indication of long-term behavioural

change. As restrictions are gradually eased, it is expected that problems will dissipate and enforcement of parking restrictions will assist.

Amendments to existing parking restrictions concern TROs that are not part of this measure. Therefore, any changes to these are not relevant to the decision in hand. Nonetheless, modifications could be considered separately at a future date, as part of the standard prioritisation and consultation process for TROs.

By making the measure permanent, the Council will be able to formalise the closure through the application of more hard-standing features. This will help create a self-enforcing design, which reinforces the changes and enables drivers to become better accustomed to the new layout. Further enforcement options in accordance with devolved powers in Part 6 of the Traffic Management Act, could be considered in future if deemed necessary. Principally, in terms of the decision in hand, non-compliance is an insufficient reason to prevent the scheme being made permanent.

Online Questionnaire

Analysis of all responses to the Online Questionnaire is provided in **Appendix C**. Key findings are encapsulated below.

As of Monday 8th March 2021, 605 respondents took part in the consultation as summarised in the following table:

Summary of question	% Agree	% Disagree
Creation of a LTN.	20	66
Closure in Tatnam Road at the junction with Stanley Green Road / Sterte Road.	17	80
The changes have reduced through traffic in the area.	17	74
The changes have encouraged me / my family to travel to school on foot / by bicycle.	14	81
The changes make it safer for me to cycle in this area.	19	70
The changes make it safer for me to walk in this area.	18	73
The changes improve air quality in the local area.	20	70

With regards to impact of the trial, 16% of respondents felt it was positive, 77% declared it was negative, 4% reported a mixed impact and 2% stated that there was no change.

In terms of mode of travel, the results infer a slight shift to more sustainable choices, primarily walking, as demonstrated in the table below.

Mode of travel	More likely	No change	Less likely
Car or motorcycle	31%	55%	14%
Public transport	2%	57%	41%
Cycle	15%	49%	35%
Walk	31%	55%	14%

**Due to the product of rounding, when summed together, some of the figures above do not equal 100%.*

	<p>As shown in the table below, views over time generally did not become more positive, with the exception of the first four weeks post implementation. However, contextual factors need to be taking into account. Over half of all responses (56%) were submitted prior to the measure being implemented. Ostensibly, early responses were more reactionary to the concept, whereas later responses incorporated an element of reflection as to how the measures had performed in practice. Responses after the initial four weeks tended to be made in the 2020 autumn school term when parking issues where allegedly most acute.</p> <table><tr><th rowspan="2">Time period</th><th colspan="2">Reported impact</th></tr><tr><th>Positive</th><th>Negative</th></tr><tr><td>Before launch of scheme</td><td>10%</td><td>86%</td></tr><tr><td>First four weeks post implementation</td><td>39%</td><td>52%</td></tr><tr><td>After four weeks post implementation</td><td>19%</td><td>71%</td></tr></table> <p>Comments and suggestions made chiefly mirrored those in the formal correspondence. Council responses to objections and suggestions are provided in Appendix B.</p>	Time period	Reported impact		Positive	Negative	Before launch of scheme	10%	86%	First four weeks post implementation	39%	52%	After four weeks post implementation	19%	71%
Time period	Reported impact														
	Positive	Negative													
Before launch of scheme	10%	86%													
First four weeks post implementation	39%	52%													
After four weeks post implementation	19%	71%													
Financial/Resource implications	<p>The initial costs of implementing the measures as part of the EATF Tranche 1 programme were approximately £5,000. These were recoverable from the external EATF Tranche 1 capital grant from the DfT.</p> <p>Revising and making permanent the measures in the way described would result in costs of around £25,000. This expenditure can be funded from the EATF Tranche 2 programme that included budget for the modification of Tranche 1 schemes.</p>														
Summary of legal implications	<p>The Experimental Order was made pursuant to the provisions of Section 9 of the Road Traffic Regulation Act 1984 (“the Act”) and can remain in place for a period of up to 18 months.</p> <p>The Council can revoke, amend and / or make permanent ETROs. In addition, the Council can make new Traffic Regulation Orders under the Road Traffic Act 1984.</p> <p>The Council is required to advertise proposed Orders and must consider any objections that are made in accordance with the Traffic Regulation Order process as set out in:</p> <ul style="list-style-type: none">• The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; and• The Traffic Orders Procedure (Coronavirus) (amendment) (England) regulations 2020 (Statutory Instrument No. 536) (“the SI”) that came into force on Saturday 23rd May 2020. <p>In this case the decision is to make the original ETRO permanent.</p> <p>In terms of the decision itself, consideration has been given to the consultation responses received and to the assessment undertaken in respect of impact upon those with protected characteristics. This report and its appendices sets out a rationale for the decision, which is supported by the evidence obtained to date, and is made in accordance with the relevant delegated authority contained in the Council’s constitution and accords with the criteria set out within s1 of the Road Traffic Regulation Act 1984 and Section 122 of the Act.</p>														

Summary of sustainability impact	<p>The DIA is included in Appendix D (Assessment number 258).</p> <p>The LTN will discourage through traffic and help to promote sustainable travel and therefore the environmental impact of this measure is mainly positive locally. However, some of the benefits may be offset by the displacement of traffic. Although, this in turn may be offset if the measures enhance the immediate area for residents, improve road safety as well as provisions for active travel, especially for children given the proximity of Oakdale Junior School and Poole High School. In combination with other measures, it is also likely that as more people switch to sustainable travel modes then some of the possible disbenefits of displacing traffic may be fully or partly mitigated against.</p>
Summary of public health implications	<p>Making permanent the experimental measures currently in place, would ensure that the benefits from a reduction in through traffic (which enhances the experiences of pedestrians, cyclists, children, the disabled and less mobile groups within the area), are continued. A balance has been struck between access for motorised vehicles and provisions for non-motorised users as evaluated elsewhere in this report. This may help support a positive public health outcome.</p>
Summary of equality implications	<p>A full EIA is included in Appendix E. This is summarised below.</p> <p>The EIA was based on the consultation responses to the Online Questionnaire (as set out in Appendix C), along with an assessment of the actual area.</p> <p>Prior to implementation and guided by previous local research and consultation, equality benefits were anticipated by improving facilities for people that walk, cycle and travel by bus, as some residents, especially in areas of high social deprivation, do not have access to a car. Stated outcomes from central government, cited benefits to higher risk people in society, namely the elderly, ethnic minorities, and people with health limiting disabilities.</p> <p>Responses were evaluated based on differences from and within protected groups. Significant differences were only shown for age, gender and disability. The 45-54 years age group showed higher agreement with the trial than others, with the 18-24 years and the over 65s exhibiting lower levels of support. All age groups showed far fewer people agreeing with the trial than disagreeing.</p> <p>Disabled people compared to non-disabled people were proportionately more opposed. Men were slightly less pronounced in their opposition compared to women. There were also pronounced variations in disagreement and impact based upon: where people live; how they travel; whether they worked in the area; and the time a response was submitted. People in Tatnam Rd were more supportive of the measure than people in Sterte Rd or Stanley Green Rd. This is likely to be because Tatnam Rd is essentially the cut through route that people use and by closing that cut through the traffic levels are much lower.</p> <p>In the context of responses showing low levels of agreement, making the measure permanent will not evidence additional further impact for any protected groups compared to the initial period. By allowing greater time to experience the impacts of lower traffic, more of the intended original benefits should be realised. This is specifically relevant to this trial, because journeys to school during the 2020 autumn term were atypical. Providing a safer overall environment to encourage take up of active travel is more inclusive.</p>

	<p>Although impacts for this scheme are noted on certain groups, these do not specifically impact on ability to travel by existing means.</p> <p>Positives emanating from the encouragement of cycling, walking and public transport, together with improved residential amenity are considered to outweigh the inconvenience of slightly longer car journeys. For trips impacted by the scheme other routes are still available.</p> <p>Given the disproportionate impacts of poor air quality on disabled people and children, coupled with the detrimental effect of high traffic levels on a child's development, keeping the modal filter will continue to provide benefits to these groups. Supportive comments received about the benefits to activity, climate change, communities, environment, health and road safety will also be realised by retaining the scheme.</p> <p>A higher proportion of responses against the scheme were received before the measure was implemented. Greater levels of support were evidenced post implementation. With considered evaluation of the outcomes before they occurred, its anticipated that more people would now consider the measures positive than evidenced in the survey.</p> <p>Keeping the scheme will enable continued evaluation and investigation of similar initiatives in the wider area. Furthermore, it will allow the community to realise the intended benefits which have not been yet wholly manifested due to the unusual circumstances at the start of the trial.</p>
Summary of risk assessment	There are no major risks identified. A summary of the risks is included in Appendix F .
Conflicts of interest declared by Cabinet member consulted on this decision	Not applicable
Background papers	<p>Chief Executive Urgency decision dated Thursday 11th June 2020.</p> <p>Emergency Active Travel Fund Programme Cabinet Report dated Wednesday 9th September 2020.</p>

Poole Road Closures EATF-1

Traffic Impacts

Matthew Piles
Corporate Director for Economic Growth and Infrastructure

March 2021

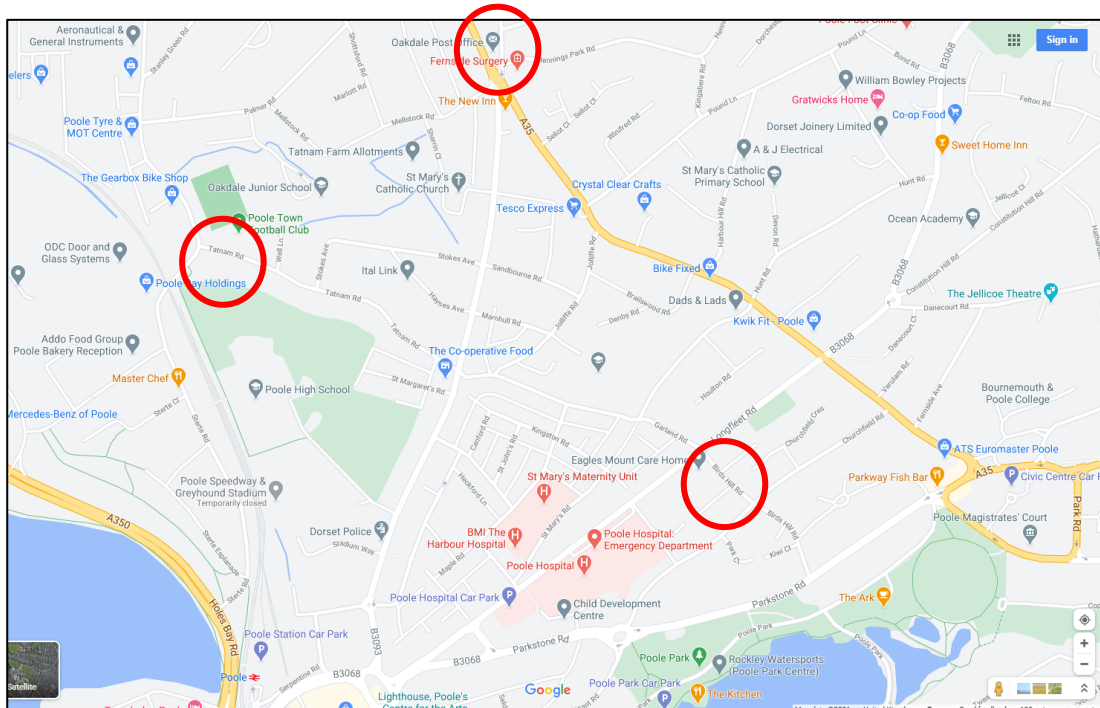
CONTENTS

1.0	INTRODUCTION	3
	Background	3
2.0	RESULTS	6
	AM PEAK	6
	Observations	8
	Journey Times	9
	Model Statistics	11
	Explanation of Statistics	13
	Summarising	13
	INTER PEAK	14
	Observations	16
	Journey Times	17
	Model Statistics	19
	Explanation of Statistics	21
	Summarising	21
	PM PEAK	22
	Observations	24
	Journey Times	25
	Model Statistics	27
	Explanation of Statistics	29
	Summarising	29
3.0	CONCLUSION	30
	AM Peak	30
	IP Peak	30
	PM Peak	30

1.0 INTRODUCTION

Background

- 1.1 Richard Pearson of (BCP) requested the Dorset Council Transportation modelling team to undertake a traffic impact assessment of closing a number junctions / roads in the Poole area. The 2017 SED model will be used to undertake the assessment. This document outlines the results of the option testing that has been undertaken.
- 1.2 The study area is shown below with the closure highlighted.



- 1.3 The traffic signals were assessed, and it was noted that the Volume over capacity (V/C) for each arm is relatively low and it was deemed not necessary to change the signal timings. An example V/C is shown below for the AM Peak for the junction.
- 1.4 The closures are located:
 - Tatnam Road at junction of Stanley Green Road
 - Birds Hill Road (One Way NWB) at Junction of Longfleet Road
 - Darby's Lane (One Way SB) at the New inn Junction
- 1.5 Statistics, difference plots and journey time outputs are required for each of the AM, IP, and PM peaks. A template has been supplied for completing.
- 1.6 The following Journey Time (JT) routes will be assessed.

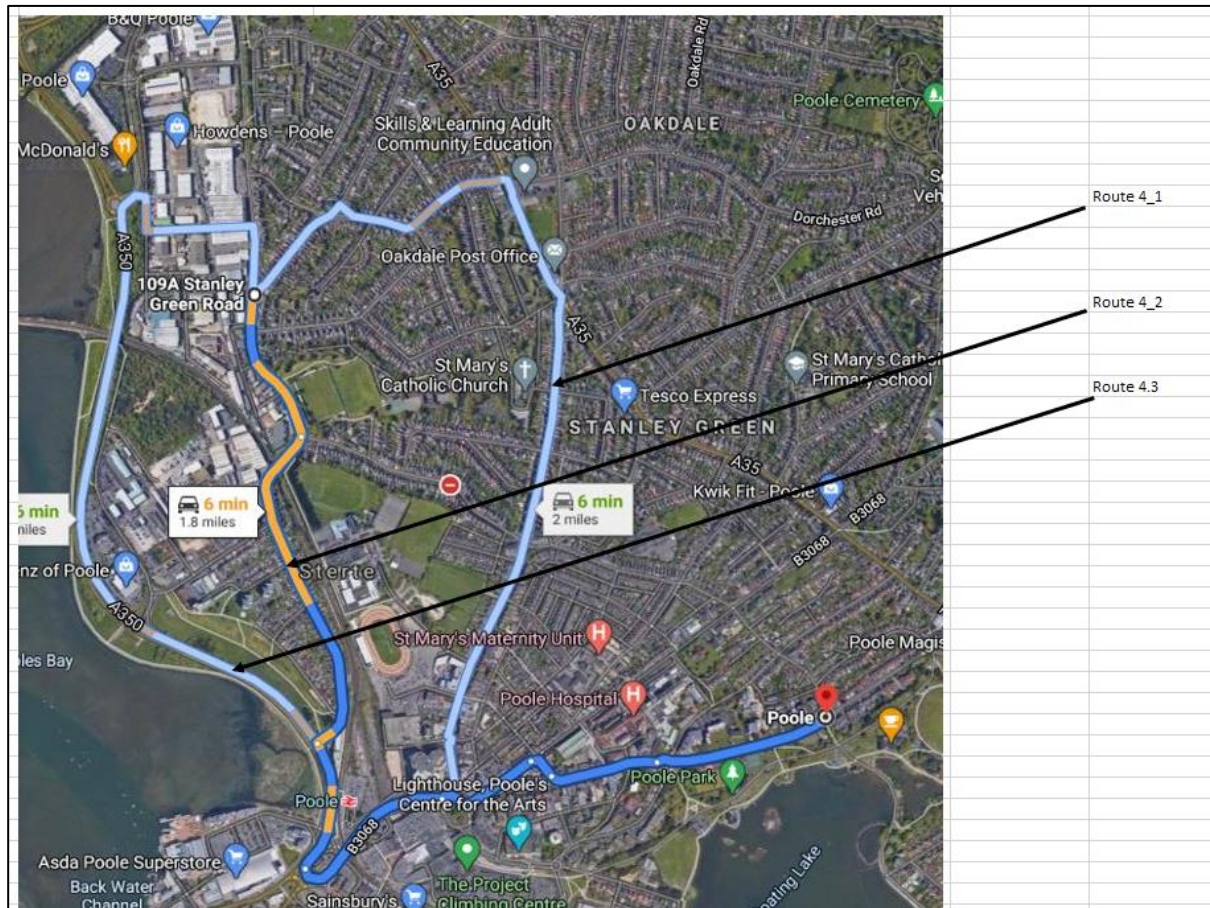
Poole EATP-1 Road closures - Traffic Impacts

Route	From / To
Route 1 NB	Sterte Road (Holes Bay) 7660 to Fleetsbridge Rbt 7783 (1)
Route 1 SB	
Route 2 NB	Holes Bay Road 7750 from A35 to George Rbt 7670 (1)
Route 2 SB	
Route 3 NB	7671 George Rbt to Fleetsbridge Rbt 7782 (1)
Route 3 SB	
Route 4 EB	**Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)
Route 4 WB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) via
Route 5 EB	7790 Stanley Green Rd/Fleets Ln to Wimborne Rd/Stanley Green Rd 7835 (short) (2)
Route 5 WB	
Route 6 EB	7540 Civic Centre to Darby's Lane Wimborne Road 7580 (2)
Route 6 WB	
Route 7 EB	1056 Civic centre to George Rbt 7672 (2)
Route 7 WB	
Route 8 EB	7450 Rossmore Rbt to George Rbt via Longfleet Road 7642 (3)
Route 8 WB	
Route 9 EB	7863 Dorset Way/Adastral Rd Rb to 7830 Wimborne Rd/Dorchester Rd (09PS) Via Dorchester Rd/Oakdale Rd 7840 (3)
Route 9 WB	
Route 10 EB	7830 Wimborne Rd/Dorchester Rd (09PS) To Dorchester Rd/Pound Ln 7850 (Short) (3)
Route 10 WB	
	Route 4 Alternatives
Route 4_1 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)
Route 4_1 WB	via George Rbt, Wimborne Road Vicarage road
Route 4_2 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)
Route 4_2 WB	Via Sterte Road
Route 4_3 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)
Route 4_3 WB	Via Holes Bay
Route 4_4 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)
Route 4_4 WB	Via Fernside road Vicarage road

**** Route not possible after closure of Birds Hill road – Alternatives provided**

1.7 The alternatives for Route 4 are shown below

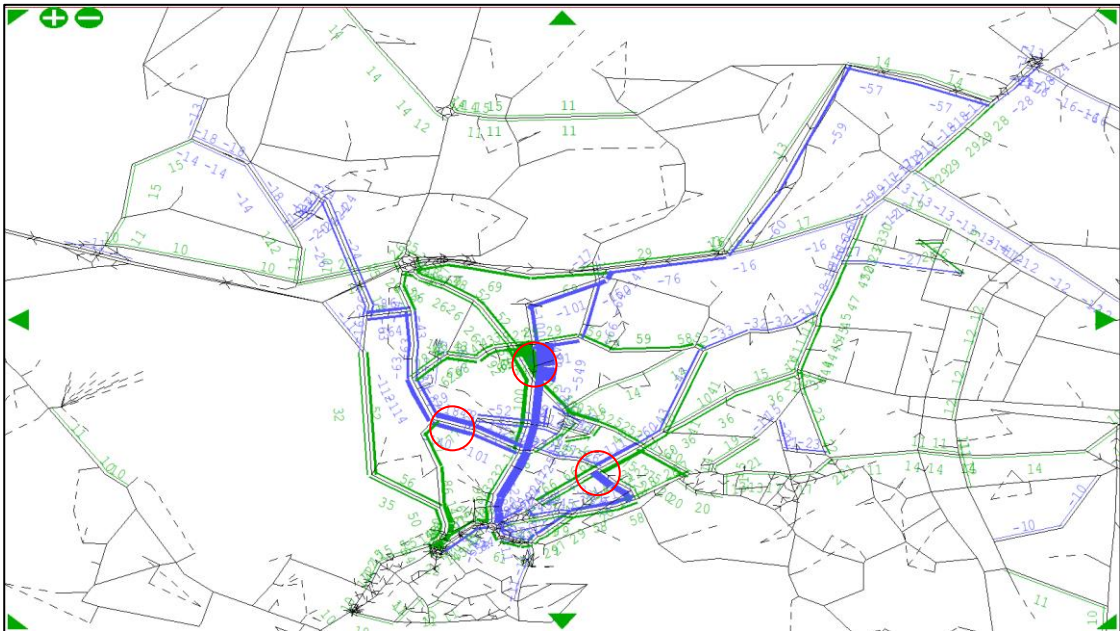
Poole EATP-1 Road closures - Traffic Impacts



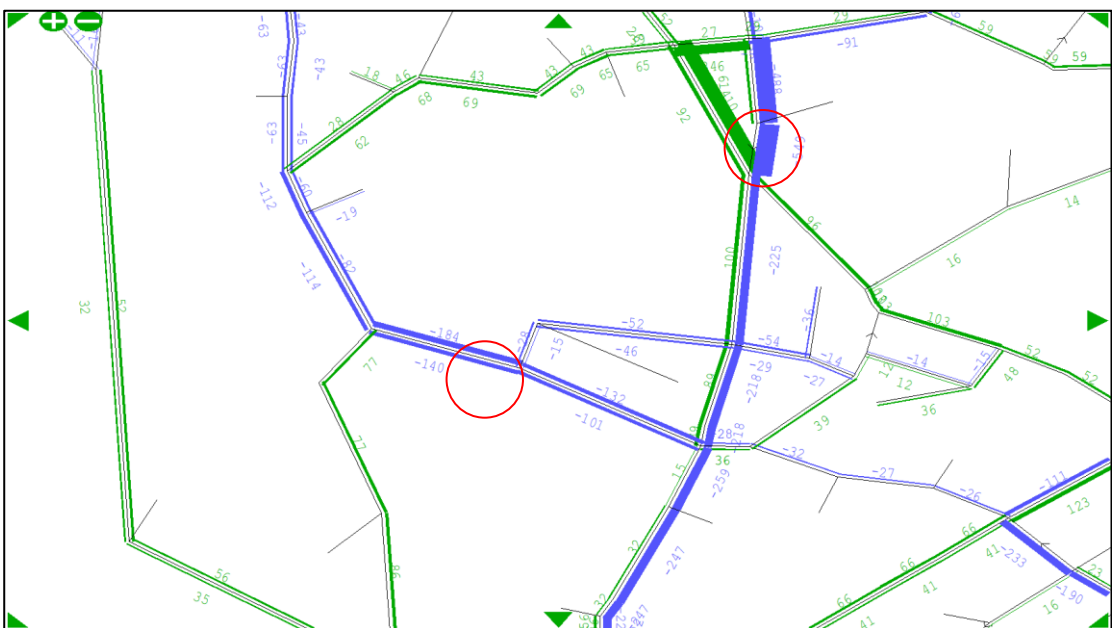
2.0 RESULTS

AM PEAK

- 2.1 Difference plots show the changes in traffic flow due the network changes of the scheme. **Blue** colouring on the links indicate a reduction in traffic and **Green** indicates an increase in traffic flow. Any changes in flows less than 10 are not shown as they are deemed of little or no consequence.

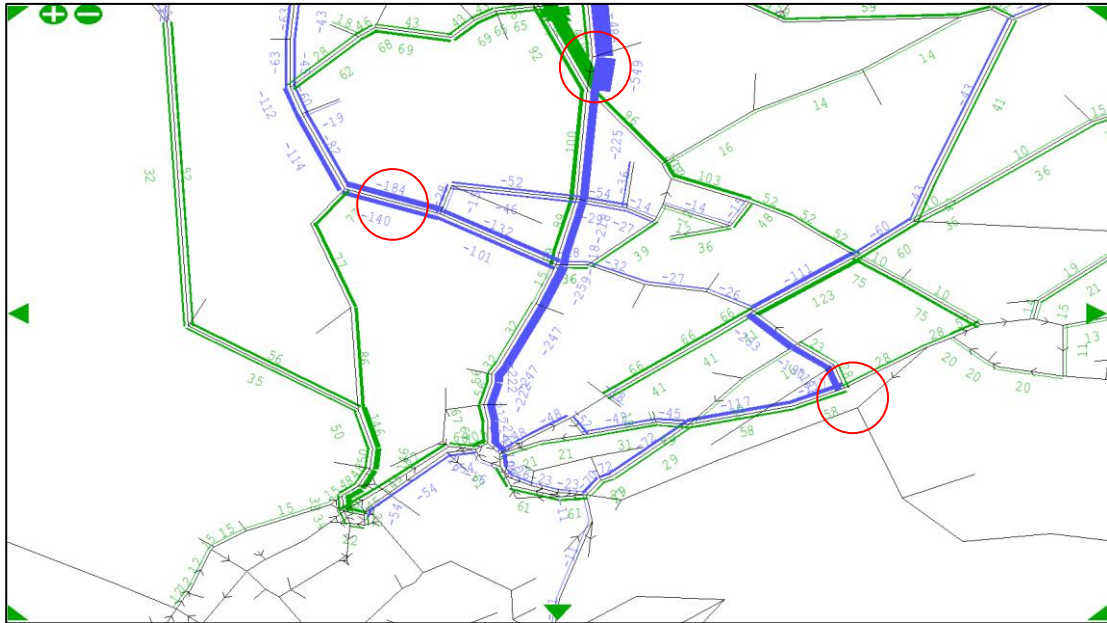


Wide area

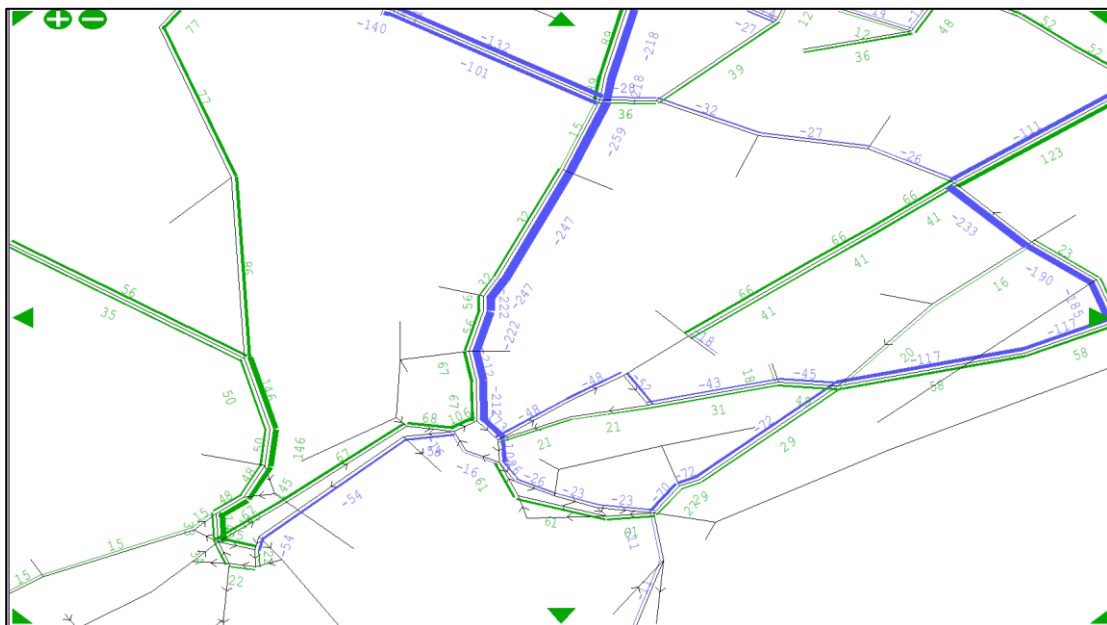


More Focussed - Tatnam Road and Darby's Lane

Poole EATP-1 Road closures - Traffic Impacts



Focussed



Town Centre

Observations

2.2 Summary of the effects of the closure

Traffic Increases/Decreases

- Wimborne Road SB -250, NB +32
- Holes Bay South of Sterte road SB +146 NB +50
- Sterte Road SB +86, NB no change
- Stanley Green / Fleets Lane NB -112, SB -82
- Stanley Green road EB +43, WB +69
- Fernside road (near New Inn) EB +100 WB no change
- Wimborne road at Fleetsbridge EB +50, WB +26
- Longfleet road (East of Birds Hill) EB -111, WB +123
- Parkstone Road (West of Birds Hill) EB -117, WB +58
Note: Look at Civic Centre
- Towngate Bridge into Poole +67 Out -54

2.3 The IP is generally similar to the AM but with 20% less traffic overall, changes are somewhat less.

2.4 The effects of the closure appear generally to be localised with displaced traffic finding alternative routes (rerouting), Some smaller changes in flows are evident when reviewing the wider area views.

Journey Times

- 2.5 The journey time data for the routes mentioned above has been extracted from both the BASE and the Scenario models for comparison purposes. These are shown in the table below. Indications are there is little detriment to journey times around the area because of the schemes. Routes assessed are generally marginally slower in the scenario model. The table below shows a summary of the Base model compared to the scheme.

Route	From	BASE AM (s)	Scenario 1 AM (s)	Diff
Route 1 NB	Sterte Road (Holes Bay) 7660 to Fleetsbridge Rbt 7783 (1)	235.9	235.88	-0.02
Route 1 SB		251.93	256.53	4.6
Route 2 NB	Holes Bay Road 7750 from A35 to George Rbt 7670 (1)	294.09	294.72	0.63
Route 2 SB		265.95	278.35	12.4
Route 3 NB	7671 George Rbt to Fleetsbridge Rbt 7782 (1)	294.87	299.32	4.45
Route 3 SB		301.13	318.9	17.77
Route 4 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	219.68	Not possible	
Route 4 WB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) via	Not possible	Not possible	
Route 5 EB	7790 Stanley Green Rd/Fleets Ln to Wimborne Rd/Stanley Green Rd 7835 (short) (2)	65.25	64.27	-0.98
Route 5 WB		68.25	68.39	0.14
Route 6 EB	7540 Civic Centre to Darby's Lane Wimborne Road 7580 (2)	185.62	189.25	3.63
Route 6 WB		182.02	184.49	2.47
Route 7 EB	1056 Civic centre to George Rbt 7672 (2)	459.83	467.73	7.9
Route 7 WB		425.56	417.26	-8.3
Route 8 EB	7450 Rossmore Rbt to George Rbt via Longfleet Road 7642 (3)	441.2	432.29	-8.91
Route 8 WB		459.83	467.73	7.9
Route 9 EB	7863 Dorset Way/Adastral Rd Rb to 7830 Wimborne Rd/Dorchester Rd (09PS) Via Dorchester Rd/Oakdale Rd 7840 (3)	93.27	93.22	-0.05
Route 9 WB		142.48	140.07	-2.41
Route 10 EB	7830 Wimborne Rd/Dorchester Rd (09PS) To Dorchester Rd/Pound Ln 7850 (Short) (3)	102.59	103.04	0.45
Route 10 WB		153.18	152.24	-0.94
Route 4 Alternatives				
Route 4_1 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	524.11	529.93	5.82
Route 4_1 WB	via George Rbt, Wimborne Road Vicarage road	427.14	441.96	14.82
Route 4_2 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	424.67	432	7.33

Poole EATP-1 Road closures - Traffic Impacts

Route 4_2 WB	Via Sterte Road	409.75	418.05	8.3
Route 4_3 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	503.74	510.3	6.56
Route 4_3 WB	Via Holes Bay	489.21	497.35	8.14
Route 4_4 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	387.47	390.64	3.17
Route 4_4 WB	Via Fernside road Vicarage road	504.66	529.07	24.41

- 2.6 Generally, the journey times have increased slightly for all routes assessed but with the highest increase being 24.41s for route 4_4, most are insignificant changes.

Model Statistics

2.7 The model wide statistics are show below for the AM peak for both the Base and Scenario models.

Network File:		SED_post_2017_AM_N37.UFS			
SIMULATION (S), BUFFER (B) AND BUFFER CENTROID CONNECTORS (BCC)					
TOTAL FLOWS (INCLUDING FIXED FLOWS)					
ABSOLUTE TOTALS:		THIS TIME PERIOD	NEXT TIME PERIOD	TOTAL	
TRANSIENT QUEUES	(S) =	5066.0	67.0	5132.9	PCU. HRS.
	(B) =	105.3	0.0	105.3	
	(T) =	5171.2	67.0	5238.2	
OVER-CAPACITY QUEUES	=	471.5	21.0	492.5	PCU. HRS.
	(B) =	70.1	1.3	71.4	
	(T) =	541.6	22.3	563.9	
LINK CRUISE TIME	(S) =	11653.5	123.9	11777.3	PCU. HRS.
	(B) =	10761.2		10761.2	
	(BCC) =	2019.5		2019.5	
	(T) =	24434.2	123.9	24558.0	
TOTAL TRAVEL TIME	(S) =	17190.9	211.8	17402.8	PCU. HRS.
	(B) =	10936.6	1.3	10937.9	
	(BCC) =	2019.5		2019.5	
	(T) =	30147.0	213.1	30360.1	
TRAVEL DISTANCE	(S) =	670610.3	7253.7	677864.0	PCU. KMS.
	(B) =	914726.6		914726.6	
	(BCC) =	60583.9		60583.9	
	(T) =	1645920.8	7253.7	1653174.4	
AVERAGE SPEED	(S) =	39.0	34.2	39.0	KPH
	(B) =	83.6		83.6	
	(BCC) =	30.0		30.0	
	(T) =	54.6	34.0	54.5	
TOLL CHARGES	(S) =	1361.9	4.1	1365.9	Pounds
	(B) =	0.0		0.0	
	(BCC) =	0.0		0.0	
	(T) =	1361.9	4.1	1365.9	
TOTAL TRIPS LOADED	=	83718.7			PCUS

Poole EATP-1 Road closures - Traffic Impacts

Network File: SED_post_2017_AM_N37_S1.UFS

SIMULATION (S), BUFFER (B) AND BUFFER CENTROID CONNECTORS (BCC)

TOTAL FLOWS (INCLUDING FIXED FLOWS)

ABSOLUTE TOTALS:	THIS TIME PERIOD	NEXT TIME PERIOD	TOTAL	
TRANSIENT QUEUES (S) =	5093.1	67.4	5160.6	PCU. HRS.
(B) =	105.3	0.0	105.3	
(T) =	5198.4	67.4	5265.8	
OVER-CAPACITY QUEUES =	474.7	21.0	495.7	PCU. HRS.
(B) =	70.0	1.3	71.3	
(T) =	544.7	22.2	566.9	
LINK CRUISE TIME (S) =	11656.4	124.5	11780.8	PCU. HRS.
(B) =	10761.3		10761.3	
(BCC) =	2019.5		2019.5	
(T) =	24437.2	124.5	24561.7	
TOTAL TRAVEL TIME (S) =	17224.2	212.9	17437.0	PCU. HRS.
(B) =	10936.6	1.3	10937.9	
(BCC) =	2019.5		2019.5	
(T) =	30180.3	214.2	30394.4	
TRAVEL DISTANCE (S) =	670878.7	7292.7	678171.4	PCU. KMS.
(B) =	914732.7		914732.7	
(BCC) =	60585.9		60585.9	
(T) =	1646197.3	7292.7	1653490.0	
AVERAGE SPEED (S) =	38.9	34.3	38.9	KPH
(B) =	83.6		83.6	
(BCC) =	30.0		30.0	
(T) =	54.5	34.1	54.4	
TOLL CHARGES (S) =	1364.4	4.0	1368.4	Pounds
(B) =	0.0		0.0	
(BCC) =	0.0		0.0	
(T) =	1364.4	4.0	1368.4	
TOTAL TRIPS LOADED =	83718.7			PCUS

Explanation of Statistics

- Transient Queues - the transient queues correspond to the time spent queuing during the red phase by vehicles which then depart during the green phase
- Over-capacity queues only occur for turning movements in excess of capacity where a permanent queue builds up which is unable to clear in a single cycle
- LINK CRUISE TIME: Time which would be spent travelling on links, subdivided into free-flow speeds and the flow-specific extra travel time on those links
- TOTAL TRAVEL TIME: The sum of both link and junction times
- TRAVEL DISTANCE: Vehicle or pcu-kms on simulation links.
- OVERALL AVERAGE SPEED: Defined by (total distance) / (total time)

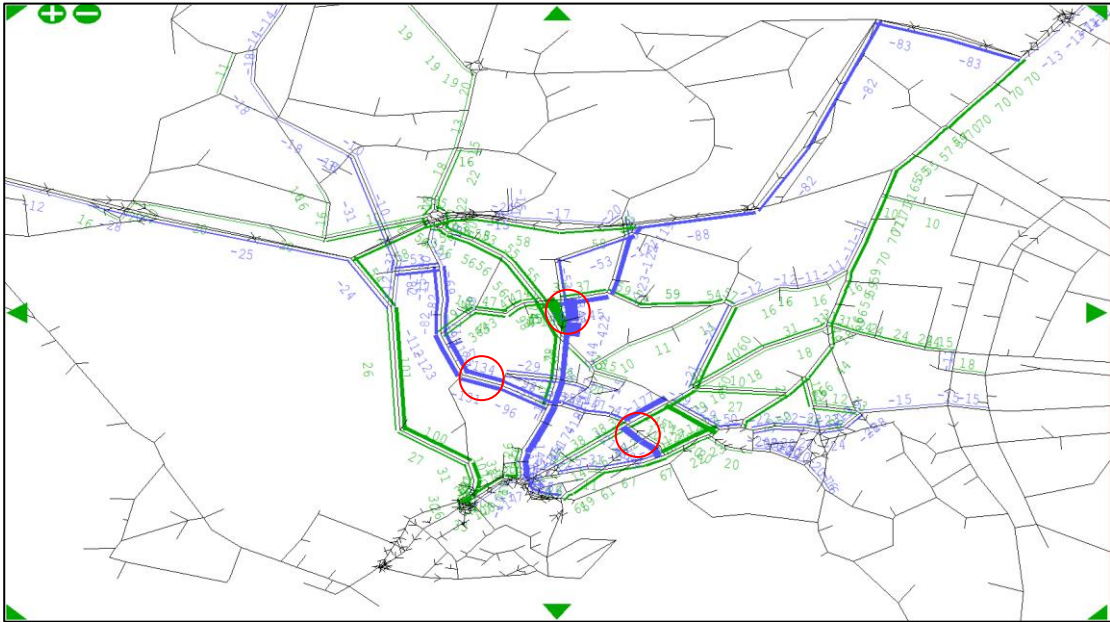
Summarising

- There are slight increases in queues.
- Link cruise times have increased slightly.
- Total travel time has increased by 34 hours overall
- Travel distance has increased by 316 pcu kilometres
- Model wide speeds have reduced from 54.5 to 54.4kph, a 0.1 kph difference

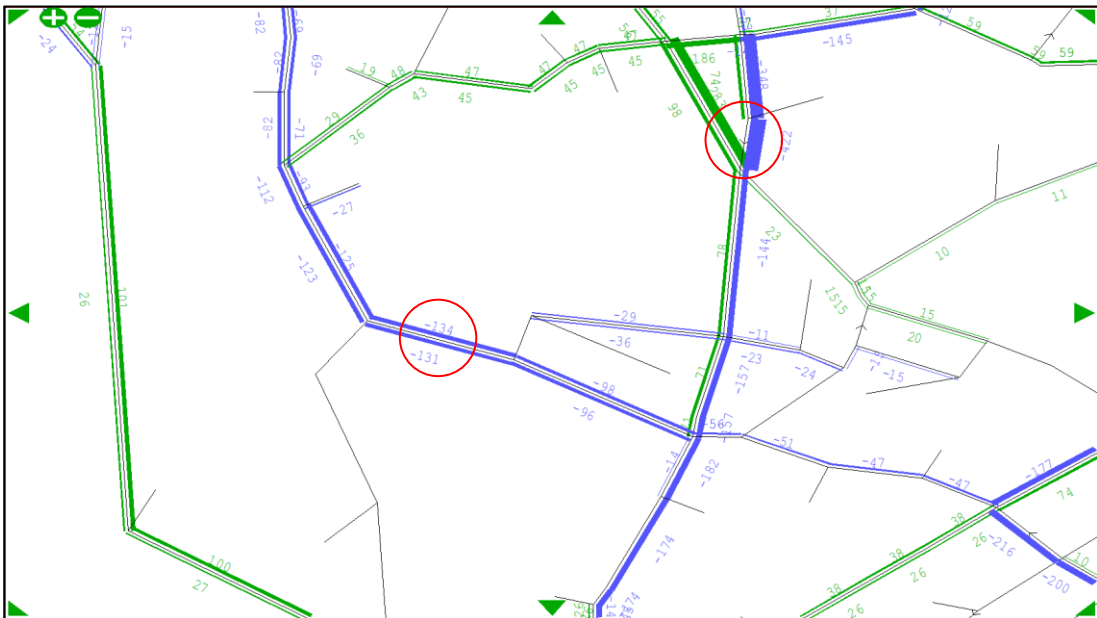
2.8 It should be borne in mind that these stats are model wide, and any changes are because of rerouted traffic. Locally assessing the results there seems to be little detriment in journey times as the JT summary table above indicates.

INTER PEAK

- 2.9 Difference plots show the changes in traffic flow due the network changes of the scheme. **Blue** colouring on the links indicate a reduction in traffic and **Green** indicates an increase in traffic flow. Any changes in flows less than 10 are not shown as they are deemed of little or no consequence.

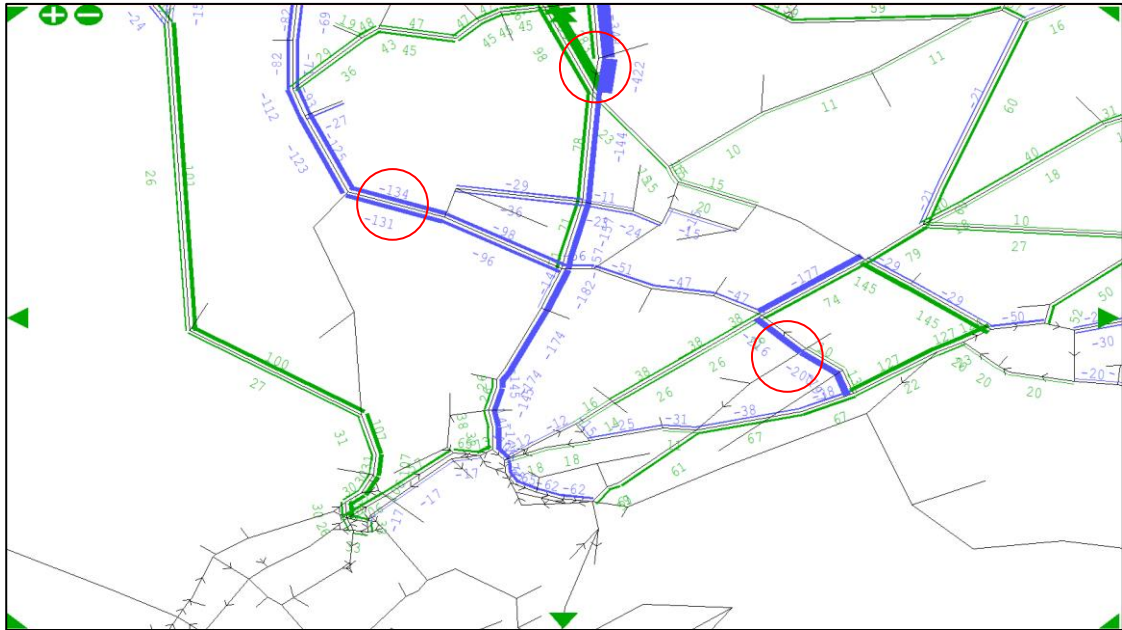


Wide area

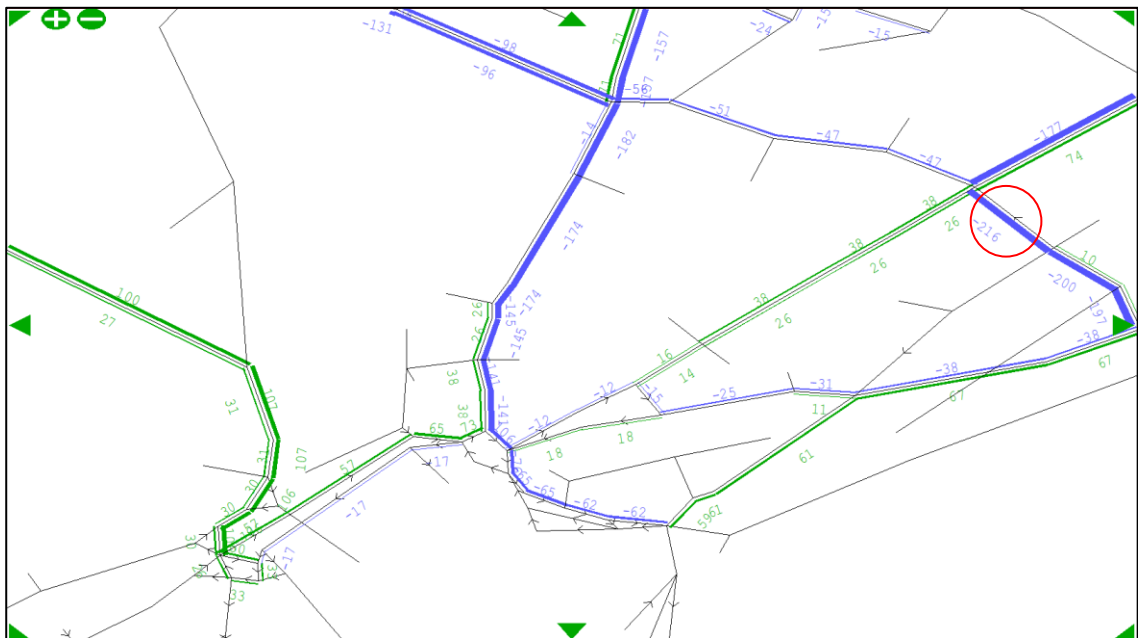


More Focussed - Tatnam Road and Darby's Lane

Poole EATP-1 Road closures - Traffic Impacts



Focussed



Town Centre

Observations

2.10 Summary of the effects of the closure

Traffic Increases/Decreases

- Wimborne Road SB -174, NB No change
- Holes Bay South of Sterte road SB +107 NB +31
- Sterte Road SB no change, NB no change
- Stanley Green / Fleets Lane NB -82, SB -69
- Stanley Green road EB +47, WB +45
- Fernside road (near New Inn) EB no change WB +23
- Wimborne road at Fleetsbridge EB +53, WB +56
- Longfleet road (East of Birds Hill) EB -177, WB +74
- Parkstone Road (West of Birds Hill) EB -38, WB +67
Note: Look at Civic Centre and in the AM
- Towngate Bridge into Poole +57 Out -17

2.11 The IP is generally similar to the AM but with 20% less traffic overall, changes are somewhat less.

2.12 The effects of the closure appear generally to be localised with displaced traffic finding alternative routes (rerouting), Some smaller changes in flows are evident when reviewing the wider area views.

Journey Times

- 2.13 The journey time data for the routes mentioned above has been extracted from both the BASE and the Scenario models for comparison purposes. These are shown in the table below. Indications are there is little detriment to journey times around the area because of the schemes. Routes assessed are generally marginally slower in the scenario model. The table below shows a summary of the Base model compared to the scheme.

Route	From	BASE AM (s)	Scenario 1 AM (s)	Diff
Route 1 NB	Sterte Road (Holes Bay) 7660 to Fleetsbridge Rbt 7783 (1)	230.08	229.94	-0.14
Route 1 SB		241.15	241.62	0.47
Route 2 NB	Holes Bay Road 7750 from A35 to George Rbt 7670 (1)	272.57	273.34	0.77
Route 2 SB		231.19	233.19	2
Route 3 NB	7671 George Rbt to Fleetsbridge Rbt 7782 (1)	283.88	287.63	3.75
Route 3 SB		285.77	294.64	8.87
Route 4 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	215.2	Not possible	
Route 4 WB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) via			
Route 5 EB	7790 Stanley Green Rd/Fleets Ln to Wimborne Rd/Stanley Green Rd 7835 (short) (2)	65.79	64.83	-0.96
Route 5 WB		67.87	68.18	0.31
Route 6 EB	7540 Civic Centre to Darby's Lane Wimborne Road 7580 (2)	174.09	179.66	5.57
Route 6 WB		175.08	175.28	0.2
Route 7 EB	1056 Civic centre to George Rbt 7672 (2)	419.82	428.83	9.01
Route 7 WB		407.85	401.19	-6.66
Route 8 EB	7450 Rossmore Rbt to George Rbt via Longfleet Road 7642 (3)	420.32	413.6	-6.72
Route 8 WB		419.82	428.83	9.01
Route 9 EB	7863 Dorset Way/Adastral Rd Rb to 7830 Wimborne Rd/Dorchester Rd (09PS) Via Dorchester Rd/Oakdale Rd 7840 (3)	91.43	91.72	0.29
Route 9 WB		140.49	130.95	-9.54
Route 10 EB	7830 Wimborne Rd/Dorchester Rd (09PS) To Dorchester Rd/Pound Ln 7850 (Short) (3)	100.93	101.49	0.56
Route 10 WB		153.48	145.33	-8.15
Route 4 Alternatives				
Route 4_1 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	492.64	493.33	0.69
Route 4_1 WB	via George Rbt, Wimborne Road Vicarage road	407.71	416.9	9.19
Route 4_2 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	402.18	403.76	1.58

Poole EATP-1 Road closures - Traffic Impacts

Route 4_2 WB	Via Sterte Road	369.31	369.55	0.24
Route 4_3 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	476.48	478.38	1.9
Route 4_3 WB	Via Holes Bay	443.23	443.2	-0.03
Route 4_4 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	369.01	373.8	4.79
Route 4_4 WB	Via Fernside road Vicarage road	464.99	478.77	13.78

- 2.14 Again, as with the AM, generally, the journey times have increased slightly for all routes assessed but with the highest increase being 13.78s for route 4_4, most are insignificant changes.

Model Statistics

2.15 The model wide statistics are show below for the AM peak for both the Base and Scenario models.

Network File:		SED_post_2017_IP_N37.UFS			
SIMULATION (S), BUFFER (B) AND BUFFER CENTROID CONNECTORS (BCC)					
TOTAL FLOWS (INCLUDING FIXED FLOWS)					
ABSOLUTE TOTALS:		THIS TIME PERIOD	NEXT TIME PERIOD	TOTAL	
TRANSIENT QUEUES	(S) =	3114.1	3.9	3118.0	PCU. HRS.
	(B) =	58.7	0.0	58.7	
	(T) =	3172.9	3.9	3176.7	
OVER-CAPACITY QUEUES	=	28.7	0.6	29.2	PCU. HRS.
	(B) =	0.0	0.0	0.0	
	(T) =	28.7	0.6	29.2	
LINK CRUISE TIME	(S) =	8783.0	8.0	8791.0	PCU. HRS.
	(B) =	9982.8		9982.8	
	(BCC) =	1864.9		1864.9	
	(T) =	20630.7	8.0	20638.7	
TOTAL TRAVEL TIME	(S) =	11925.8	12.5	11938.2	PCU. HRS.
	(B) =	10041.5	0.0	10041.5	
	(BCC) =	1864.9		1864.9	
	(T) =	23832.2	12.5	23844.7	
TRAVEL DISTANCE	(S) =	509434.8	468.7	509903.5	PCU. KMS.
	(B) =	889951.3		889951.3	
	(BCC) =	55947.5		55947.5	
	(T) =	1455333.5	468.7	1455802.3	
AVERAGE SPEED	(S) =	42.7	37.6	42.7	KPH
	(B) =	88.6		88.6	
	(BCC) =	30.0		30.0	
	(T) =	61.1	37.6	61.1	
TOLL CHARGES	(S) =	1435.4	0.3	1435.7	Pounds
	(B) =	0.0		0.0	
	(BCC) =	0.0		0.0	
	(T) =	1435.4	0.3	1435.7	
TOTAL TRIPS LOADED	=	64064.5			PCUS

Poole EATP-1 Road closures - Traffic Impacts

Network File: SED_post_2017_IP_N37_S1.UFS

SIMULATION (S), BUFFER (B) AND BUFFER CENTROID CONNECTORS (BCC)

TOTAL FLOWS (INCLUDING FIXED FLOWS)

ABSOLUTE TOTALS:		THIS TIME PERIOD	NEXT TIME PERIOD	TOTAL	
TRANSIENT QUEUES	(S) =	3123.0	3.9	3126.9	PCU. HRS.
	(B) =	58.7	0.0	58.7	
	(T) =	3181.8	3.9	3185.7	
OVER-CAPACITY QUEUES	=	29.3	0.6	29.8	PCU. HRS.
	(B) =	0.0	0.0	0.0	
	(T) =	29.3	0.6	29.8	
LINK CRUISE TIME	(S) =	8784.1	8.1	8792.2	PCU. HRS.
	(B) =	9982.9		9982.9	
	(BCC) =	1864.9		1864.9	
	(T) =	20631.9	8.1	20639.9	
TOTAL TRAVEL TIME	(S) =	11936.4	12.6	11948.9	PCU. HRS.
	(B) =	10041.6	0.0	10041.6	
	(BCC) =	1864.9		1864.9	
	(T) =	23842.9	12.6	23855.5	
TRAVEL DISTANCE	(S) =	509593.8	471.0	510064.9	PCU. KMS.
	(B) =	889960.2		889960.2	
	(BCC) =	55947.0		55947.0	
	(T) =	1455501.0	471.0	1455972.0	
AVERAGE SPEED	(S) =	42.7	37.5	42.7	KPH
	(B) =	88.6		88.6	
	(BCC) =	30.0		30.0	
	(T) =	61.0	37.5	61.0	
TOLL CHARGES	(S) =	1435.2	0.3	1435.4	Pounds
	(B) =	0.0		0.0	
	(BCC) =	0.0		0.0	
	(T) =	1435.2	0.3	1435.4	
TOTAL TRIPS LOADED	=	64064.5			PCUS

Explanation of Statistics

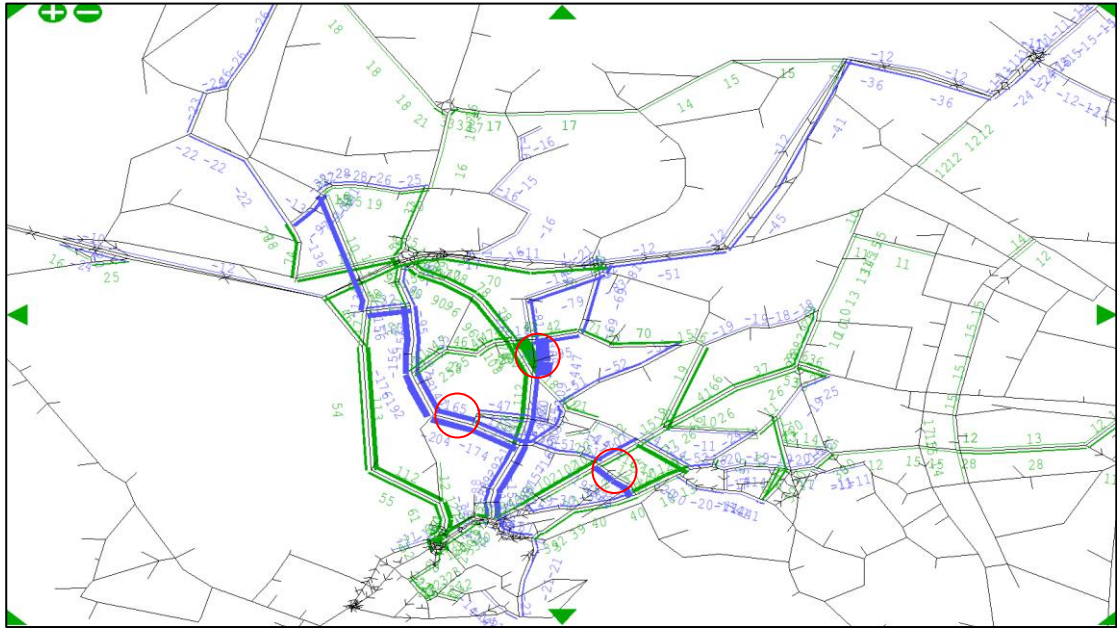
- Transient Queues - the transient queues correspond to the time spent queuing during the red phase by vehicles which then depart during the green phase
- Over-capacity queues only occur for turning movements in excess of capacity where a permanent queue builds up which is unable to clear in a single cycle
- LINK CRUISE TIME: Time which would be spent travelling on links, subdivided into free-flow speeds and the flow-specific extra travel time on those links
- TOTAL TRAVEL TIME: The sum of both link and junction times
- TRAVEL DISTANCE: Vehicle or pcu-kms on simulation links.
- OVERALL AVERAGE SPEED: Defined by (total distance) / (total time)

Summarising

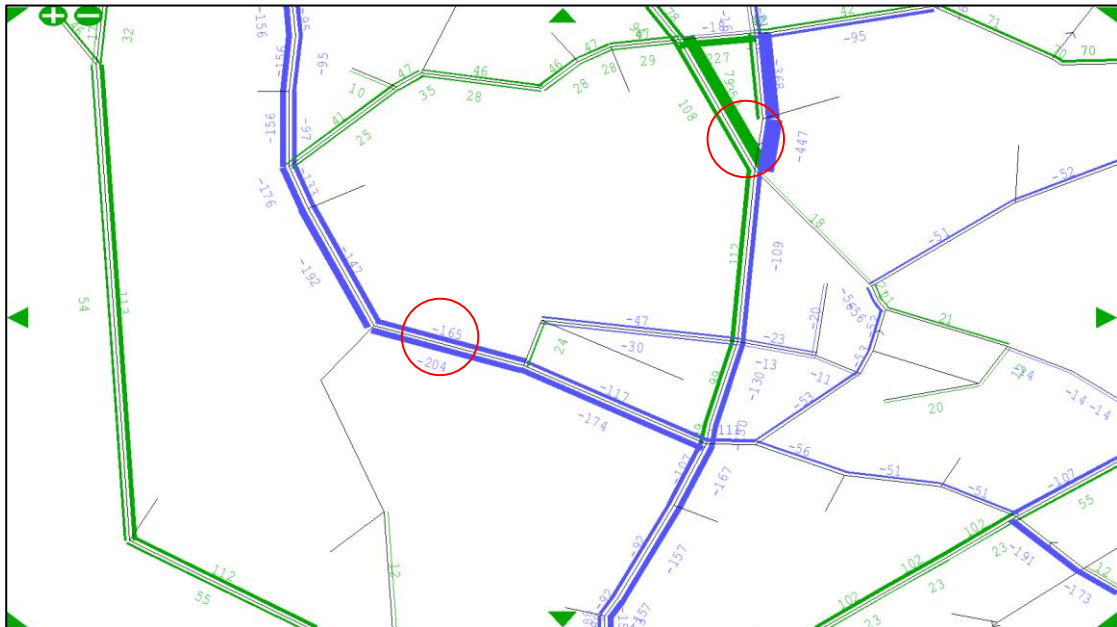
- There are slight increases in queues.
 - Link cruise times have increased slightly.
 - Total travel time has increased by 11 hours overall
 - Travel distance has increased by 170 pcu kilometres
 - Model wide speeds have reduced from 61.1 to 61.0kph, a 0.1 kph difference
- 2.16 The results are generally lower when compared to the AM – due to the total traffic demand being some 20% less in the period. The exception here being average speeds are higher. The AM and PM periods have similar traffic levels.
- 2.17 It should be borne in mind that these stats are model wide, and any changes are because of rerouted traffic. Locally assessing the results there seems to be little detriment in journey times as the JT summary table above indicates.

PM PEAK

- 2.18 Difference plots show the changes in traffic flow due the network changes of the scheme. **Blue** colouring on the links indicate a reduction in traffic and **Green** indicates an increase in traffic flow. Any changes in flows less than 10 are not shown as they are deemed of little or no consequence.

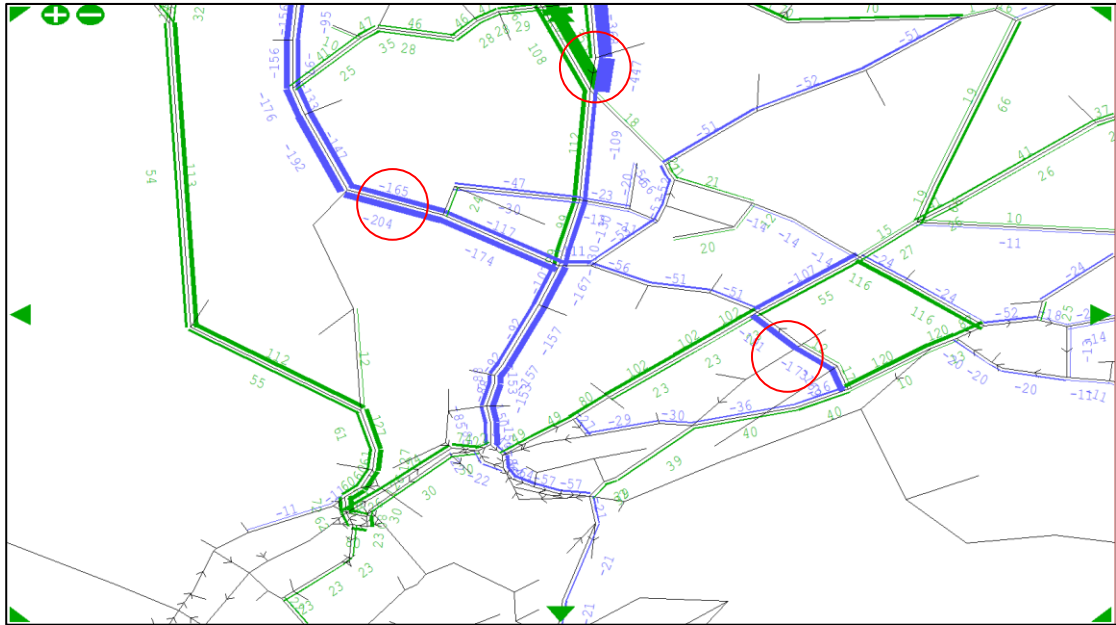


Wide area

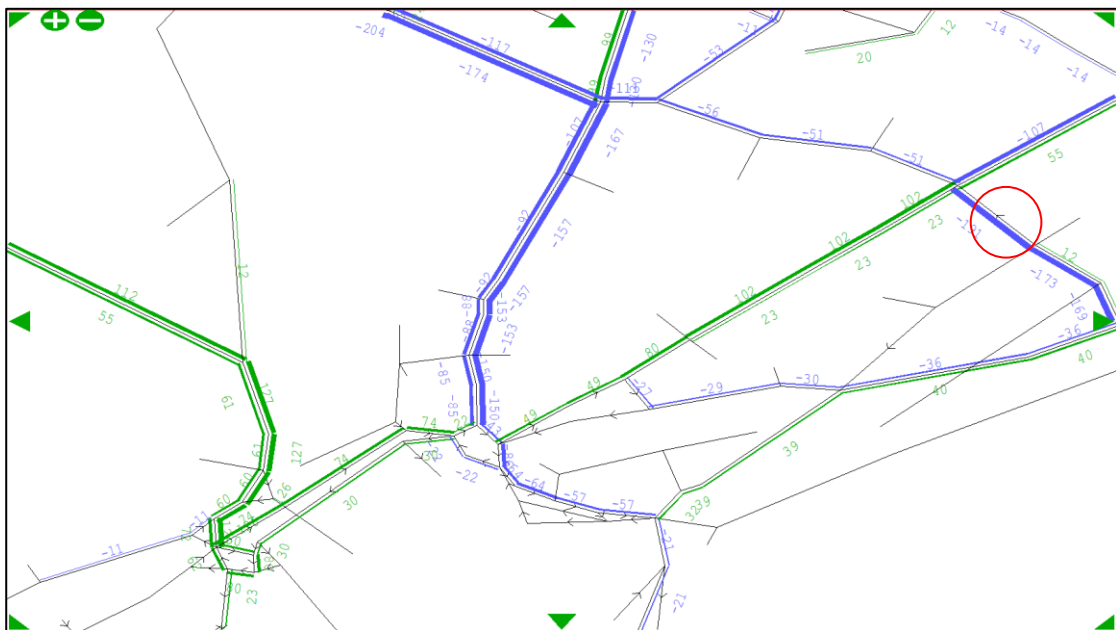


More Focussed - Tatnam Road and Darby's Lane

Poole EATP-1 Road closures - Traffic Impacts



Focussed



Town Centre

Observations

2.19 Summary of the effects of the closure

Traffic Increases/Decreases

- Wimborne Road SB -157, NB -92
- Holes Bay South of Sterte road SB +127 NB +61
- Sterte Road SB +12, NB no change
- Stanley Green / Fleets Lane NB -156, SB -97
- Stanley Green road EB +46, WB +28
- Fernside road (near New Inn) EB +18 WB o change
- Wimborne road at Fleetsbridge EB +78, WB +90
- Longfleet road (East of Birds Hill) EB -107, WB +55
- Parkstone Road (West of Birds Hill) EB -36, WB +40
Note: Look at Civic Centre and in the AM
- Towngate Bridge into Poole +74 Out +30

2.20 The PM is generally similar to the AM, but flows do vary, as more traffic is leaving the area whereas in the morning peak is arriving.

2.21 The effects of the closure appear generally to be localised with displaced traffic finding alternative routes (rerouting), Some smaller changes in flows are evident when reviewing the wider area views.

Journey Times

- 2.22 The journey time data for the routes mentioned above has been extracted from both the BASE and the Scenario models for comparison purposes. These are shown in the table below. Indications are there is little detriment to journey times around the area because of the schemes. Routes assessed are generally marginally slower in the scenario model. The table below shows a summary of the Base model compared to the scheme.

Route	From	BASE AM (s)	Scenario 1 AM (s)	Diff
Route 1 NB	Sterte Road (Holes Bay) 7660 to Fleetsbridge Rbt 7783 (1)	237.25	237.41	0.16
Route 1 SB		241.03	242.38	1.35
Route 2 NB	Holes Bay Road 7750 from A35 to George Rbt 7670 (1)	347.06	352.52	5.46
Route 2 SB		239.29	241.56	2.27
Route 3 NB	7671 George Rbt to Fleetsbridge Rbt 7782 (1)	303.81	309.8	5.99
Route 3 SB		292.95	307.02	14.07
Route 4 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	230.37	Not possible	
Route 4 WB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) via			
Route 5 EB	7790 Stanley Green Rd/Fleets Ln to Wimborne Rd/Stanley Green Rd 7835 (short) (2)	66.87	66.2	-0.67
Route 5 WB		69.08	69.57	0.49
Route 6 EB	7540 Civic Centre to Darby's Lane Wimborne Road 7580 (2)	182.37	185.05	2.68
Route 6 WB		175.29	175.08	-0.21
Route 7 EB	1056 Civic centre to George Rbt 7672 (2)	432.25	436.46	4.21
Route 7 WB		437.53	433.93	-3.6
Route 8 EB	7450 Rossmore Rbt to George Rbt via Longfleet Road 7642 (3)	449.92	446.57	-3.35
Route 8 WB		432.25	436.46	4.21
Route 9 EB	7863 Dorset Way/Adastral Rd Rb to 7830 Wimborne Rd/Dorchester Rd (09PS) Via Dorchester Rd/Oakdale Rd 7840 (3)	93.36	93.67	0.31
Route 9 WB		150.39	138.2	-12.19
Route 10 EB	7830 Wimborne Rd/Dorchester Rd (09PS) To Dorchester Rd/Pound Ln 7850 (Short) (3)	102.09	102.94	0.85
Route 10 WB		164.24	153.19	-11.05
Route 4 Alternatives				
Route 4_1 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	510.93	511.76	0.83
Route 4_1 WB	via George Rbt, Wimborne Road Vicarage road	411.3	425.02	13.72
Route 4_2 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	436.93	442.41	5.48

Poole EATP-1 Road closures - Traffic Impacts

Route 4_2 WB	Via Sterte Road	379.54	380.11	0.57
Route 4_3 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	531.55	548.21	16.66
Route 4_3 WB	Via Holes Bay	458.93	454.4	-4.53
Route 4_4 EB	Parkstone rd/ Birds Hill rd to (7615) to Fleets Lane (7800) (2)	386.46	389.68	3.22
Route 4_4 WB	Via Fernside road Vicarage road	470.4	486.93	16.53

- 2.23 Again, as with the AM & IP, generally, the journey times have increased slightly for all routes assessed but with the highest increase being 16.66s for route 4_3, most are insignificant changes.

Model Statistics

2.24 The model wide statistics are show below for the AM peak for both the Base and Scenario models.

Network File:		SED_post_2017_PM_N37.UFS			
SIMULATION (S), BUFFER (B) AND BUFFER CENTROID CONNECTORS (BCC)					
TOTAL FLOWS (INCLUDING FIXED FLOWS)					
ABSOLUTE TOTALS:		THIS TIME PERIOD	NEXT TIME PERIOD	TOTAL	
TRANSIENT QUEUES	(S) =	5157.6	125.1	5282.7	PCU. HRS.
	(B) =	155.5	0.0	155.5	
	(T) =	5313.1	125.1	5438.2	
OVER-CAPACITY QUEUES	=	883.1	70.4	953.5	PCU. HRS.
	(B) =	73.0	3.0	75.9	
	(T) =	956.1	73.4	1029.4	
LINK CRUISE TIME	(S) =	11686.4	270.5	11956.9	PCU. HRS.
	(B) =	11680.8		11680.8	
	(BCC) =	2179.6		2179.6	
	(T) =	25546.7	270.5	25817.2	
TOTAL TRAVEL TIME	(S) =	17727.1	466.0	18193.1	PCU. HRS.
	(B) =	11909.2	3.0	11912.1	
	(BCC) =	2179.6		2179.6	
	(T) =	31815.9	468.9	32284.9	
TRAVEL DISTANCE	(S) =	668250.4	16667.3	684917.7	PCU. KMS.
	(B) =	1017987.7		1017987.7	
	(BCC) =	65388.3		65388.3	
	(T) =	1751626.4	16667.3	1768293.6	
AVERAGE SPEED	(S) =	37.7	35.8	37.6	KPH
	(B) =	85.5		85.5	
	(BCC) =	30.0		30.0	
	(T) =	55.1	35.5	54.8	
TOLL CHARGES	(S) =	1236.1	5.0	1241.0	Pounds
	(B) =	0.0		0.0	
	(BCC) =	0.0		0.0	
	(T) =	1236.1	5.0	1241.0	
TOTAL TRIPS LOADED	=	82352.1			PCUS

Poole EATP-1 Road closures - Traffic Impacts

Network File:		SED_post_2017_PM_N37_S1.UFS			
SIMULATION (S), BUFFER (B) AND BUFFER CENTROID CONNECTORS (BCC)					
TOTAL FLOWS (INCLUDING FIXED FLOWS)					
ABSOLUTE TOTALS:		THIS TIME PERIOD	NEXT TIME PERIOD	TOTAL	
TRANSIENT QUEUES	(S) =	5182.7	125.7	5308.5	PCU. HRS.
	(B) =	155.4	0.0	155.4	
	(T) =	5338.2	125.7	5463.9	
OVER-CAPACITY QUEUES	=	886.3	70.9	957.2	PCU. HRS.
	(B) =	72.9	3.0	75.9	
	(T) =	959.2	73.8	1033.1	
LINK CRUISE TIME	(S) =	11683.4	271.4	11954.9	PCU. HRS.
	(B) =	11681.1		11681.1	
	(BCC) =	2179.6		2179.6	
	(T) =	25544.1	271.4	25815.6	
TOTAL TRAVEL TIME	(S) =	17752.5	468.1	18220.6	PCU. HRS.
	(B) =	11909.4	3.0	11912.4	
	(BCC) =	2179.6		2179.6	
	(T) =	31841.5	471.0	32312.5	
TRAVEL DISTANCE	(S) =	668298.0	16726.6	685024.6	PCU. KMS.
	(B) =	1017992.1		1017992.1	
	(BCC) =	65388.4		65388.4	
	(T) =	1751678.5	16726.6	1768405.0	
AVERAGE SPEED	(S) =	37.6	35.7	37.6	KPH
	(B) =	85.5		85.5	
	(BCC) =	30.0		30.0	
	(T) =	55.0	35.5	54.7	
TOLL CHARGES	(S) =	1236.2	5.0	1241.2	Pounds
	(B) =	0.0		0.0	
	(BCC) =	0.0		0.0	
	(T) =	1236.2	5.0	1241.2	
TOTAL TRIPS LOADED	=	82352.1			PCUS

Explanation of Statistics

- Transient Queues - the transient queues correspond to the time spent queuing during the red phase by vehicles which then depart during the green phase
- Over-capacity queues only occur for turning movements in excess of capacity where a permanent queue builds up which is unable to clear in a single cycle
- LINK CRUISE TIME: Time which would be spent travelling on links, subdivided into free-flow speeds and the flow-specific extra travel time on those links
- TOTAL TRAVEL TIME: The sum of both link and junction times
- TRAVEL DISTANCE: Vehicle or pcu-kms on simulation links.
- OVERALL AVERAGE SPEED: Defined by (total distance) / (total time)

Summarising

- There are slight increases in queues.
 - Link cruise times have decreased slightly.
 - Total travel time has increased by 28 hours overall
 - Travel distance has increased by 112 pcu kilometres
 - Model wide speeds have reduced from 54.8 to 54.7kph, a 0.1 kph difference
- 2.25 The results are generally very similar to the AM with traffic demand for the period very similar albeit flows are “tidal” (Arrive in the morning – Leave in the evening).
- 2.26 It should be borne in mind that these stats are model wide, and any changes are because of rerouted traffic. Locally assessing the results there seems to be little detriment in journey times as the JT summary table above indicates.

3.0 CONCLUSION

AM Peak

- 3.1 Traffic has rerouted because of the closures. Some areas see increases in traffic whilst others see reductions. The resulting journey times when comparing the Base with the Scenario generally see little or no change.
- 3.2 The statistics are model wide and indicate small changes overall.

IP Peak

- 3.3 A very similar story to the AM peak, but to a lesser effect as there is less traffic in this period. (22% less when compared to AM and PM peaks).

PM Peak

- 3.4 Again, as with the AM peak traffic has rerouted because of the closure. Traffic levels are similar to the AM. Some areas see increases in traffic whilst others see reductions. The resulting journey times when comparing the Base with the Scenario generally see little or no change.

Measure	Route	AM Travel Time Diff (s)	IP Travel Time Diff (s)	PM Travel Time Diff (s)	AM Traffic Volume Difference	PM Traffic Volume Difference
N of Stanley Green Rd	Route 1 NB	-0.02	-0.14	0.16	-62.51	-156.19
	Route 1 SB	4.6	0.47	1.35	-44.93	-97.03
Holes Bay before Sterte signals	Route 2 NB	0.63	0.77	5.46	31.69	53.95
	Route 2 SB	12.4	2	2.27	51.87	112.8
Wimborne Road S of New inn	Route 3 NB	4.45	3.75	5.99	99.74	111.95
	Route 3 SB	17.77	8.87	14.07	-225.07	-108.7
Near Fleets Lane	Route 5 EB	-0.98	-0.96	-0.67	41.21	41.21
	Route 5 WB	0.14	0.31	0.49	25	25

Emergency Active Travel Measures – ‘ETRO Response’ Mailbox – ETRO/7 Scheme Review

April 2021(Updated Aug 2021)

Transport and Engineering

Document Details

Date: Monday 16th August 2021
Version: V3.0
Prepared by: Daniel Parsons
Checked by: Samantha Grant
Approved by: Richard Pearson

Contents

Document Details.....	2
Contents	2
Introduction	4
Overall feedback	6
Data	6
Analysis	6
Key themes raised	8
Formal objections	8
Displaced traffic	8
School traffic	9
Access.....	10
Road safety.....	11
Prior consultation	11
Purpose	12
Other comments.....	12
Noise nuisance	12
Council response.....	12
Road markings.....	13
Council response.....	13
Sterte Road traffic signals	13
Council response.....	13
Messages of Support.....	13

Road safety.....	14
Noise	14
Behavioural change	14
Environment.....	15
Lower traffic volumes	15
Community interaction	15
Responses to formal objections	16
Suggestions to improve the scheme	24
Alternatives	24
Complementary measures.....	25
Council responses	26
Conclusions and recommendations	30
Conclusions.....	30
Overall feedback	30
Key themes raised	30
Formal objections	30
Messages of support	32
Suggestions to improve the scheme	32
Recommendations.....	32
Notes	33
Appendix A – Derivation of statistics and classification criteria.....	33
Derivation of statistics.....	34
Classification Criteria.....	34
Objection.....	34
Neutral comment.....	34
Message of support	35
Follow up to a Standard Response	35
Query.....	35

Introduction

This document assesses all the formal correspondence which has been received in the 'ETRO Response' mailbox (etroresponse@bcpcouncil.gov.uk) in relation to the Experimental Traffic Regulation Order on Tatnam Road (ETRO/7). Overall, it forms part of the consultation process for the measures introduced in Tranche 1 of the Emergency Active Travel Fund (EATF).

The scheme involved a modal filter which closed the section of Tatnam Road at the junction with Stanley Green Road / Sterte Road to motorised vehicles. Its remit was to:

- Foster a low traffic neighbourhood by discouraging through traffic;
- Create additional space where people can cycle and walk safely, particularly for users of Oakdale Junior School and Poole High School; and
- Form part of the Council's transport response to the COVID-19 pandemic.

Similar to the scheme on Whitecliff Road (ETRO/2), ETRO/7 is situated on the boundary between two wards. In this case it is Poole Town and Oakdale as per the latest [Ward Boundary Map](#).

The trial took place for an initial 6-month period between Tuesday 8th September 2020 and Sunday 14th March 2021.

Originally, the scheme was referred to as 'Stanley Green Road' and plans consisted of two other modal filters in addition to ETRO/7:

- One on Stanley Green Road at the junction with Wimborne Road (ETRO/6); and
- Another on the westbound one-way section of Vicarage Road at the junction with Stanley Green Road (ETRO/8).

However, as a result of initial feedback, the Council took the decision on Tuesday 8th September 2020 to defer ETRO/6 and ETRO/8 so as to allow for further consideration. Information about this is set out on the following webpage:

<https://www.bcpCouncil.gov.uk/News-Article.aspx?title=some-emergency-active-travel-schemes-to-be-deferred>

This review focuses on ETRO/7 only, drawing upon reporting outputs and updates contained within previously issued Monitoring Reports to provide:

- An assessment of the formal consultation feedback;
- Responses to objections; and
- A set of recommendations.

Where applicable, findings from the Senior Walking and Cycling Officer Review will also be discussed to aid analysis.

Ultimately, the purpose of this report is to inform the decision-making process as to whether the scheme should:

- Continue in its current form for a further period of time;
- Be amended in some way;
- Made permanent; or
- Be removed.

This document has been structured into five chapters:

- **Overall feedback** – sets out statistical totals and a disaggregation by time periods, detailing the number and proportion of responses 'Against', 'Neutral' and 'For' the scheme, with some accompanying analysis.
- **Key themes raised** – discusses common topics used by respondents to justify their point of view, focusing on areas of consensus and points of difference.
- **Responses to formal objections** – details the Council's responses to objections.
- **Suggestions to improve the scheme** – lists alternatives and complementary measures suggested by respondents along with Council responses.
- **Conclusions and recommendations** – outlines findings from the formal consultation, offering preliminary recommendations.

Overall feedback

This chapter sets out statistical totals along with a disaggregation by time periods to illustrate the prevailing view and how feedback may have changed as the trial progressed.

Data

A Red-Amber-Green (RAG) methodology has been used to aid analysis and interpretation, setting out feedback into three categories: 'Against'; 'Neutral' and 'For'. **Appendix A** includes notes on how the statistics have been derived and the classification criteria used.

Altogether, a total of 165 formal responses were received, the third highest of all the schemes which were implemented as part of EATF Tranche 1. This consisted of:

- 87 objections;
- 3 neutral comments;
- 49 messages of support;
- 20 follow up messages; and
- 6 queries.

Of the total, 31 respondents (19%) also chose to make comment on ETRO/6 and ETRO/8. Primarily, this took place prior to the Council decision published on Tuesday 8th September 2020.

The table below outlines the data in a RAG format.

Statistical totals						
Measure	Against		Neutral		For	
Quantity	87		3		49	
Proportion	63%		2%		35%	
Disaggregation by time periods						
Time period	Against		Neutral		For	
	Quantity	Proportion	Quantity	Proportion	Quantity	Proportion
18-day period between advert date and installation date	31	94%	0	0%	2	6%
First 4-week period	16	38%	1	2%	25	60%
Second 4-week period	9	50%	0	0%	9	50%
Third 4-week period	2	50%	2	50%	0	0%
Fourth 4-week period	10	91%	0	0%	1	9%
Fifth 4-week period	8	73%	0	0%	3	27%
Sixth 4-week period	2	40%	0	0%	3	60%
Final 3-week period	9	60%	0	0%	6	40%

Analysis

Of the formal responses, 98% expressed a clear preference either objecting or supporting the experiment; approximately 66% objected and 33% provided a message of support. Consequently, it would appear that the majority of those who chose to provide formal

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representation were against the scheme. Neutral feedback was negligible, whilst, messages near the end of the consultation tended to remark that they had purposely delayed submitting their response so as to allow sufficient time for the scheme to bed in before forming an opinion.

In terms of disaggregation over the course of the trial, correspondence peaked during the first 4-week period before falling away discernibly to four responses during the third 4-week period. Throughout the remainder of the trial, quantity rose slightly to around 10 responses on average.

Except for two reporting periods, objections accounted for at least 50% of all responses, exceeding the proportion of messages of support. One of the deviations from the trend transpired during the first 4-week period when, 51% of the total number of responses in favour were submitted. Approximately 36% of objections were put forward in the 18-day period between the advert date and the installation date.

On average, 11 objections and six messages of support were submitted in each reporting window. Not including the segment of time before the installation date and the first 4-week period, averages drop to seven and four respectively.

Overall, the statistics insinuate that:

- People were more energised to speak about the scheme early on, especially when the schools were in session during the autumn term; and
- Formal responses did not become more negative or positive over time.

Key themes raised

This chapter discusses common themes raised in the formal correspondence.

Formal objections

Collective representation was made by a cohort of residents living on Haynes Avenue, Stokes Avenue and Well Lane objecting to the scheme (reference number ETRO/7_0139). The group claim to have distributed approximately 500 home-made fliers encouraging people to comment on the scheme and appear to have been in touch with those organising the petition against the schemes on Birds Hill Road (ETRO/9) and Churchfield Road (ETRO/10). ETRO/7_0139 included four Microsoft Word Documents totalling 26 pages, containing indicative drawings using mark-ups on satellite and street-view imagery. A full summary is provided in Monitoring Report 4. For the purposes of this review, their feedback has been incorporated into the themes listed below and the chapter labelled '**Suggestions to improve the scheme**'.

The table below lists common themes that have appeared in formal objections to the ETRO/7 consultation along with quantities and proportions to provide context. Themes have been ordered according to their relative magnitude.

Theme		Objections mentioning a particular theme		Proportion of all formal responses
Number	Description	Quantity	Proportion	
1	Displaced traffic	54	62%	33%
2	Congestion	37	43%	22%
3	Pollution	26	30%	16%
4	Road safety	26	30%	16%
5	Prior consultation	21	24%	13%
6	Displaced parking	16	18%	10%
7	Purpose	9	10%	5%
8	Emergency service access	6	7%	4%
9	Impact to business	4	5%	2%
10	Inefficient use of public funds	1	1%	1%
11	Policies prioritising cyclists	1	1%	1%

Displaced traffic

Over half of the themes listed in the table above (numbers 1, 2, 3, 6, 8, and 9) relate to the effects of traffic re-routeing from Tatnam Road onto adjoining streets. Such implications are echoed in the Walking and Cycling Officer Review but caveated on the premise that the scale of the phenomenon has not been empirically quantified.

Concerns regarding increased traffic volumes and vehicles exceeding the posted speed limit have been raised across the following ten roads:

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- Dorchester Road;
- Haynes Avenue;
- Jolliffe Road;
- Palmer Road;
- Stanley Green Road;
- St Margaret's Road;
- Sterte Road;
- Stokes Avenue;
- Well Lane; and
- Wimborne Road.

Principally, objectors contend that the current modal filter has benefited Tatnam Road at the expense of surrounding streets, pitting roads, neighbours, and users against one another. As with ETRO/3 (Victoria Park Road), the problem appears to be multifaceted, influenced by distinct external factors. These aspects are elucidated in the two sub-sections below.

School traffic

Predominantly, displaced traffic appears to emanate from trip patterns associated with the school arrival and departure periods. Formal correspondence was most prolific during the autumn term when schools were open for face-to-face learning. Outside of these times, the extent of displaced traffic was ostensibly less acute.

For context, Tatnam Road is bordered by two educational establishments: Oakdale Junior School in the north and Poole High School to the south. The former is situated on the cul-de-sac known as School Lane which provides vehicle access from Palmer Road. Secondary pedestrian access points are also provided from Stanley Green Road (via a footway traversing the area of greenspace to the north of Poole Town Football Club) and Well Lane. Poole High School is located on Wimborne Road, although the main campus buildings are set back by approximately 300m. The main entrance is adjacent to the Joint Emergency Services Building (JESB). Pedestrian access is also available from Sterte Road in two places. Specifically, a shared-use path (public right of way footpath 18) runs parallel to the South Western Main Line from a point circa 40m south of the junction with Tatnam Road, circumnavigating around the perimeter of Poole Stadium. Footpath 17 intersects footpath 18 via an overbridge around 30m south of the Sterte Close junction.

Both schools contain designated vehicle drop-off / pick-up areas. However, as part of measures enacted in their respective Contingency Learning Plans (CLP) Full Reopening Risk Assessments, these facilities were temporarily closed to vehicles other than those with passes in an effort to support social distancing. Other arrangements included one-way systems, multiple locations for drop-off and collection; and staggered travel times. For example, Oakdale Junior School operated an entrance from Well Lane and an exit via School Lane, although some correspondence suggested that parents were ignoring this.

Most objectors were of the impression that ETRO/7 had compounded the consequences brought on by these changes; namely an increase in parking stress. Inconsiderate and illegal

vehicle parking by parents has been quoted on multiple occasions by respondents, with many referring to a significant change compared to pre COVID-19. Some mentioned that drivers regularly used the closure point as a pick-up and drop-off point, parking across it and occasionally blocking access to adjacent properties. One resident alleged that the scheme had deterred potential buyers from purchasing their property. On Stanley Green Road outside Fineline Fabrications numbers 184-186 (BH15 3AH) it was claimed that several vehicles contravened the 'No Waiting' restrictions, obstructing:

- Access to adjacent business premises on the western side of the carriageway;
- Existing mandatory cycle lanes; and
- Part of the footway.

Similar problems have also been cited on Haynes Avenue, Palmer Road, St Margaret's Road, Stokes Avenue, Well Lane and Wimborne Road. In terms of the latter, feedback provided by the Headteacher of Poole High School to Councillor Rice was critical of ETRO/7. Specifically, they articulated that:

- Overall experience of the measure has been predominately negative;
- ETRO/7 has exacerbated the limited means for vehicle drop-off / pick-up which exist;
- Instances of parents parking on Wimborne Road transpired, creating congestion and in some cases obstruction to the cycle lanes or the entrance to the JESB;
- Complaints were received by the school from members of the public; and
- There was a spike in cyclists reporting near misses with motorised vehicles.

The Walking and Cycling Officer Review reiterated the parking issues on Wimborne Road, remarking that streets surrounding the schools are very busy during typical arrival and departure times.

Access

Other themes relating to displaced traffic focussed on the consequences of imposing a more circuitous route for motorised vehicles and concentrating existing traffic volumes onto a smaller segment of the highway network. Those of this persuasion, mentioned not only the impact for locals but also for businesses, deliveries and emergency services, commenting on a lack of suitable alternatives and having to divert via less suitable residential streets to reach classified routes such as the A350 Holes Bay Road. Fundamentally, concerns were four-fold citing: longer journey times / distances, reduced network resilience, increased congestion and deterioration of air quality.

In terms of congestion, 20 (12% of all formal responses) emphasised the view that ETRO/7 in combination with the measure on Darbys Lane (ETRO/4) have had adversely affected the wider Wimborne Road corridor (Fleetsbridge Roundabout to The George Roundabout), and any future implementation of ETRO/6 or ETRO/8 would exacerbate things. Reportedly, congestion manifests throughout the daytime and is not confined to peak periods, with traffic diverting onto adjoining streets such as Dorchester Road, Jolliffe Road and Palmer Road. Others have stated that gap acceptance opportunities for right-turning traffic entering

Wimborne Road at priority-controlled junctions are scarce due to persistent high traffic volumes.

Anecdotally, Tatnam Road is a key route for emergency services. According to informal discussions held with paramedics, objectors argue that the closure delays response times and is not shown on satellite navigation systems. Some highlighted instances of ambulances responding to emergency calls unaware of the closure and having to turn around. (Since these complaints the Council has instigated a system whereby most commonly used sat nav apps will be updated with temporary road closure information)

Those undertaking journeys for work refer to difficulties accessing the Fleets and Sterte Avenue West Industrial Estates. The problem appears to be pronounced for those residing in eastern areas and for tradespersons with light commercial vehicles carrying equipment and tools.

Comments have also been submitted regarding match-day traffic associated with Poole Town Football Club. A couple are of the opinion that ETRO/7 will magnify parking stress on these days especially on Tatnam Road and St Margaret's Road.

Finally, a number discussed the negative effect on the elderly and disabled who are least likely to cycle or walk and are therefore more reliant on motorised vehicles.

Road safety

Theme 4 focuses on the perception that ETRO/7 has worsened road safety. It would appear the effects of displaced traffic and compliance have shaped these interpretations. Six (4% of all formal responses) claim to have witnessed Powered Two-Wheelers (PTWs) repeatedly driving through the modal filter, in some cases using the footway.

Separately, according to one, a near-miss occurred whereby a cyclist travelling northbound along the Sterte Road footway failed to give-way when crossing Tatnam Road, almost colliding with another cyclist turning right into Tatnam Road. Another alludes to situations whereby heavy goods vehicles (HGVs) are ignoring the weight limit on the Sterte Road overbridge due to lack of space to turn around. Ostensibly, the junction with Tatnam Road was used to undertake such manoeuvres.

Finally, one was worried that the closure point could become a gathering point where anti-social behaviour could emerge having already noticed the planters being used as litter bins. On this note, a few questioned how the Council planned to maintain the plants going forward, pointing out that the condition of the vegetation was failing.

Prior consultation

Theme 5 centred on the feeling that residents and Ward Councillors should have been engaged with the proposals at an early stage. Criticism pointed out that local knowledge and input could have been used to shape the design, mitigate against potential limitations and avoid known problems. Additionally, it was felt that the consultation was inadequate,

disadvantaging those without internet access as they were unable to give feedback, and poorly advertised since the local paper is only read by a minority.

Purpose

Those that cited themes 7, 10 and 11 remarked that the need for the scheme was lacking and the measure was a waste of money. Scepticism was voiced about the choice of location and its justification. Primarily, it was reasoned that:

- There were no issues with the previous arrangement and negligible numbers of cyclists to warrant it (according to informal surveys they have undertaken).
- Closure is arbitrary and not supported by empirical evidence such as accident data.
- Scheme disregards the Council's duties under the Traffic Management Act.
- Tatnam Road is a local distributor connecting arterial roads (as indicated by the yellow demarcation on Ordnance Survey Maps) and as such should remain open to through traffic.
- Conflict of interest and lack of impartiality from previous Portfolio Holder.
- Petitions from Tatnam Road residents back in July 2011 and September 2018 did not specifically request a road closure and at the time discussions with Council representatives failed to consider the views of residents on adjoining roads.

Other comments

Three separate themes which did not concern the ETRO were also mentioned. These are outlined below and accompanied with a Council response.

Noise nuisance

One objection alleges a noise nuisance, appearing to reference three business premises: The Gearbox Bike Shop, Bathwick Tyres and Poole Town Football Club (162-164 / 180 Stanley Green Road and School Lane respectively). Apparently, The Gearbox Bike Shop is a place where motorcyclists congregate and crank their engines whilst stationary. The forecourt for Bathwick Tyres is supposedly used by mobile catering units with live music playing until late evening. In terms of the football club, no specific details were given.

Council response

Noise is a recognised form of pollution and source of annoyance that can affect quality of life. Statutory protocols exist to deal with offending sources and the Council will look to enact these where necessary. Further information, including how to report such issues is available on the following webpage:

<https://www.poole.gov.uk/environmental-problems/nuisance-complaints/noise-complaints/>

Road markings

One has remarked that the yellow box markings on the southbound lane at the junction of Stanley Green Road / Tatnam Road / Sterte Road are worn affecting their legibility to drivers. Likewise, the Walking and Cycling Officer Review points out that the advisory cycle lanes along this route have faded and need refreshing.

Council response

Road markings are renewed on a regular basis as part of planned preventative maintenance activities across the local highway network. Wear and tear is determined by meteorological and traffic related conditions. The matter has been passed to the Highways Team to address.

Sterte Road traffic signals

One respondent has reported that the shuttle working traffic signals on the Sterte Road overbridge have failed on several occasions during the closure.

Council response

The matter has been investigated and a fault identified and resolved by an officer in the Intelligent Traffic Systems and Signals Team. Asset conditions are routinely monitored by the Council as part of preventative maintenance activities undertaken across the local highway network. However, on occasions faults can arise suddenly. Problems can be reported via the Council's online report-it tool:

<https://www.bcpCouncil.gov.uk/Report-a-problem-or-fault-or-tell-us-about-something/Report-a-problem-or-fault-or-tell-us-about-something.aspx>.

Messages of Support

The table below lists common themes that have appeared in formal messages of support to the ETRO/7 consultation along with quantities and proportions to provide context. Themes have been ordered according to their relative magnitude.

Theme		Messages mentioning a particular theme		Proportion of all formal responses
Number	Description	Quantity	Proportion	
1	Road safety	37	76%	22%
2	Noise	21	43%	13%
3	Behavioural change	15	31%	9%
4	Environmental improvements	12	24%	7%
5	Lower traffic volumes	2	4%	1%
6	Community interaction	1	2%	1%

Road safety

Theme 1 encompasses the standpoint that ETRO/7 has made a tangible difference to safety, resulting in road user behaviour becoming more courteous, most conspicuously during school arrival and departure times. Those in favour have stated that:

- Amenity has been enhanced for vulnerable and non-motorised road users;
- User conflict has reduced
 - Cyclists are encouraged to ride in the carriageway instead of along the footway, benefiting pedestrians.
 - Lower traffic volumes lessens the risk of near misses.
 - Those accessing private driveways are able to do so without being tailgated.
- Cases of vehicles exceeding the posted speed limit have lessened. Beforehand the 20mph speed limit was largely ineffective and ignored.

The Walking and Cycling Officer Review concurs, reinforcing how the simplification of traffic movements at either end of Tatnam Road around the junctions with Stanley Green Road and Wimborne Road respectively, have improved conditions. With the former, it is explained that prior to the scheme the wide junction mouth resulted in vehicle turning movements transpiring at undesirable speeds, accentuating severance issues for non-motorised users when attempting to cross.

Noise

Noise reductions were stated as another benefit, most strikingly at night, boosting quality of sleep and general wellbeing. As discussed, Tatnam Road is anecdotally a main route for on-call emergency services.

Behavioural change

Owing to the improved connectivity, theme 3 refers to an augmentation in cycling, those travelling on scooters (both electric and manual derivatives) and walking. Residents beyond the immediate vicinity have remarked that collectively ETRO/7, ETRO/9 and ETRO/10, have reduced the attractiveness of the wider rat-run between Parkstone Road and Stanley Green Road via Birds Hill Road, Garland Road and Tatnam Road. Seemingly, this has improved walking amenity to nearby open spaces such as Poole Park and Upton Country Park, and nurtured sustainable travel choices. On this note, the Headteacher of Longfleet Primary School has voiced their support, mentioning an uptake in active travel.

In the Walking and Cycling Officer Review it is noted that:

- Stanley Green Road and Sterte Road form a popular route for education and work-related trips; and
- During peak periods up to 100 pedestrian crossing movements have been recorded every 15-minutes across the Tatnam Road junction since implementation of ETRO/7.

Environment

Themes 4 encapsulates notions linked to physical activity, air quality, the public health agenda and the Council's declared climate emergency. Fundamentally, its broad compass means it's an underlying aspect hinted at within the other themes listed in this section.

Lower traffic volumes

Supporters of the scheme are of the assertion that traffic volumes have significantly reduced. This is reiterated in the Walking and Cycling Officer Review which outlines that the modal filter has been transformative, eradicating rat-running and speeding which were hitherto common occurrences despite the traffic calming measures. That document also contends that Garland Road has benefited indirectly, referencing feedback from a School Crossing Patrol operative.

Community interaction

Theme 6 comprises of intangible social benefits such as an increased sense of community, greater interaction with neighbours and better health and wellbeing.

Responses to formal objections

The table below sets out Council responses to formal objections according to the relevant themes identified in the previous chapter.

Theme	Sub-theme	Council response
Displaced traffic	School traffic	<p>Vehicle parking associated with the school arrival and departure periods seems to have had a bearing on ETRO/7. Trips patterns to school during the 2020 autumn term were heavily influenced by COVID-19. Public health advice along with guidance issued by school and college leaders advised parents that children should avoid lift-sharing and using public transport where possible to minimise transmission rates. Therefore, it is considered that the parking stress witnessed was an exceptional temporary impact and not an indication of permanent behavioural change. Once the situation with the pandemic has stabilised, it is expected that trip patterns will normalise and issues dissipate.</p> <p>Nevertheless, the Council will continue to monitor the situation. Designers undertook regular inspections during the trial. If required, further measures could be considered in partnership with residents such as alterations to parking restrictions or the adoption of 'School Streets'. Future incidents can be reported via the Council's online report-it tool: https://www.bcpCouncil.gov.uk/Report-a-problem-or-fault-or-tell-us-about-something/Report-a-problem-or-fault-or-tell-us-about-something.aspx.</p> <p>With ETRO/7 in place, Haynes Avenue, St Margaret's Road, Stokes Avenue and Well Lane cannot be used as a through route by motorised vehicles. If ETRO/7 is retained, further mitigation could be considered along Dorchester Road, Jolliffe Road, Palmer Road, Stanley Green Road, Sterte Road, and Wimborne Road as part of initiatives associated with the Transforming Cities Fund (TCF) programme and any wider proposals to create a Low Traffic Neighbourhood should they come to fruition.</p> <p>School parking issues were raised with the Civil Enforcement Supervisor. Civil Enforcement Officers were briefed to monitor the site when operating in the area. Furthermore, as part the Transforming Travel initiative, the Council is actively promoting journeys to school via more sustainable means through things such as 'The New You' campaign and the Safer Routes to School Programme. Further information about these is available on the following webpages:</p>



		<p>https://www.bcpCouncil.gov.uk/News/News-Features/Transforming-Travel/transforming-travel.aspx</p> <p>https://www.bcpCouncil.gov.uk/News/News-Features/TCF/The-new-you/The-new-you.aspx</p> <p>https://www.bournemouth.gov.uk/travelandtransport/projectsconsultationslocaltransportplans/projectsconsultations/SaferRoutestoSchoolProgramme/SaferRoutestoSchoolProgramme.aspx</p> <p>With regards to the matters along the B3093 Wimborne Road, Poole High School responded by:</p> <ul style="list-style-type: none"> ▪ Engaging in dialogue with Dorset Police; ▪ Investing in bodycam and dashcam equipment to capture offenders and encourage compliance; ▪ Siting senior members of the school support staff in the vicinity of the Co-op store (number 147) to monitor vehicle activity at the start and end of the school day; ▪ Issuing a letter to parents on Wednesday 9th December 2020; and ▪ Signposting all parents via text message to the ETRO/7 consultation. <p>Finally, the Council cannot comment specifically on the sale of property. Such transactions are complicated affairs even at the best of times, governed by an array of external market factors outside the control of local authorities.</p>
	<p>Access for motorised vehicles</p>	<p>ETRO/7 still facilitates local access but prevents through traffic using it as a shortcut, creating a Low Traffic Neighbourhood. Rat-running as its colloquially known, produces negative externalities, such as congestion, noise, pollution and safety. Through traffic should use more suitable arterial routes like the B3093 Wimborne Road. Tatnam Road is unsuitable for these traffic movements because it is an unclassified residential street in close proximity to two schools.</p> <p>Emergency services are statutory consultees. Prior to the implementation of ETRO/7, the Council engaged with representatives from the Ambulance, Fire and Police services as part of the statutory consultation. If any concerns had been raised, these would have been dealt before the trial commenced, either by making amendments or cancelling the scheme. Checks undertaken during the trial found that the directions provided on Google Maps for journeys between Garland Road and Sterte Road did not show Tatnam Road as an option. It is possible that the issue may relate to users not having the latest available satellite navigation updates for their device.</p>



		<p>Managing demand for car travel by promoting alternate means of transport and ensuing users have a range of travel options, is one of the ways to improve highway network resilience. As outlined in the row above, traffic conditions last autumn are considered exceptional and not an indication of long-term behavioural change. In terms of ETRO/6 and ETRO/8, the Council deferred these schemes on Tuesday 8th September 2020 to allow for further consideration. At this stage, no decision has been made as to whether these will be pursued.</p> <p>Match day parking for Poole Town Football Club is unaffected by ETRO/7. Haynes Avenue, St Margaret's Road, Stokes Avenue, Tatnam Road and Well Lane are all part of Resident Parking Zone M (Heckford Park). A map illustrating the zone can be accessed via https://www.poole.gov.uk/parking/parking-permits-and-season-tickets/parking-permits-eligibility-list-zone-names-and-map/. Marked bays are allocated for permit holders or 2 hours no return within 1 hour. Restrictions currently apply Monday to Friday between 8 am and 6 pm. If necessary, consideration could be given to potential modifications (i.e. removing or further limiting the duration of stay provided to non-permit holders). Any proposed changes would be consulted upon with residents as part of the standard process for Traffic Regulation Orders (TRO).</p> <p>Equalities Impact Assessments (EIA) were undertaken on a programme wide and individual scheme basis in advance of the measures being implemented. This ensured that the needs of or impacts on persons or groups with protected characteristics along with any applicable mitigation if required, were fully considered before any decision was made. The programme team included an Accessibility Officer experienced in the identification of impacts on the disabled. Promoting walking and cycling by de-trafficking areas has largely positive outcomes for the disabled. Any negative impacts were addressed during the development of the EIA. Furthermore, before any measures were installed the Dorset Blind Association (one of a list of statutory consultees) were consulted in accordance with ETRO procedures.</p>
	Road safety	<p>Overall, feedback to-date suggests that problems have generally dissipated as people got used to the new arrangement. Civil Enforcement Officers undertake routine patrols and can issue penalty charge notices for offences like illegal or anti-social parking. However, issues with PTWs remain.</p> <p>Options for installing additional planters or creating a chicane arrangement have been considered by the design team. However, traditional physical access control measures are no longer considered inclusive and should not be used because they reduce the useability, capacity, directness and comfort of a route, particularly when accommodating non-standard cycles and cargo bikes (Principle 16, Section 1.6, Cycle Infrastructure Design Local Transport Note 1/20).</p>



	<p>Compliance has been escalated with Dorset Police via official channels. Dorset Police organised a mobile enforcement visit and briefed the “No Excuse team” to monitor the site when operating in the area. The ‘ETRO Response’ Mailbox forwarded alleged incidents to Dorset Police and signposted respondents to Dorset Police’s online reporting tools such as Operation Snap</p> <p>If the issue persists, the Council would consider additional physical measures plus enforcement options in accordance with devolved powers in Part 6 of the Traffic Management Act. Members of the public can report occurrences via Dorset Police’s enforcement operations reporting site and / or the Council’s online report-it tool:</p> <p>http://www.dorsetroadsafe.org.uk/enforcement-operations/reporting-traffic-concerns/</p> <p>https://www.bcpCouncil.gov.uk/Report-a-problem-or-fault-or-tell-us-about-something/Report-a-problem-or-fault-or-tell-us-about-something.aspx.</p> <p>Improvements to cycling and walking both have a focus on what is termed natural surveillance by designing the built environment in a way that maximises visibility and deters criminal activity. Incidents of anti-social behaviour can also be reported via the Council's online report-it tool.</p> <p>The Walking and Cycling Officer Review recommends that the existing arrangement at the modal filter should be replaced with bollards, kerbs and street trees. If the planters are retained, a community initiative could be arranged to maintain the plants.</p> <p>Street cleaning is undertaken on a routine basis across the conurbation as part of a range of Council services in accordance with available resources. Problems in Poole can be reported via:</p> <p>https://www.poole.gov.uk/streets-and-travel/report-a-street-issue/street-cleaning/#:~:text=If%20you%20need%20emergency%20help,506050%20at%20any%20other%20time.</p>
Prior consultation	<p>The timing of the consultation after the implementation of the scheme was a condition of the funding received from Central Government through the EATF. Criteria for this grant insisted that the measures should be implemented within 12 weeks of funding being awarded. The Department for Transport recommended the use of an ETRO which incorporates a 7-day notice period. These time constraints meant that there was not the normal opportunity for advance consultation.</p>

		<p>However, unlike a conventional TRO, an ETRO is a trial lasting for an initial 6-month period with the option to extend this up to 18 months if required.</p> <p>As part of the trial, a consultation was held and stakeholders were able to submit formal representation either by email or post and complete a web-based survey. Advertising complied with guidance set out in the Traffic Orders Procedure (Coronavirus) (amendment) (England) regulations 2020 (Statutory Instrument No. 536) (“the SI”) that came into force on 23 May 2020. Further information about this is available via:</p> <p>https://www.gov.uk/government/publications/making-traffic-regulation-orders-during-coronavirus-covid-19/traffic-regulation-orders-guidance-on-the-traffic-orders-procedure-coronavirus#additional-notes</p> <p>Fundamentally, members of the public could see for themselves the effect of the change before commenting. Outputs from the consultation reporting tools will be used to inform the review of the scheme and subsequent decisions. It was always the intention of the Council to engage with residents and it remains committed to this process.</p> <p>The need for urgent action arose as a consequence of the return to school/work in the summer of 2020 following the easing of restrictions associated with the first national lockdown. Warnings were raised about the implications COVID-19 could have on the local highway network. Specifically, there was genuine concern that traffic gridlock could rapidly develop if a significant number of public transport users switched to travelling by car because of health concerns and / or reductions in capacity brought on by social distancing requirements. To mitigate against this induced demand, ETROs were implemented to create low traffic areas which were more amenable to cycling and walking and thus free up road space for more essential use when cycling and walking was not a viable option.</p>
Purpose	Cost	<p>Funding was sourced from the EATF, a central government grant as announced by the Secretary of State in May 2020. The monies that were made available were very small and would not have funded more significant infrastructure projects. Conditions were also attached, limiting what the finance could be used for. Guidance issued by the Department for Transport stipulated that allocations were only for closing roads to through traffic, installing physically segregated cycle lanes (using full or light segregation) and / or widening pavements on roads currently used by motorised vehicles. The main purpose of the fund was promoting cycling as a replacement for journeys previously made by public transport.</p>
	Need	<p>ETRO/7 was designed to create a Low Traffic Neighbourhood by encouraging through traffic to use more suitable arterial routes / main roads and prioritising cycling and walking. Tatnam Road was used as a rat-run by motorised vehicles often driving at high speed, causing negative externalities such as congestion, noise, pollution and safety. A 20mph zone was</p>



		<p>introduced in late 2019. However, issues remained and residents requested further action. Tatnam Road is also a key route to Oakdale Junior School and Poole High School. Consequently, it has a role in fulfilling Council policies to encourage more sustainable travel choices.</p> <p>Reductions in traffic volumes foster a more amenable environment for cycling and walking. One example is that less confident cyclists (i.e. children) prefer to cycle away from busy traffic routes. On quiet mixed traffic streets (e.g. Tatnam Road) there is less need for segregated cycling facilities because the principal function of these roads is access to local properties. However, this necessitates a low traffic low speed environment. Modal filters are one of several recognised traffic management measures to help achieve this (as stipulated within Section 7 of Cycle Infrastructure Design Local Transport Note 1/20).</p>
	Evidence	<p>The number of specific location requests for modal filters involved several hundred. However, each scheme was judged on its own merits rather than the number of requests which were received.</p> <p>The criteria used for selecting schemes was a scoring mechanism, based on the following: 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; and potential to improve bus punctuality and journey time reliability.</p> <p>An assessment methodology based on readily available data was devised to identify BCP Census areas which would benefit the most. The available data consisted of the following: potential increases in cycling by area using the Department for Transport sponsored Propensity to Cycle Tool (PCT); the locations of all cycle accidents involving injury for the last 5 years; and the location of all educational establishments in the BCP area.</p> <p>PCT data for current and forecast commuting levels was extracted from the 'Go Dutch' scenario for different BCP Census areas. The difference between existing and forecast levels was then calculated and divided by the size of the Census areas to give the potential increase in cycle trips per kilometre squared.</p> <p>Accidents and the numbers of educational establishments were similarly treated. Additionally, all current bus routes were mapped to assist with scheme selection. This enabled the identification of areas that had: significant potential to increase commuter cycling; high levels of cycling accidents; and high levels of education establishments.</p>

		<p>Each of these were scored from 1 to 5 (with 5 being the highest). Scores were then aggregated for each BCP Census area, enabling a ranking to be produced. Schemes falling within top-ranking areas were then extracted from the list and assessed to identify those with the greatest potential.</p> <p>Background traffic modelling using the South East Dorset (SED) model was undertaken prior to implementation for schemes with available data. Tatnam Road is included in the SED model and therefore was modelled. Please note that the SED model is an external application managed by Dorset County Council.</p>
	Traffic Management Act 2004	<p>The act was introduced as a means of addressing road network congestion and disruption, with a specific focus on parking and street works. Part 2 bestows a network management duty on local highway authorities. Item (1) (a) stipulates a responsibility to facilitate the expeditious movement of traffic as far as reasonably practicable with regards to other obligations, policies and objectives. Item (2) outlines that action taken can include anything considered as a means to foster more efficient use of the road network, including powers to regulate uses made of a particular road or section of street. For reference, further information can be accessed using the hyperlinks below:</p> <p>https://www.gov.uk/government/publications/traffic-management-act-2004-summary/traffic-management-act-2004-summary</p> <p>https://www.legislation.gov.uk/ukpga/2004/18/part/2</p> <p>The act does not provide for prioritisation of motorised vehicles over other road users. Instead, there is a need for a balanced safety led approach. Demand management by promoting alternate means of transport and ensuring users have a range of travel options, is one of the ways to improve highway network resilience.</p> <p>Investment in cycling and walking is congruent with the policies and objectives stipulated within the Local Transport Plan and upcoming Local Walking and Cycling Infrastructure Plan. It also helps tackle the Council's declared climate emergency by enabling people to undertake journeys via sustainable means. National Government strategy (as highlighted by the Department for Transport publication "Gear Change - a bold vision for cycling and walking") has centred on reducing the need to travel by car, making cycling / walking the natural choice for shorter journeys and a part of longer journeys in combination with other transport modes.</p>
	Road classification	<p>Tatnam Road is an unclassified residential street. Yellow demarcations provided on Ordnance Survey (OS) 1: 50 000 scale maps refer to the width of the road rather than its function. Of the type used on Tatnam Road, it indicates that the</p>



		road is 'generally more than 4m wide'. For reference, details regarding the map symbol legends used on the OS Explorer and Landranger Map series are available to view on the following webpages: https://www.ordnancesurvey.co.uk/business-government/tools-support/25k-raster-support https://www.ordnancesurvey.co.uk/business-government/tools-support/50k-raster-support
	Decision to implement the scheme	ETRO/7 was not put forward by any individual councillor. In its response to the COVID-19 Pandemic, Central Government promoted cycling and walking as an alternative means for local trips and to encourage healthier lifestyle choices. All local authorities (including BCP Council) were asked by the Government to develop schemes to promote safe active travel and to create spaces for effective social distancing. Choice of location was determined by a rigorous assessment methodology as described above in the row labelled ' Empirical evidence '.

Suggestions to improve the scheme

This chapter lists options suggested by respondents to improve the scheme. It includes alternatives and complementary measures, along with Council responses.

Alternatives

Nine measures to replace ETRO/7 were discussed in the formal responses:

- Package of traffic calming measures along Tatnam Road including:
 - Speed humps which can be straddled by emergency vehicles;
 - Formalising the three existing informal pedestrian crossings with a Zebra configuration or adding raised tables with pinch-point treatment;
 - New informal pedestrian crossings with raised tables and pinch-point treatment at the pedestrian alleyways leading into Stokes Avenue and St Margaret's Road; and
 - Chicanes and other forms of horizontal deflection.
- Junction improvements at the intersection of Stanley Green Road / Tatnam Road / Sterte Road consisting of:
 - Traffic signals to 'gate' traffic and improve safety, incorporating the existing shuttle working on the Sterte Road overbridge (with the stop-line on Sterte Road continuing to be on the southern side of the bridge) and new integrated pedestrian crossings, with consideration for a Toucan facility;
 - Four stage sequence, one for each approach plus an 'All-red' stage for pedestrians;
 - Banned right turns from Tatnam Road; and
 - Carriageway narrowing on section of Sterte Road between Tatnam Road and the overbridge to single lane operation, removing the existing ghost island right turn and using space gained to improve cycle infrastructure.
- Junction improvements at the intersection of B3093 Wimborne Road / Garland Road / Tatnam Road comprising of:
 - Conversion into a signal-controlled configuration to address limited gap-acceptance opportunities and poor pedestrian links into the Co-op;
 - Retention of ghost island right-turns on Wimborne Road to reduce staging requirements and cycle times;
 - Integrated pedestrian crossings incorporating existing crossing facilities on Wimborne Road (namely the puffin crossing outside number eight and the uncontrolled crossing with a refuge island outside the Co-op), plus new crossings on the Tatnam Road and Garland Road approaches;
 - Yellow box markings on Wimborne Road; and

- Staging similar to that at the New Inn junction plus demand dependent capabilities for off-peak periods and an ‘All-red’ stage for pedestrians.
- Junction improvements at the intersection of Tatnam Road and Stokes Avenue to improve visibility and reduce conflict between turning vehicles.
- Segregated cycle track along Tatnam Road by reallocating carriageway space currently designated as parking bays.
- One-way streets.
- Moving the modal filter to the eastern end of Tatnam Road near to Wimborne Road.
- Camera enforcement.
 - Average speed cameras on Tatnam Road; and
 - Automatic Number Plate Recognition (ANPR) at Sterte Road overbridge.
- School Street restrictions (i.e. ‘Access Only’) during peak arrival and departure periods.

Complementary measures

One measure to supplement ETRO/7 was advocated in the formal responses. This entailed a collection of traffic calming measures along Tatnam Road as per those listed as alternatives to the modal filter above.

Separately, Councillor Dr Felicity Rice mentioned their aspirations for a wider Low Traffic Neighbourhood across the Oakdale area. Indicatively, they have ideas for between 13 and 15 other modal filters in conjunction with School Streets and extra Zebra crossings.

The Walking and Cycling Officer Review recommends four complementary measures:

- Supplementary modal filters on Palmer Road and Stanley Green Road at their respective junctions with Stanley Green Road and Fleets Lane to form a broader Low Traffic Neighbourhood which encompasses Stanley Green Infant Academy.
- School Streets in two locations:
 - School Lane as requested by the headteacher at Oakdale Junior School; and
 - Stanley Green Road between Christopher Crescent and Oakfield Road.
- Refreshing the advisory cycle lane markings along Fleets Lane, Stanley Green Road and Sterte Road which have faded, widening if possible.
- Fashioning a more compact ghost island right-turn for cyclists at the Stanley Green Road / Tatnam Road / Sterte Road junction so as to widen the southbound advisory cycle lane.

Council responses

Category	Suggestion	Council response
Alternatives	Traffic calming measures	In the case of Tatnam Road, speed humps, priority chicanes, raised tables and / or pinch-point treatment are not considered sufficient enough to deter rat-running. Modal filters are deemed a cost-effective mitigation technique because they create a physical barrier to traffic unlike the other measures listed. Nevertheless, additional traffic management measures as set out in paragraph 7.3.2 of Cycle Infrastructure Design Local Transport Note 1/20 will be considered if believed necessary or broader proposals to create a Low Traffic Neighbourhood emerge. Any changes could be trialled using an ETRO.
	Junction improvements	<p>Junction improvements have merit, however, resource constraints limit what can be delivered. The Council receives a large number of requests for enhancements to its highway network but unfortunately is only in a position to fund a small proportion of the measures that residents ask for. In its fiduciary role, the Council has a responsibility to ensure that capital is used in the most efficient manner. Additionally, as pointed out in the Responses to formal objections (row labelled 'Cost'), the monies that were made available were insufficient for major infrastructure projects and clauses curbed what the finance could be used for. Priority is generally given to those schemes which will be of most benefit. Presently, a pan-BCP methodology is being devised for ranking scheme requests to ensure a consistent approach is adopted across the conurbation.</p> <p>By themselves, junction improvements are not considered a sufficient enough deterrent to rat-running. Modal filters are deemed a cost-effective mitigation technique because they create a physical barrier to traffic that is largely self-enforcing.</p> <p>Nonetheless, strategic transport infrastructure upgrades are planned for the area as part of initiatives associated with the TCF programme and the upcoming Local Walking and Cycling Infrastructure Plan. Coordination between workstreams provides an opportunity to foster more comprehensive changes. Currently, a TCF route is proposed between Pool Town Centre and Merley along Darbys Lane and the B3093 Wimborne Road. Junction and crossing improvements form part of this. Further details are available via the following webpages:</p>



		https://www.bcpCouncil.gov.uk/News/News-Features/Transforming-Travel/Transforming-Cities-Fund/transforming-cities-fund.aspx https://www.bcpCouncil.gov.uk/News/News-Features/Transforming-Travel/Local-Cycling-and-Walking-Infrastructure-Plan.aspx https://haveyoursay.bcpCouncil.gov.uk/poole-merley1
	Segregated cycle tracks	<p>Section 4.4 of Cycle Infrastructure Design Local Transport Note 1/20 prescribes when protected space for cycling needs to be provided and the types that can be employed. Archetypally, they are best suited on major roads subject to high volumes of traffic and posted speed limits of 30mph or more. In these conditions, most people are not be prepared to cycle on carriageway and segregation makes cycling more inclusive. Additionally, because these facilities are more capital intensive to deliver, they tend only to be used where needed most. Segregated cycle tracks are proposed along the B3093 Wimborne Road as part of the TCF route between Pool Town Centre and Merley.</p> <p>On quiet mixed traffic streets (e.g. Tatnam Road) there is less need for segregated cycling facilities because these roads are generally low traffic low speed environments principally functioning as access to local properties. Modal filters are one of several recognised traffic management measures to reinforce these characteristics (as stipulated within Section 7 of Cycle Infrastructure Design Local Transport Note 1/20). For example, the provision of on-street parking can help regulate vehicle speeds through horizontal deflection. Revenue raised via the issuing of permits can be hypothecated to finance the implementation, administration and enforcement of controlled parking zones.</p>
	One-way streets	<p>On busier and faster roads, one-way systems are generally discouraged because evidence has shown that they tend to: encourage excessive speeds from motorised vehicles; and foster a more intimidating environment for cyclists. However, on quiet mixed traffic streets, one-way systems are a recognised traffic management measure which can help facilitate low traffic environments (as stipulated within Section 7 of Cycle Infrastructure Design Local Transport Note 1/20).</p> <p>If wider proposals to create a Low Traffic Neighbourhood come to fruition, then one-way streets could be considered, with the option of trialling them using an ETRO. However, as per guidance, the provision of</p>

		<p>contraflow cycling facilities will need to be taken into account to ensure that the most direct route remains viable for cyclists.</p> <p>In this case of Tatnam Road, a one-way system is not considered sufficient enough to deter rat-running and would merely result in the phenomenon occurring unidirectionally. Modal filters are deemed a cost-effective mitigation technique because they can create a bidirectional physical barrier to traffic.</p>
	Moving the modal filter to the eastern end of Tatnam Road	<p>Siting the modal filter at the eastern end of Tatnam Road near the B3093 Wimborne Road was discounted for two reasons. Firstly, it would have guided local access traffic away from the classified road 'B' road. Doing so would be incompatible with the principles of a Low Traffic Neighbourhood. Secondly, it would have necessitated an additional modal filter on the section of Stokes Avenue west of Haynes Avenue, generating unnecessary expenditure. Otherwise, there would have been the opportunity for motorised vehicles to bypass the modal filter on Tatnam Road. The current position of ETRO/7 means this is not possible.</p>
	Camera enforcement	<p>As explained in the Responses to formal objections (row labelled 'Cost'), monies that were made available were small, and clauses curbed what the finance could be used for. ANPR, average speed cameras and fixed-point devices are expensive to install costing tens of thousands of pounds. Safety cameras are deployed and managed by the Dorset Road Safe partnership. Priority is normally given to accident hotspots and / or main routes where traffic volumes are higher and there is a history of speeding. Further details can be accessed via: www.dorsetroadsafe.org.uk</p> <p>In residential areas the Council uses mobile interactive speed signs as a way to remind drivers. They show the speed limit and the words "SLOW DOWN" to any vehicle exceeding the speed limit. More information is available on: https://www.bournemouth.gov.uk/travelandtransport/RoadSafety/SafetyCameras.aspx</p> <p>With regards to Tatnam Road, camera enforcement is not considered sufficient enough to deter rat-running despite their proven benefits enforcing speed limit compliance. Modal filters are deemed a cost-effective mitigation technique because they create a physical barrier to traffic.</p>
	School Street restrictions	<p>School Streets constitute time limited restrictions to motorised vehicles during peak school arrival and departure periods on roads outside an educational establishment. TROs are used to prohibit through traffic as well as that associated with the school. Access is retained for cyclists, pedestrians, resident's vehicles and their visitors only during the period of operation. In the case of Tatnam Road, School Streets were not</p>

		<p>considered a sufficient enough deterrent to rat-running because they do not address the phenomenon outside of school drop-off and pick-up times.</p> <p>Nonetheless, School Streets could be considered as separate initiatives on other roads within the area as part of a Low Traffic Neighbourhood. Currently, Council Officers are considering plans for a School Street on School Lane after a request from the headteacher at Oakdale Junior School. Should this progress beyond the indicative stage, a consultation would be held as part of the standard process for TROs.</p>
Complementary measures	Traffic calming measures	Please refer to the response listed for the row of the same name in the 'Alternatives' section above.

Conclusions and recommendations

Conclusions

Overall feedback

It would appear that the majority of those who chose to provide formal representation were against the scheme, with approximately 66% objections and 33% messages of support. Neutral feedback was negligible.

Over the course of the trial, the statistics insinuate that:

- People were more energised to speak about the scheme early on, especially when the schools were in session during the autumn term; and
- Formal responses did not become more negative or positive over time.

Key themes raised

Formal objections

Formal objections centred around four core themes. In order of relative magnitude, these were:

- Displaced traffic;
- Road safety;
- Prior consultation; and
- Purpose.

Effects of traffic being moved from Tatnam Road onto adjoining streets was the most opined ground for concern, pronounced during school arrival and departure periods. Outside of school term times, issues were allegedly still apparent but less acute, implying that school related traffic was the main problem. Ostensibly, displaced traffic was influenced by distinct external factors unrelated to ETRO/7, transpiring on ten roads:

- Dorchester Road;
- Haynes Avenue;
- Jolliffe Road;
- Palmer Road;
- Stanley Green Road;
- St Margaret's Road;
- Sterte Road;
- Stokes Avenue;
- Well Lane; and
- Wimborne Road.

COVID-19 public health advice to avoid lift sharing and public transport, coupled with social distancing measures enacted by Oakdale Junior School and Poole High School, distorted

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'BCP Council' is the operational name for Bournemouth, Christchurch and Poole Council.

traffic conditions during the autumn term. Parking stress witnessed is likely to be exceptional and temporary, not an indication of permanent behavioural change. Once the situation with the pandemic has stabilised, it is expected that trip patterns will normalise and issues dissipate. Nonetheless, it means that during the trial traffic flows have not been representative.

Other aspects relating to displaced traffic focussed on the consequences of imposing a more circuitous route for motorised vehicles and concentrating existing traffic volumes onto a smaller segment of the highway network. Fundamentally, concerns were four-fold citing: longer journey times / distances, reduced network resilience, increased congestion and deterioration of air quality. In terms of congestion, some emphasised the view that ETRO/7 in combination with the measure on Darbys Lane (ETRO/4) had adversely affected the wider Wimborne Road corridor (Fleetsbridge Roundabout to The George Roundabout), and any future implementation of ETRO/6 or ETRO/8 would exacerbate things.

Perception that the scheme had led to a deterioration in road safety was shaped by the effects of displaced traffic, potential for anti-social behaviour and issues with non-compliance. With regards to the latter, respondents claim to have witnessed PTWs repeatedly driving through the modal filter and isolated circumstances whereby HGVs ignored the weight limit on the Sterte Road overbridge.

Of the remaining two themes:

- Prior consultation reflected a feeling that:
 - Residents and Ward Councillors should have been engaged with the proposals at an early stage; and
 - The consultation was inadequate, disadvantaging those without internet access.
- Purpose implied that:
 - Need for the scheme was lacking and the old arrangement worked without issue;
 - Closure was arbitrary, unsupported by quantifiable evidence, disregarding the Council's network management duty under the Traffic Management Act;
 - Conflict of interest existed; and
 - Petitions from Tatnam Road residents did not specifically request a modal filter.

Council responses to objections have been provided. Actions to take forward for further consideration relate to the mitigation of school traffic and associated parking stress along with non-compliance by PTWs if the scheme is retained. Principally, this entails:

- Monitoring vehicle parking during school arrival and departure periods through continued Civil Enforcement Officers presence to nurture considerate driver behaviour and promote compliance.
- Considering possible amendments to existing parking restrictions (subject to the outcomes of any monitoring). This could include:
 - Removing or further limiting duration of stay for non-permit holders; and
 - Incorporating match-day parking at Poole Town Football Club.

- Exploring additional enforcement options in accordance with devolved powers in Part 6 of the Traffic Management Act.

Messages of support

Formal correspondence in favour of the scheme concentrated on six themes. In order of relative magnitude, these were:

- Improved road safety for vulnerable and non-motorised road users by enhancing amenity, tackling speeding and minimising user conflict;
- Noise reductions, boosting quality of sleep and general wellbeing;
- Behavioural change, most notably amongst children, consisting of an uptake in cycling, those using scooters and walking;
- Environmental benefits linking to notions of physical activity, air quality, the public health agenda and the Council's declared climate emergency;
- Lower traffic volumes with other roads benefiting indirectly; and
- Enhanced sense of community.

The majority of these were reiterated in the Walking and Cycling Officer Review.

Suggestions to improve the scheme

Altogether nine different alternatives to replace ETRO/7 and one complementary measure to supplement it were proposed by respondents to improve the scheme. A Council response has been provided for each. All are either: incompatible with current guidance / standards, contrary to approved Council policy or incorporated in existing Council processes / schemes.

Conversely, four complementary measures recommended in the Walking and Cycling Officer Review further may warrant further consideration. These are as follows:

- Supplementary modal filters on Palmer Road and Stanley Green Road;
- School Streets designation on School Lane and Stanley Green Road;
- Refreshing advisory cycle lane markings along Fleets Lane, Stanley Green Road and Sterte Road; and
- Fashioning a more compact ghost island right-turn for cyclists at the Stanley Green Road / Tatnam Road / Sterte Road junction.

Recommendations

- Overall, it is recommended that the trial is made permanent.
- ETRO/7 as a standalone measure supports sustainable transport initiatives by delivering tangible road safety benefits and the expected outcomes of a Low Traffic Neighbourhood. It also complements TCF proposals along the B3093 Wimborne Road. However, its perception has been marred by exceptional contextual factors.
- For the immediate term:

- Additional enforcement action regarding PTW compliance with modal filters should be investigated in accordance with devolved powers in Part 6 of the Traffic Management Act. This is because the issue is unlikely to be mutually exclusive to ETRO/7.
 - Moreover, advisory cycle lane markings along Fleets Lane, Stanley Green Road and Sterte Road should be refreshed.
- During the medium-term, a maintenance plan for modal filters should be developed. Where resource constraints exist, bollards, kerbs, and street trees should be installed, unless a community initiative can be arranged to look after the planters.
- In the long-term, a decision could be considered regarding ETRO/6 and ETRO/8 to enhance this measure. Presently they are in a state of limbo having been deferred on Tuesday 8th September 2020. Clarification would help determine:
 - Future plans for a Low Traffic Neighbourhood including the validity for additional modal filters and / or School Streets as suggested in the Walking and Cycling Officer Review.
 - How best to integrate with the TCF route between Poole Town Centre and Merley.
 - For example, permanently discarding ETRO/8 could allow for a modal filter in the vicinity of Stanley Green Infant Academy since Vicarage Road provides the means to access classified roads via a signal-controlled junction with the A35 Wimborne Road.
- Any changes should involve:
 - Early engagement with local residents and Ward Councillors since both have shown an enthusiasm to impart practical local knowledge;
 - Traffic surveys to facilitate modelling of possible impacts; and
 - Use of an ETRO to trial any initiatives before making them permanent.

Notes

- The current ETRO has a maximum duration of 18 months from the date which it commenced (Friday 21st August 2020).
- An amendment to the ETRO will re-start the 6-month review period.
- Depending on the scale of changes, it will take between six and eight weeks to implement revisions to the current arrangement.

Appendix A – Derivation of statistics and classification criteria

Appendix A includes notes on how the statistics have been derived and the classification criteria used when registering formal correspondence received in the 'ETRO Response Mailbox'.

Derivation of statistics

- The 'Against' category comprises of responses which have been classified as an 'Objection'.
- The 'Neutral' category includes responses which have been classified as a 'Comment'. Messages classified as a 'Follow up to a Standard Response' or a 'Query' were not included in the statistics.
- The 'For' category consists of responses which have been classified as a 'Message of support'.
- Messages classified as a 'Follow up to a Standard Response' or a 'Query' have been excluded from the analysis. Such an approach was taken to:
 - Better ascertain the levels of objection / support;
 - Avoid double-counting the views of those who had responded on more than one occasion; and / or
 - Circumvent the potential to misrepresent those who had not elicited a definite view.

Classification Criteria

The majority of formal correspondence received in the ETRO Response Mailbox was clearly stated. However, some responses were noncommittal or mixed with an element of subjectivity. Each message was reviewed on a case-by-case basis to determine its standpoint. Words, phrases and language used was assessed in their broader context rather than in isolation, to ensure feedback was fully considered and nuances accounted for.

Overall, messages were categorised as one of five types:

- Objection;
- Neutral comment;
- Message of support;
- Follow up to a Standard Response; and
- Query.

Objection

- Messages which contain the word 'object' or suffix variants of this.
- Also incorporates words similar to 'object' i.e. against, disagree, negative, or wrong.

Neutral comment

- Messages without an obvious slant, neither objecting nor supporting.
- For example, a response may praise part of the scheme but criticise its method of implementation or another aspect.
- Purpose – to avoid misrepresenting a person who has not elicited a definitive view.

Message of support

- Contains the word 'support' or suffix variants of this.
- Also includes words similar to 'support' i.e. happy, 'positive' or 'good'.

Follow up to a Standard Response

- Used to signify that a respondent has communicated on more than one occasion.
- Includes correspondence from the same person via continuous or separate email chains or through the use of different email accounts.
- This approach avoids double counting the views of those who respond on more than one occasion but still captures any additional correspondence that takes place.

Query

- Messages that merely pose a question or request further information.



Stanley Green Road Experimental Road Traffic Order (ETRO) Six Month Review Consultation Report

March 2021

Insight Team
BCP Council

Contents

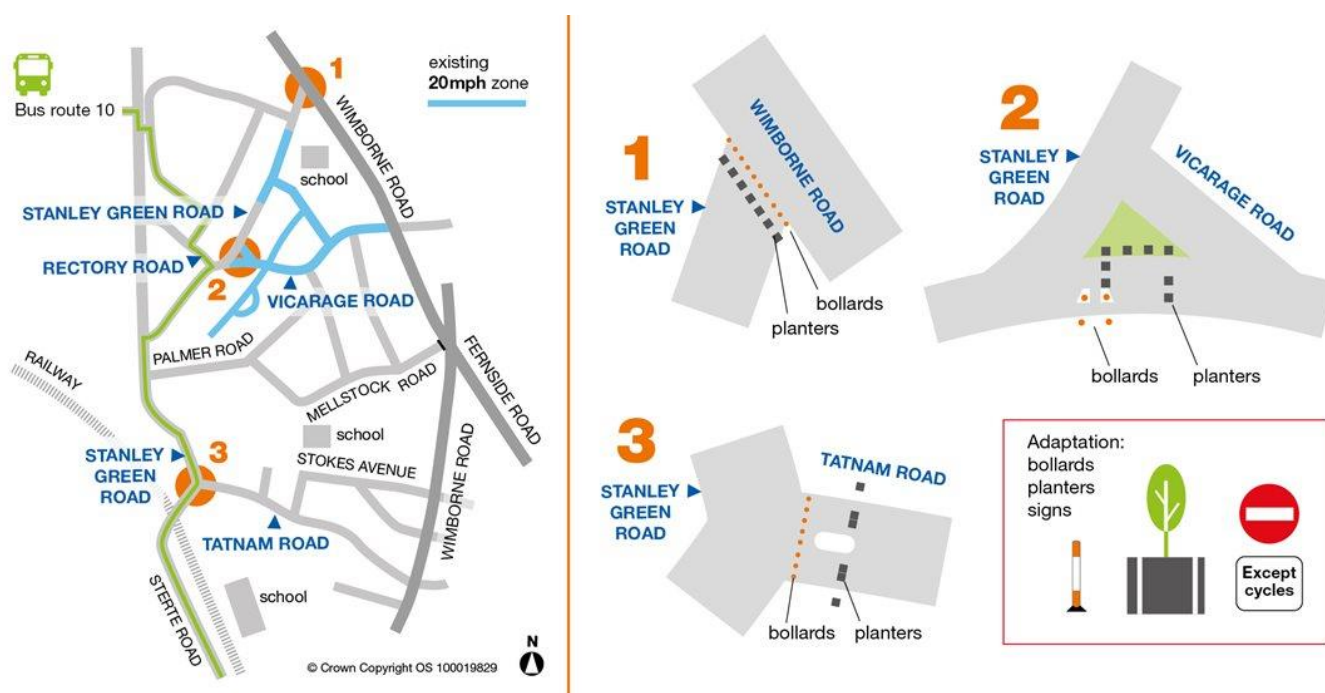
Contents	2
1. Background	4
2. Methodology	4
3. Analysis	4
Percentages	4
Qualitative comments	5
Summary of key results	6
Levels of agreement with aspects of the trial	6
Changes to mode of travel	6
Impact of the trial	7
Comments about the changes	7
Other comments and suggestions	7
4. Key Results	8
Respondent profile	8
How respondents travel through the area	8
Car ownership	9
On average, how often do you travel to, or through, this area?	9
Respondents by response date	9
Levels of agreement with aspects of the trial	10
Views by respondent type	11
Stanley Green Road should be a low traffic neighbourhood	11
The closure in Tatnam Road, at the junction with Stanley Green Road	11
The changes have reduced through traffic in the Oakdale area	12
The changes have encouraged me/my family to travel to school on foot/by bicycle	12
The changes make it safer for me to cycle in this area	13
The changes make it safer for me to walk in this area	13
The changes improve air quality in the local area	14
Views by equalities groups	14
Views by response date	16
Views by how travel through the area	17
Changes to mode of travel	18
Do the proposed changes make you more or less likely to use the following when travelling in the area?	18
Changes to mode of travel by date of response	18
Changes to mode of travel by equalities	19
Changes to mode of travel by mode of travel used	20
Changes to mode of travel by respondent type	21

Impact of the changes.....	22
Impact by response date	22
Impact by age.....	23
Impact by how travel through the area.....	23
Views by respondent type.....	24
Comments about the trial	25
Positive impact (196 comments).....	25
Reduced traffic.....	25
Increased safety.....	26
Quality of life	26
Negative comments	27
Negative impact (956 comments)	28
Traffic/congestion.....	28
Access concerns.....	29
Questioning the closures.....	31
Mixed / No impact (44 comments)	32
Other comments or suggestions about the changes	34
Comments and suggestions	34
Positive Comments (37 comments)	34
Negative Comments (467 comments).....	35
Suggestions (169 comments)	37
Appendix A– Respondent Profile Information	41
Equalities profile	41
Appendix B.....	42

1. Background

The Stanley Green Road ETRO scheme was implemented on 21 August 2020. An Experimental Traffic Regulation Order (ETRO) created experimental junction closures on Tatnam Road, at the junction with Stanley Green Road. The aim of this trial is to create a low traffic neighbourhood and discourage through traffic and so create additional space where people can cycle and walk safely whilst following COVID social distancing guidance. It is also aimed at enhancing the immediate area for residents and providing safer access for walking and cycling to and from Stanley Green Infant School, Oakdale Junior and Poole High Schools.

Changes to Stanley Green Road (at the junction with Wimborne Road) and introducing a one-way section westbound at Vicarage Road (at the junction with Stanley Green Road) were also proposed as part of the scheme, but have been deferred¹.



2. Methodology

The consultation started on 14 August 2020. Information about the trial and a consultation form was available online at bcpcouncil.gov.uk/VStanleyGreenRoad.

3. Analysis

Results are broken down by respondent type, how people travel through the area and by equalities groups (where large enough) and response date (where large enough) to show significant differences.

Percentages

Figures in this report are presented as a percentage of people who answered the question. The percentages in this report will not always add up to 100%. This can be because of rounding, or because for some questions, respondents can select more than one response.

¹ The consultation included questions about these two changes. The overall results are reported in this report to provide feedback on these aspects of the scheme, but breakdowns are not provided as the schemes have not been implemented.

Qualitative comments

Qualitative responses (write in text) to questions were analysed by Darmax Research Ltd. The comments were exported into Excel and were thematically analysed. The most common themes are reported on in this report.

Please note that while the purpose of qualitative data is to provide deeper insights into reasoning and impact rather than to quantify data, the numbers of respondents who mentioned the most prevalent themes are provided in this report to give an indication of the magnitude of response. However, given the nature of qualitative data, it should be noted that this does not provide an indication of significance in relation to the question asked.

In addition, where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

Summary of key results

As of 8 March 2021, 605 respondents took part in the consultation.

This section summarises the results to the key questions in the consultation.

- Overall, two out of ten (20%) agree that [Stanley Green Road should be a low traffic neighbourhood](#). Two thirds (66%) disagree.
- 17% agree with the [closure in Tatnam Road](#), at the junction with Stanley Green Road. 80% disagree.
- 17% agree that the changes have [reduced through traffic](#) in the Oakdale area. 74% disagree.
- 14% agree that the changes have [encouraged me/my family to travel to school on foot/by bicycle](#). 81% disagree.
- 19% agree that the changes make it [safer for me to cycle](#) in this area. 70% disagree.
- 18% agree that the changes make it [safer for me to walk](#) in this area, with 73% disagreeing.
- 20% agree that the changes [improve air quality](#) in the local area. 70% disagree.

Levels of agreement with aspects of the trial.

Figure 1: How strongly do you agree or disagree with the following.....

	Strongly agree	Agree	Neither	Disagree	Strongly disagree
Stanley Green Road should be a low traffic neighbourhood (576)	11%	9%	13%	15%	51%
The closure in Tatnam Road, at the junction with Stanley Green Road (588)	14%	3%	3%	10%	70%
The closure in Stanley Green Road, at the junction with Wimborne Road (574)	7%	6%	7%	15%	66%
The closure of the one-way section westbound at Vicarage Road, at the junction with Stanley Green Road (568)	8%	5%	8%	14%	66%
The changes have reduced through traffic in the Oakdale area (525)	13%	4%	10%	14%	60%
The changes have encouraged me/my family to travel to school on foot/by bicycle (516)	11%	3%	4%	11%	70%
The changes make it safer for me to cycle in this area (494)	15%	4%	12%	17%	53%
The changes make it safer for me to walk in this area (536)	14%	4%	10%	17%	56%
The changes improve air quality in the local area (529)	15%	5%	11%	15%	55%

Bases (as shown)

Changes to mode of travel

The table below shows the changes to mode of travel as a result of the scheme.

Figure 2: Will the changes make you more or less likely to use the following.....

	More likely	No change	Less likely
Car or motorcycle (566)	31%	55%	14%
Public transport (481)	2%	57%	41%
Cycle (506)	15%	49%	35%
Walk (566)	31%	55%	14%

Bases (as shown)

Impact of the trial.

Overall, 16% of respondents report a positive impact from the changes, with just over three quarters (77%) feeling a negative impact. 4% have a mixed impact and 2% have no impact.

Figure 3: How much of an impact, if at all, do the change have on you?

Positive impact	Mixed impact	Negative impact	No impact
16%	4%	77%	2%

Base = 596

Comments about the changes

Respondents were asked to explain their response to the scheme, including their reasons as to why they felt the road closures would have either a positive or negative impact on them.

90 respondents provided reasons as to why they felt that the road closures would have a positive impact on them. Reasons included the [closures resulted in reduced traffic](#) along the roads and prevented cars from speeding in the area. The road closures also made it [safer to walk and cycle](#) in the area, while also making it [safer for children getting to school](#). The road closures also [reduced the noise and air pollution](#) in the area and meant that [residents did not get woken up at night](#) by traffic passing their house.

416 respondents provided reasons as to why they felt the road closures would have a negative impact on them. Respondents felt that the closures result in [increased congestion, longer journey times](#) and [more pollution on the main roads](#) in the local area, as well as [diverting traffic down other side roads](#) and [creating alternative 'rat runs'](#) on narrower roads. This also led to an [increased risk of accidents](#) and [reduced safety](#) for other car users, cyclists and pedestrians.

The road closures also make it [harder to get to the local schools](#) at drop off and pick up and would also [impact on the access for emergency services and key workers](#). The road closures would also have a [negative impact on local businesses](#).

Other respondents felt that there was [no need to introduce the road closures](#) and the plans were [poorly thought out](#). Respondents commented on a [lack of consultation](#) prior to the road closures being installed, and that the closures [would not increase cycling or walking](#) in the area as people will still need to use their cars regardless.

Other comments and suggestions

Respondents were asked to write in any other comments or suggestions they had about the changes. The majority of respondents wrote negative comments or [made suggestions as to how the road closures should be amended](#).

Respondents felt that the [plans should be scrapped and the roads reopened](#), with the closures creating [more congestion](#) on both main and side roads in the local area. The road closures would [impact on people accessing the local schools and businesses](#) and would also cause issues for [emergency services](#) attending calls. Respondents questioned [how the road closures were decided](#) and felt that [local residents should have been consulted](#) on how the road closures would impact them prior to them being installed.

Respondents suggested that [traffic calming measures should be installed](#) instead of closing the roads. Respondents also felt that the money would be better spent elsewhere, including on [improving road surfaces](#) and [creating separate cycle lanes](#) in the area.

4. Key Results

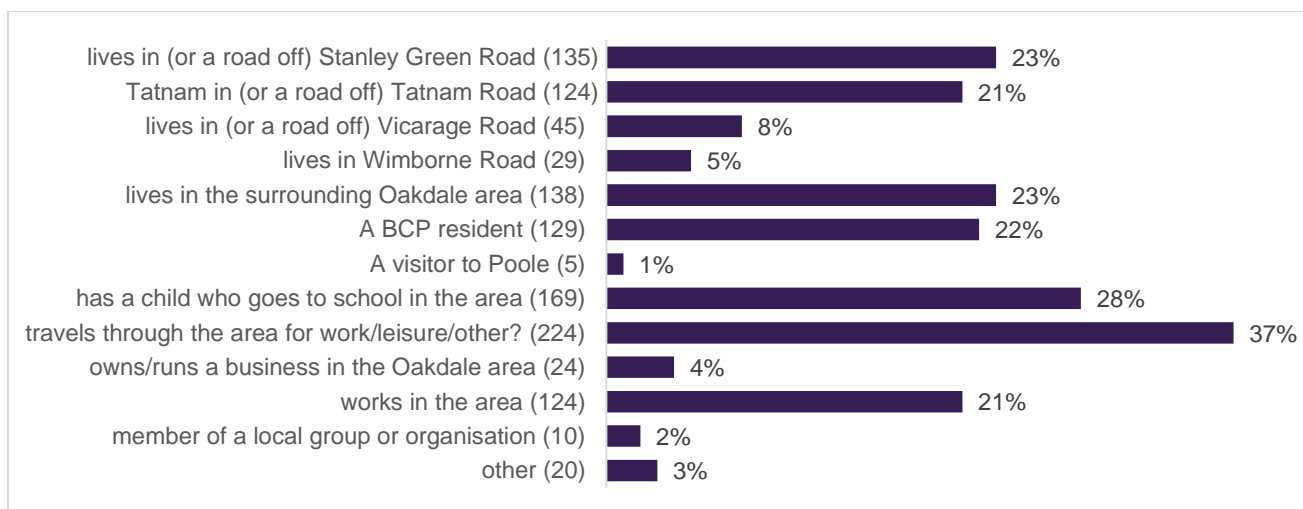
As of 8 March 2021, 605 respondents took part in the consultation. The equalities profile of respondents is shown in the Appendix.

Respondent profile

Just over one third of respondents (37%) [travel through for work, leisure or other](#). 28% have a [child who goes to school](#) in the area and 21% [work](#) in the area.

Just under one quarter (23%) live in (or a road off) [Stanley Green Road](#), 21% live in (or a road off) [Tatnam Road](#), 8% live in (or a road off) [Vicarage Road](#) and 5% live in [Wimborne Road](#). 23% live in the [surrounding Oakdale area](#) and 22% are [BCP residents](#) (not living in the Oakdale area).

Figure 4: Respondent type

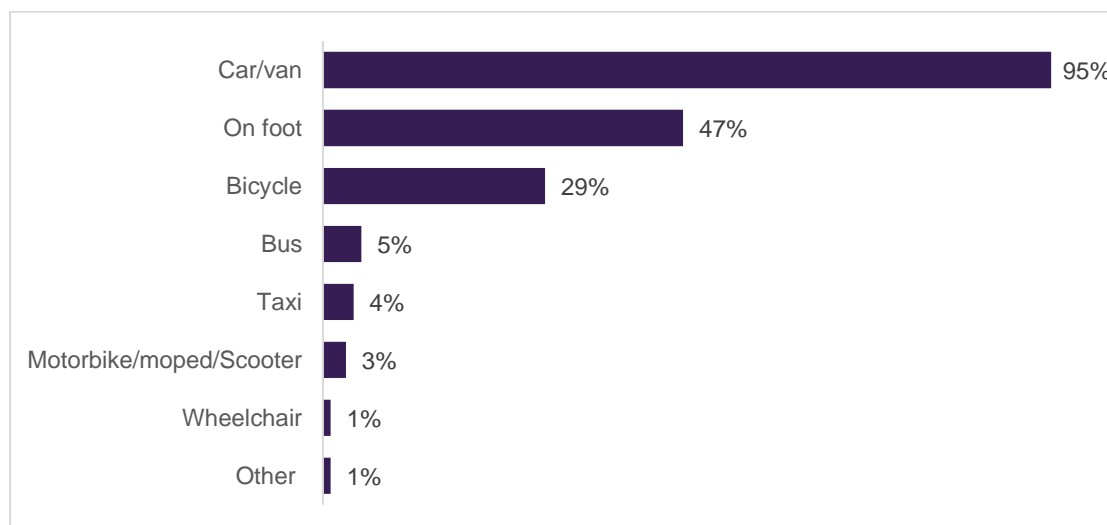


Base = 600 respondents

How respondents travel through the area

Most respondents travel through the area by [car/van](#) (95%), with just under half (47%) [walking](#) and 29% [cycling](#).

Figure 5: How travel through the area

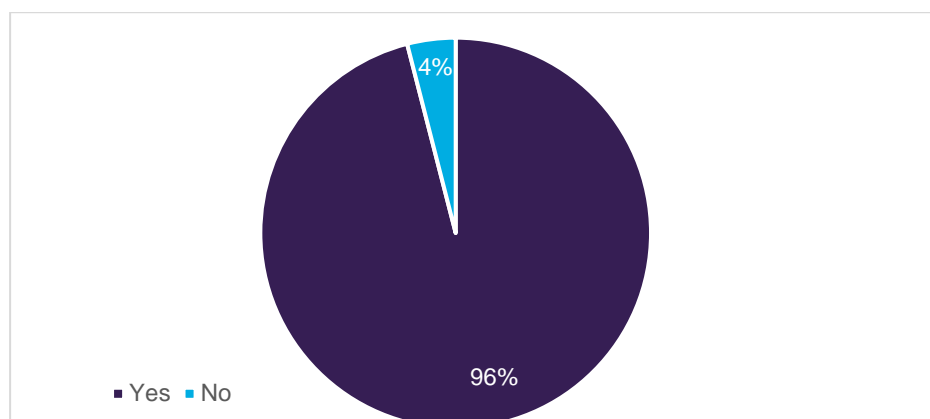


Base = 599 respondents

Car ownership

96% of respondents own, or have use of, a car. 4% do not.

Figure 6: Own, or have use of, a car

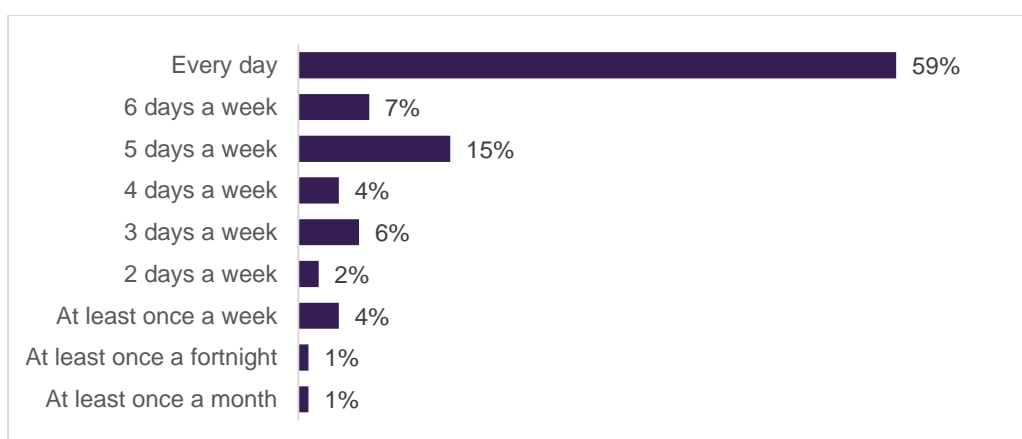


Base = 598 respondents

On average, how often do you travel to, or through, this area?

Almost all respondents (98%) travel through the area once a week or more often, with 59% travelling through every day.

Figure 7: How often travel to/through this area



Base = 116 respondents

Respondents by response date

Over half (56%) of respondents completed a form before the scheme was implemented, 11% during the first four weeks and around one third (32%) completed a form after four weeks.

Figure 8: Response by date

Time period	%
Before launch	56%
First four weeks	11%
More than four weeks	32%

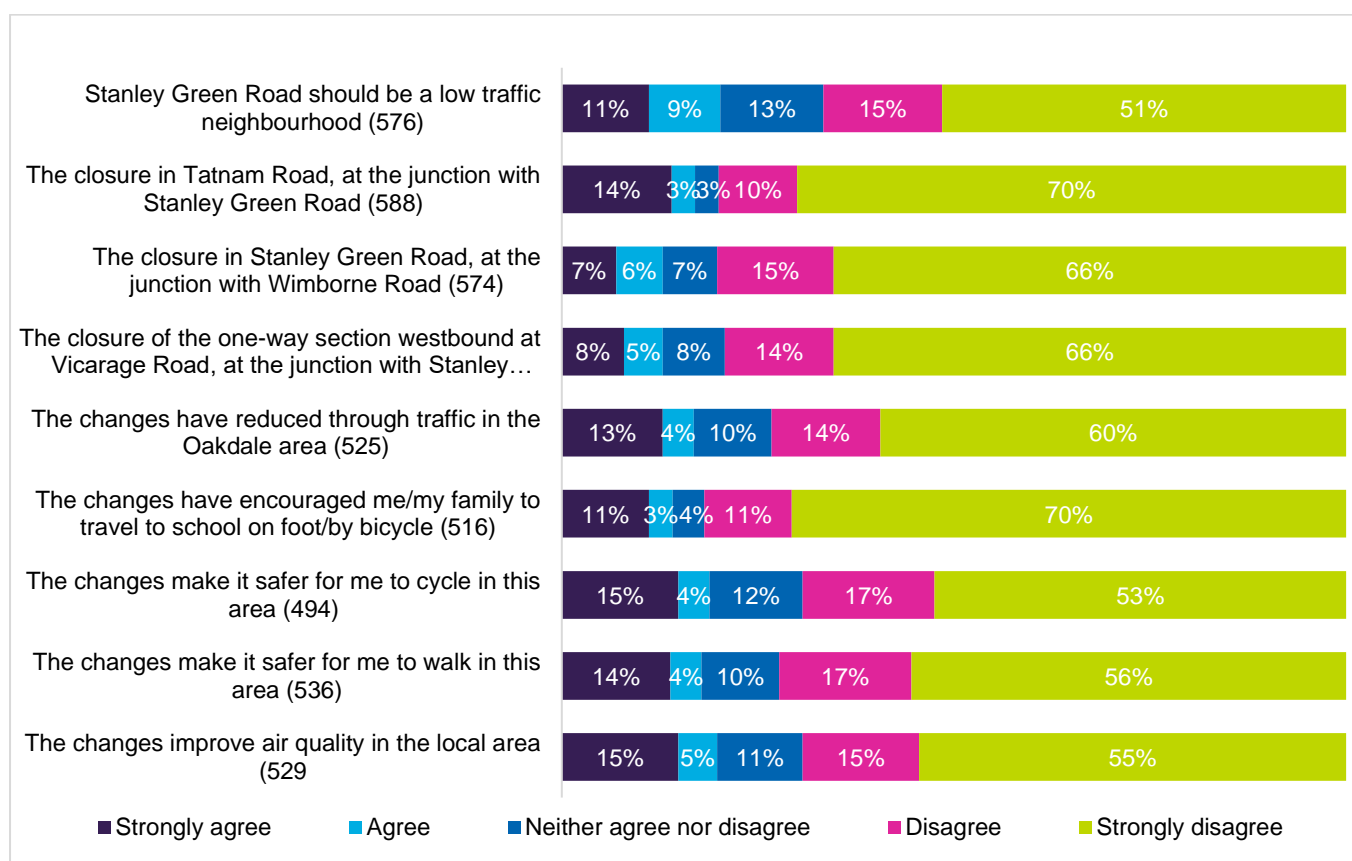
Base = 604

Levels of agreement with aspects of the trial

Respondents were asked how strongly they agree or disagree with a number of statements about the trial. The overall responses are shown below:

- Overall, two out of ten (20%) agree that Stanley Green Road should be a low traffic neighbourhood. Two thirds (66%) disagree.
- 17% agree with the closure in Tatnam Road, at the junction with Stanley Green Road. 80% disagree.
- 13% agree with a closure in Stanley Green Road, at the junction with Wimborne Road, with 81% disagreeing.
- 13% agree with a closure of the one-way section westbound at Vicarage Road, at the junction with Stanley Green Road. 80% disagree.
- 17% agree that the changes have reduced through traffic in the Oakdale area, with 74% disagreeing.
- 14% agree that the changes have encouraged me/my family to travel to school on foot/by bicycle. 81% disagree.
- 19% agree that the changes make it safer for me to cycle in this area. 70% disagree.
- 18% agree that the changes make it safer for me to walk in this area, with 73% disagreeing.
- 20% agree that the changes improve air quality in the local area. 70% disagree.

Figure 9: How strongly do you agree or disagree with the following...



Bases (as shown)

Views differ by respondent type, how they travel to/through the area and by equalities groups, as shown in more detail on the following pages.

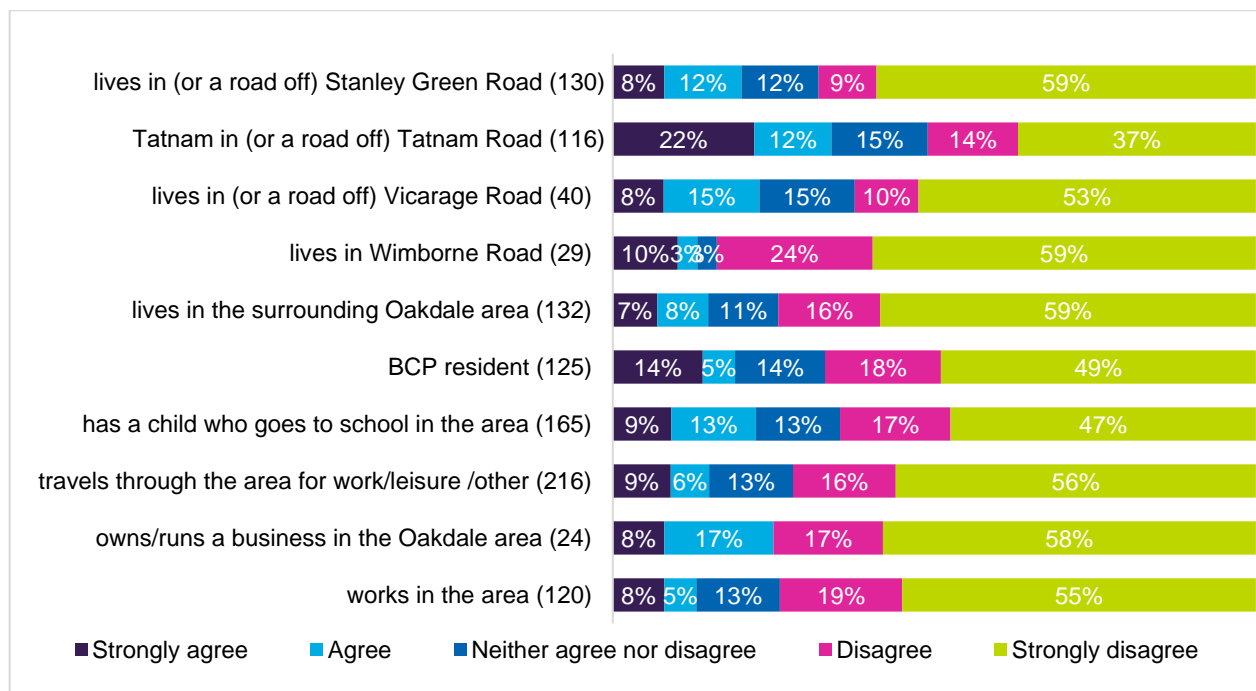
Views by respondent type

Views on each of the statements vary by **respondent type**, as shown in the charts below.

- Respondents **living in (or a road off) Tatnam Road** have the *higher levels of agreement* for all the statements compared to other groups, as shown in the charts on the next few pages.

Stanley Green Road should be a low traffic neighbourhood

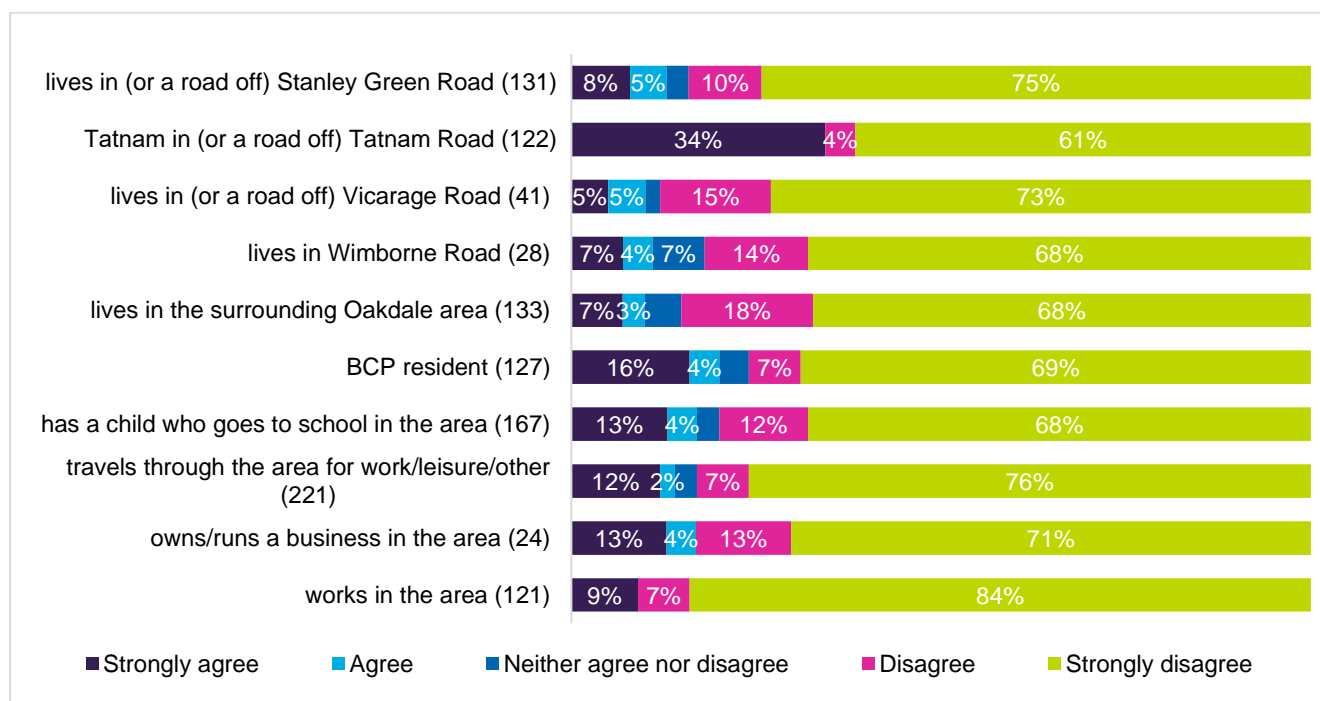
Figure 10: Stanley Green Road should be a low traffic neighbourhood by respondent type



Bases (as shown)

The closure in Tatnam Road, at the junction with Stanley Green Road

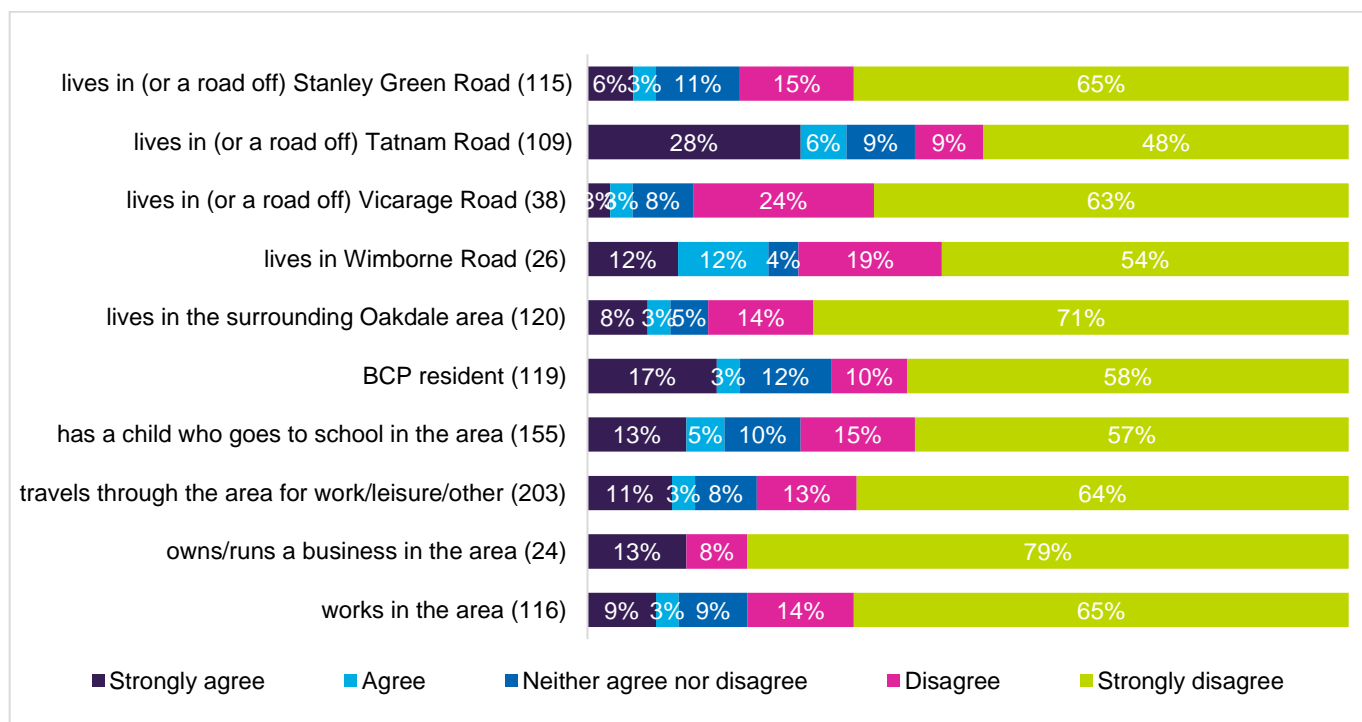
Figure 11: The closure in Tatnam Road, at the junction with Stanley Green Road by respondent type



Bases (as shown)

The changes have reduced through traffic in the Oakdale area

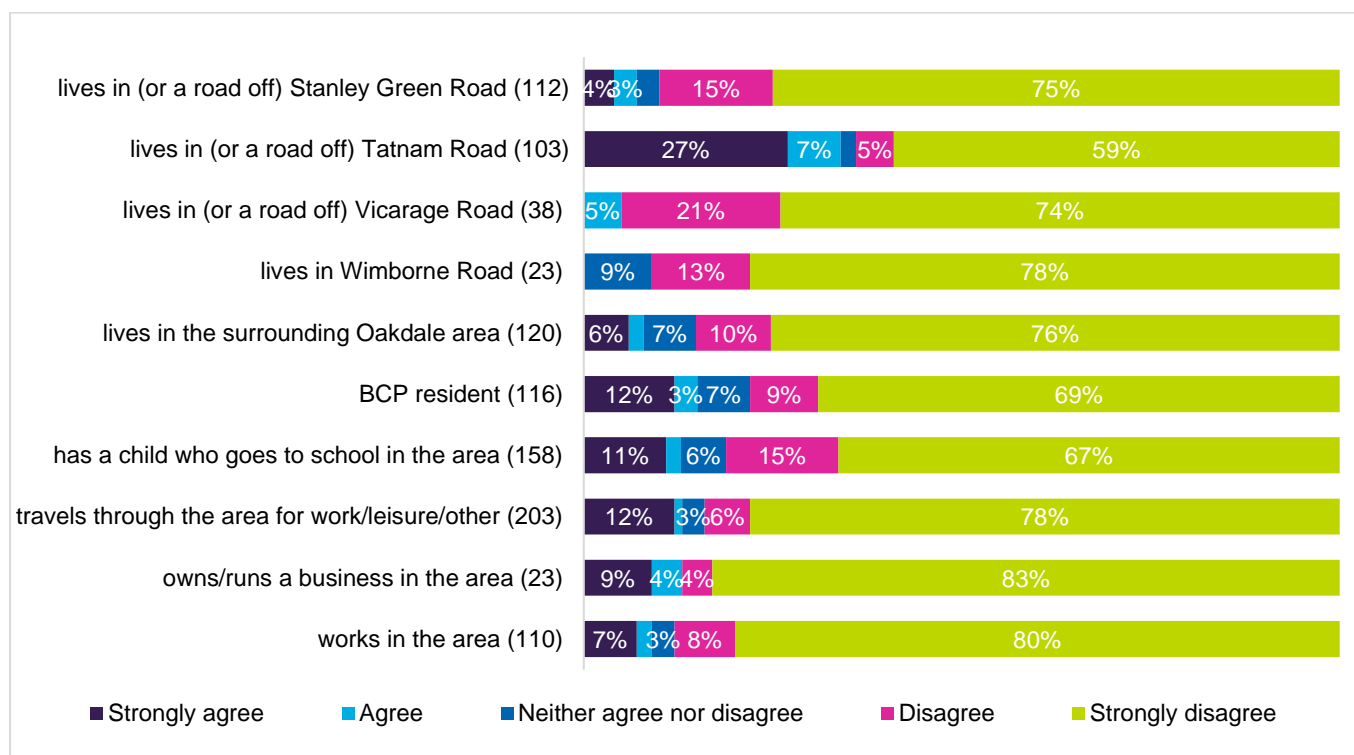
Figure 12: The changes have reduced through traffic in the Oakdale area by respondent type



Bases (as shown)

The changes have encouraged me/my family to travel to school on foot/by bicycle

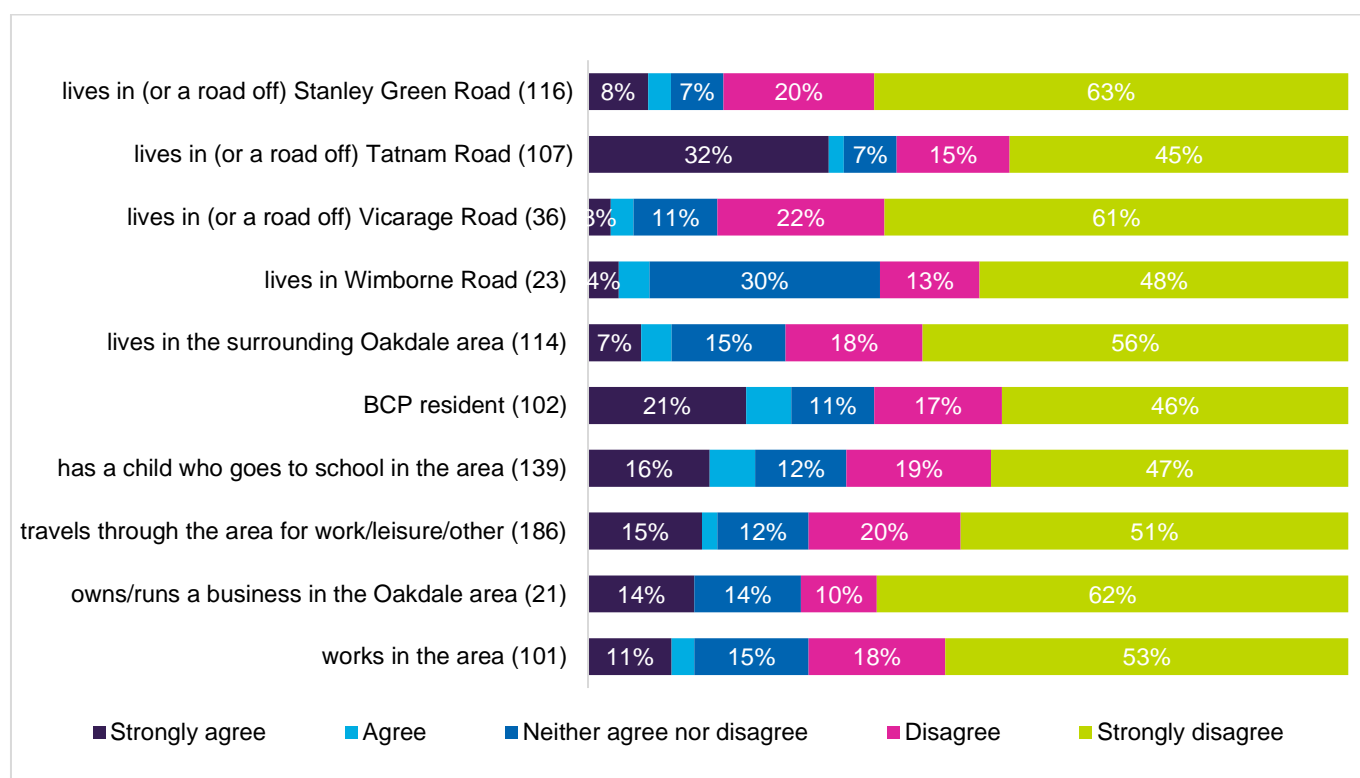
Figure 13: The changes have encouraged me/my family to travel to school on foot/by bicycle by respondent type



Bases (as shown)

The changes make it safer for me to cycle in this area

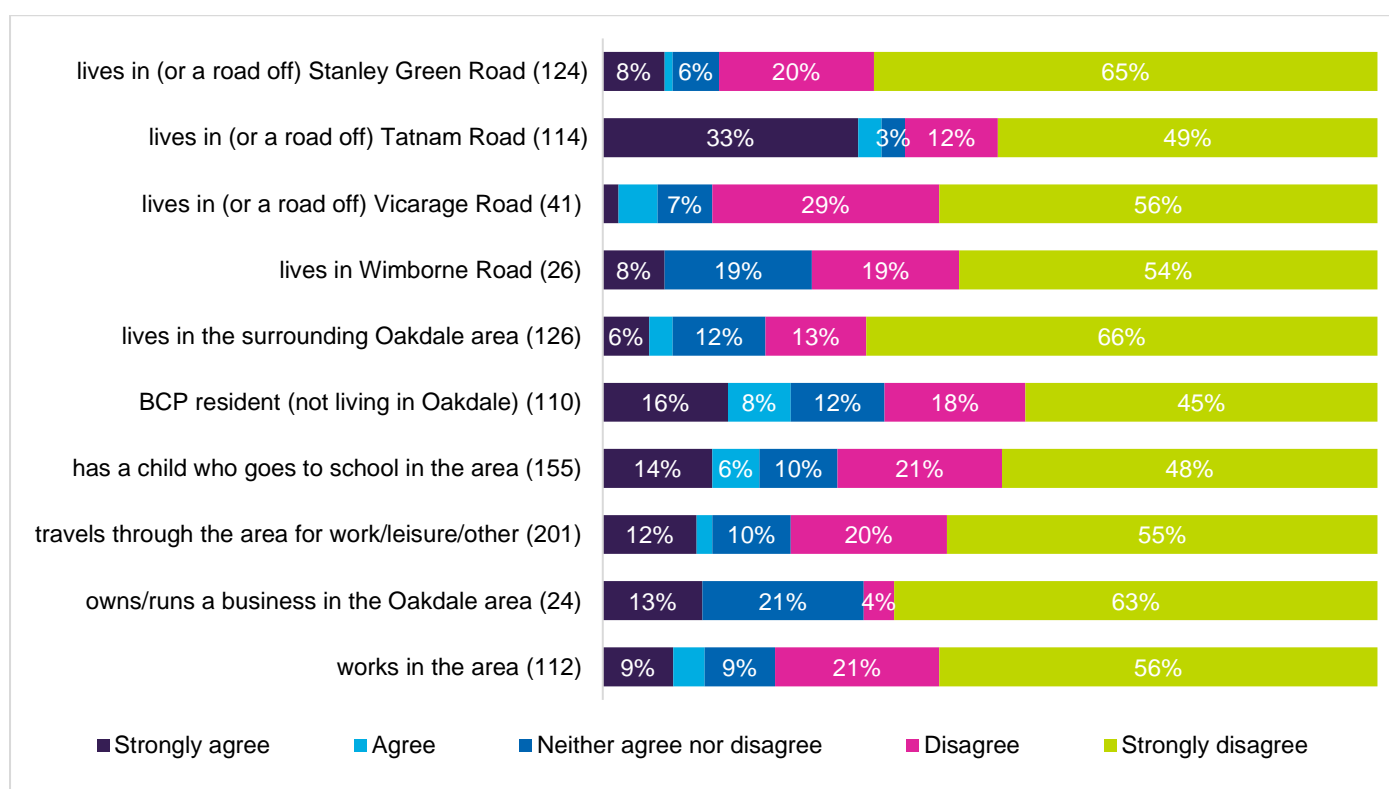
Figure 14: The changes make it safer for me to cycle in this area by respondent type



Bases (as shown)

The changes make it safer for me to walk in this area

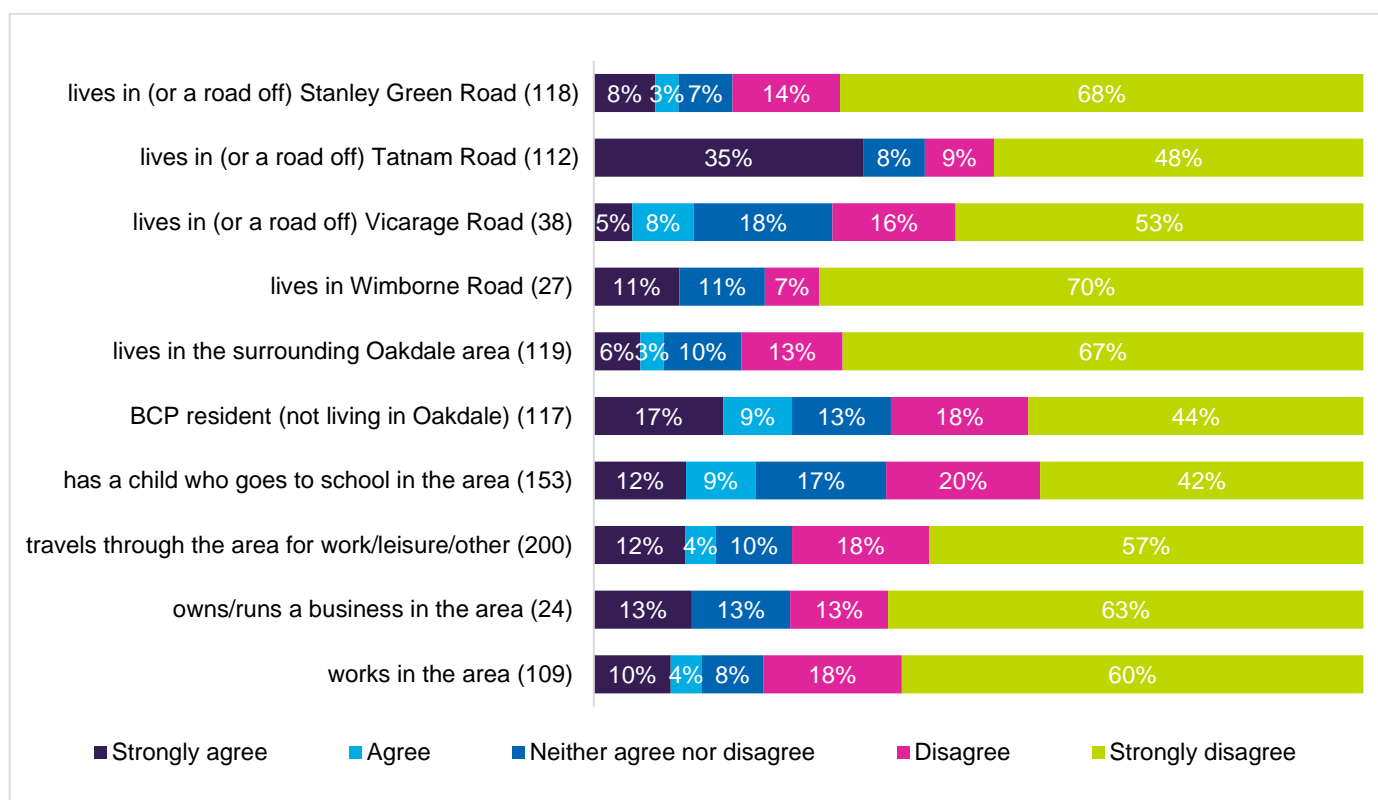
Figure 15: The changes make it safer for me to walk in this area by respondent type



Bases (as shown)

The changes improve air quality in the local area.

Figure 16: The changes improve air quality in the local area by respondent type



Bases (as shown)

Views by equalities groups

The chart on the next page shows the differences by equalities groups.

Generally, those aged 45-54, males and those with no disability have higher levels of agreement than other groups.

Figure 17: views on the statements by equalities groups

Stanley Green Road should be a low traffic neighbourhood

Age

18 - 24 years (11)

25 - 34 years (76)

35 - 44 years (128)

45 - 54 years (152)

55 - 64 years (105)

65+ years (65)

Gender

Female (302)

Male (215)

Disability

Yes - limited a lot (33)

Yes - limited a little (70)

No (391)

The closure in Tatnam Road

Age

18 - 24 years (11)

25 - 34 years (78)

35 - 44 years (132)

45 - 54 years (157)

55 - 64 years (105)

65+ years (67)

Gender

Female (315)

Male (216)

reduced through traffic in the Oakdale area

Age

18 - 24 years (11)

25 - 34 years (66)

35 - 44 years (117)

45 - 54 years (145)

55 - 64 years (94)

65+ years (60)

Gender

Female (282)

Male (190)

Yes - limited a lot (31)

Yes - limited a little (67)

No (354)

encouraged me/ family to travel to school on foot/by bike

Gender

Female (283)

Male (181)

Disability

Yes - limited a lot (25)

Yes - limited a little (60)

No (358)

make it safer for me to cycle in this area

Age

18 - 24 years (9)

25 - 34 years (70)

35 - 44 years (114)

45 - 54 years (135)

55 - 64 years (90)

65+ years (49)

Gender

Female (269)

Male (179)

Disability

Yes - limited a lot (28)

Yes - limited a little (61)

No (342)

make it safer for me to walk in this area

Are you aged:

18 - 24 years (10)

25 - 34 years (75)

35 - 44 years (122)

45 - 54 years (142)

55 - 64 years (97)

65+ years (59)

Gender

Female (291)

Male (196)

Disability

Yes - limited a lot (30)

Yes - limited a little (64)

No (372)

improve air quality in the local area

Are you aged:

18 - 24 years (11)

25 - 34 years (71)

35 - 44 years (118)

45 - 54 years (146)

55 - 64 years (94)

65+ years (60)

Gender

Female (283)

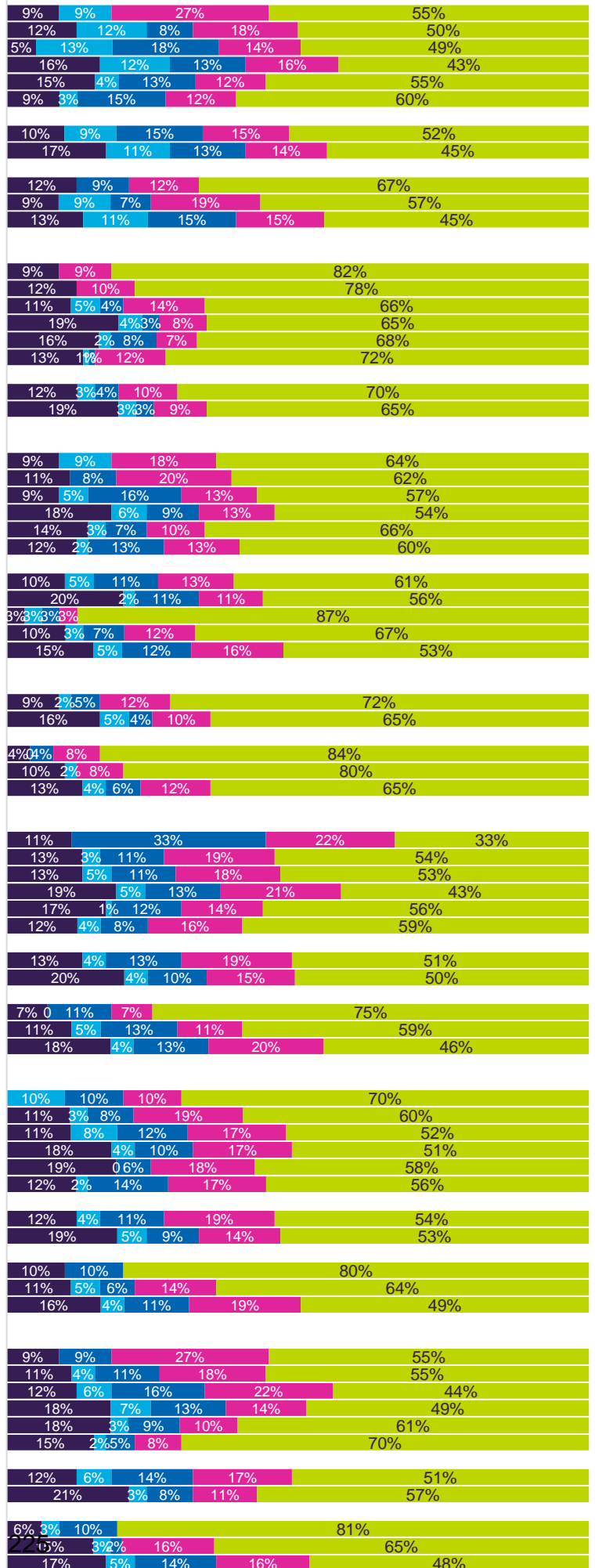
Male (196)

Disability

Yes - limited a lot (31)

Yes - limited a little (62)

No (366)



Strongly agree

Agree

Neither agree nor disagree

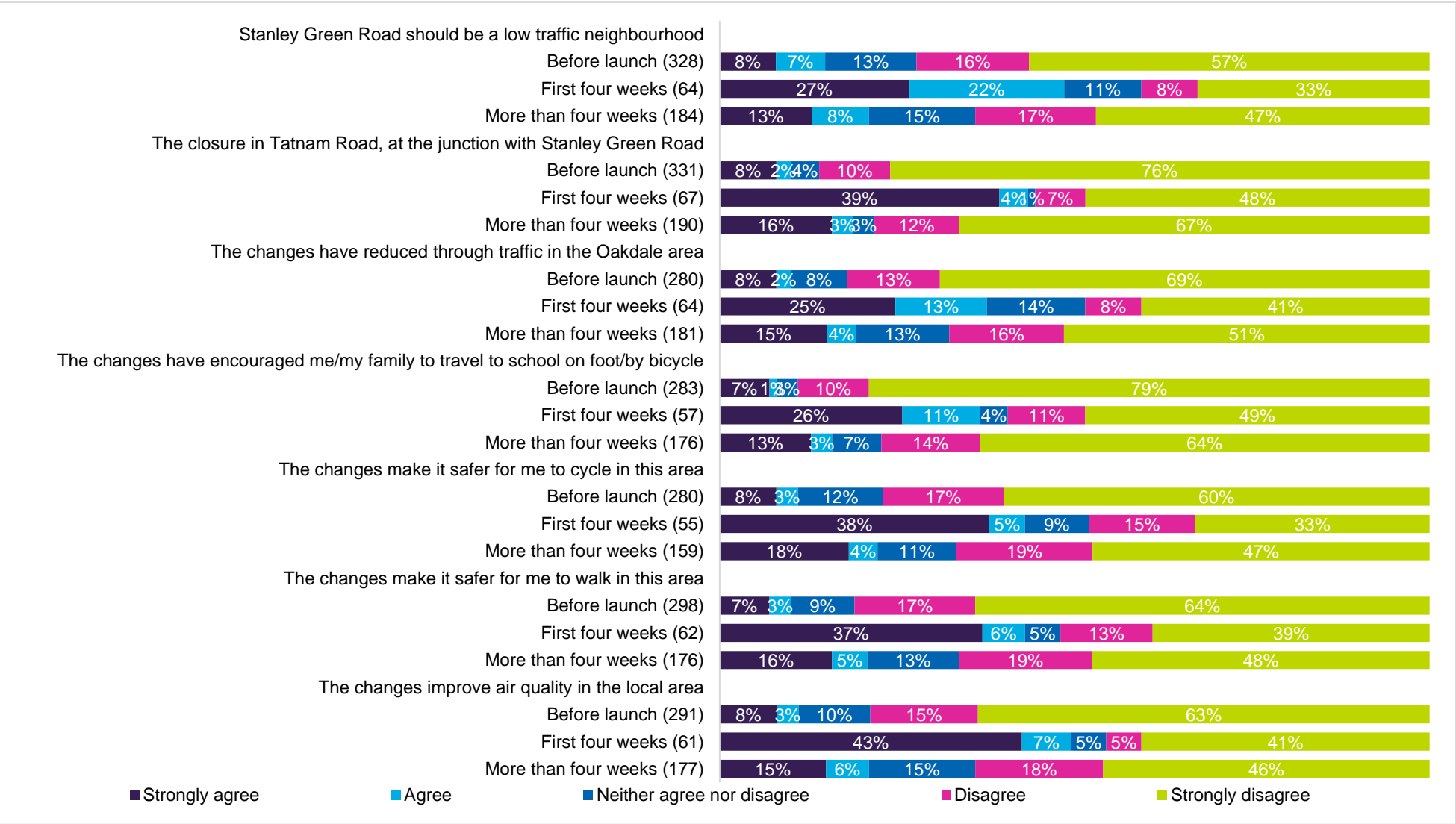
Disagree

Strongly disagree

Views by response date

Respondents views vary by response date, with levels of disagreement being higher before launch and more than four weeks than in the first four weeks of the scheme, as the chart below shows.

Figure 18: Views on aspects of the trial by response date.

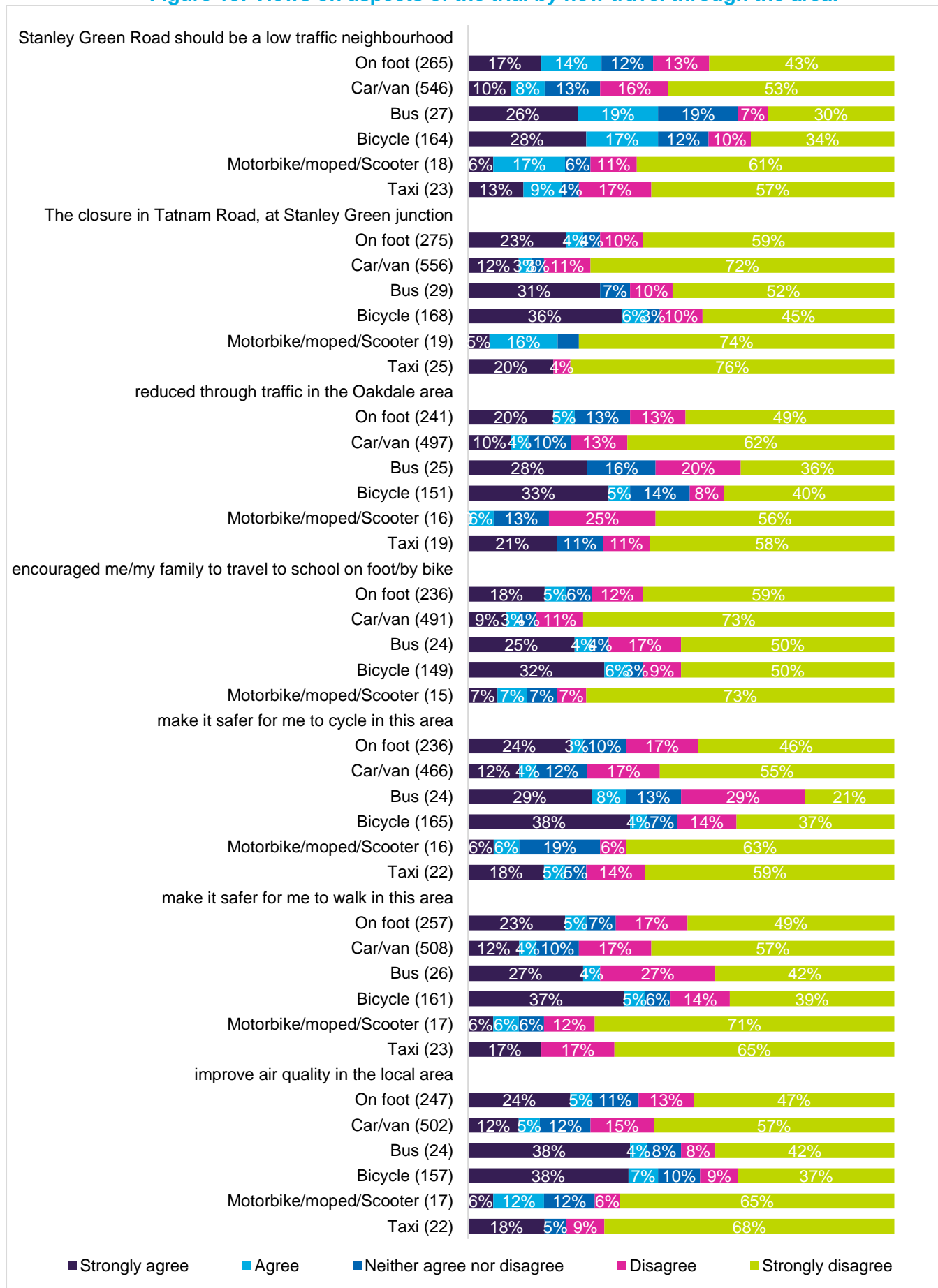


Bases, as shown.

Views by how travel through the area

As the chart below shows, respondents views varied by how people travel through the area.

Figure 19: Views on aspects of the trial by how travel through the area.



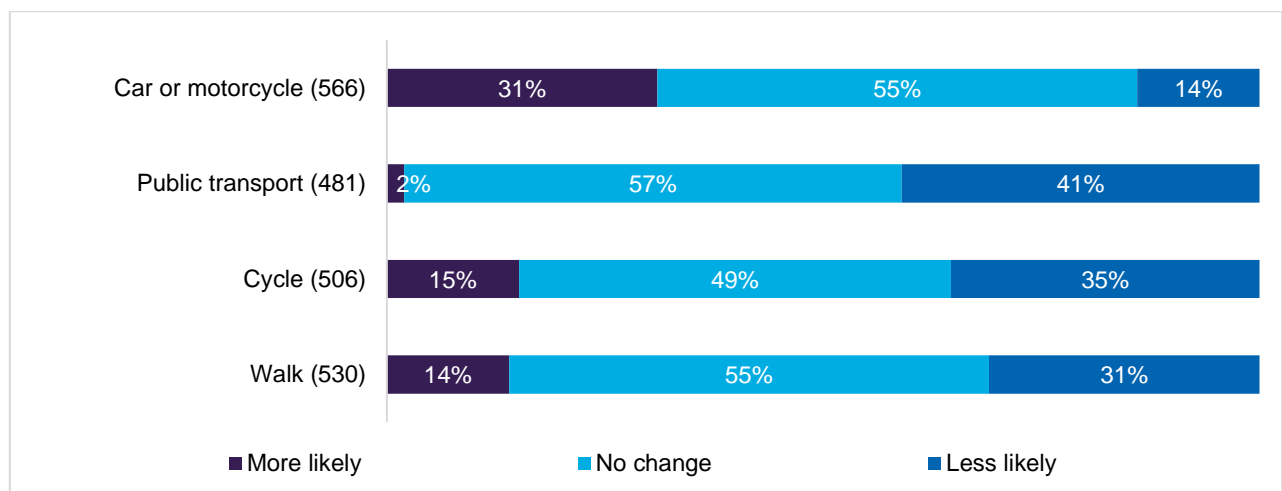
Bases, as shown

Changes to mode of travel

Do the proposed changes make you more or less likely to use the following when travelling in the area?

- The changes would make 31% of respondents more likely to travel by **car or motorcycle** when travelling in the area. 55% would not make any changes and 14% would be less likely to travel by **car or motorcycle**.
- The changes would make 2% of respondents more likely to travel by **public transport**. 57% would make no change and 41% would be less likely to travel by **public transport**.
- 15% would be more likely to **cycle**, 49% would make no change and 35% would be less likely to **cycle**.
- Just under one third (31%) would be more likely to **walk**, 55% would make no change and 14% would be less likely to **walk** because of the changes.

Figure 20: Do the proposed changes make you more or less likely to use the following when travelling in the area?

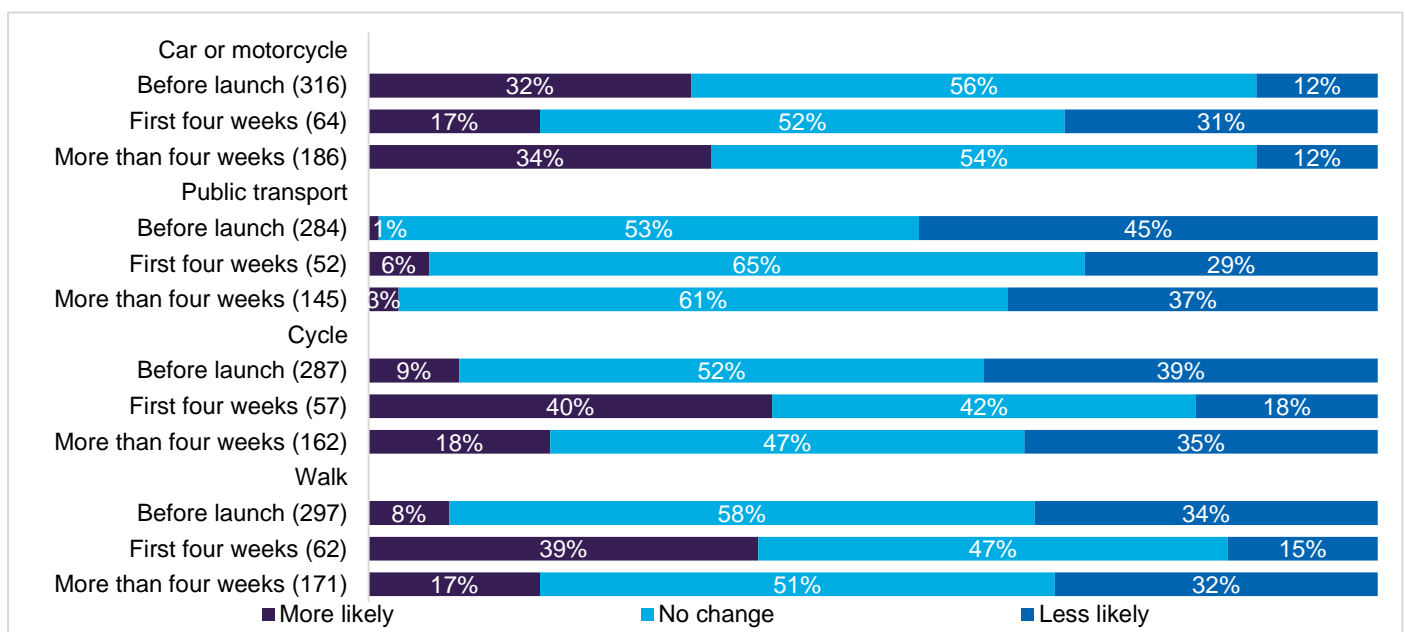


Bases (as shown)

Changes to mode of travel by date of response

Changes to **mode of travel** vary by date of response (as shown in the chart below).

Figure 21: Do the proposed changes make you more or less likely to use the following when travelling in the area by response date

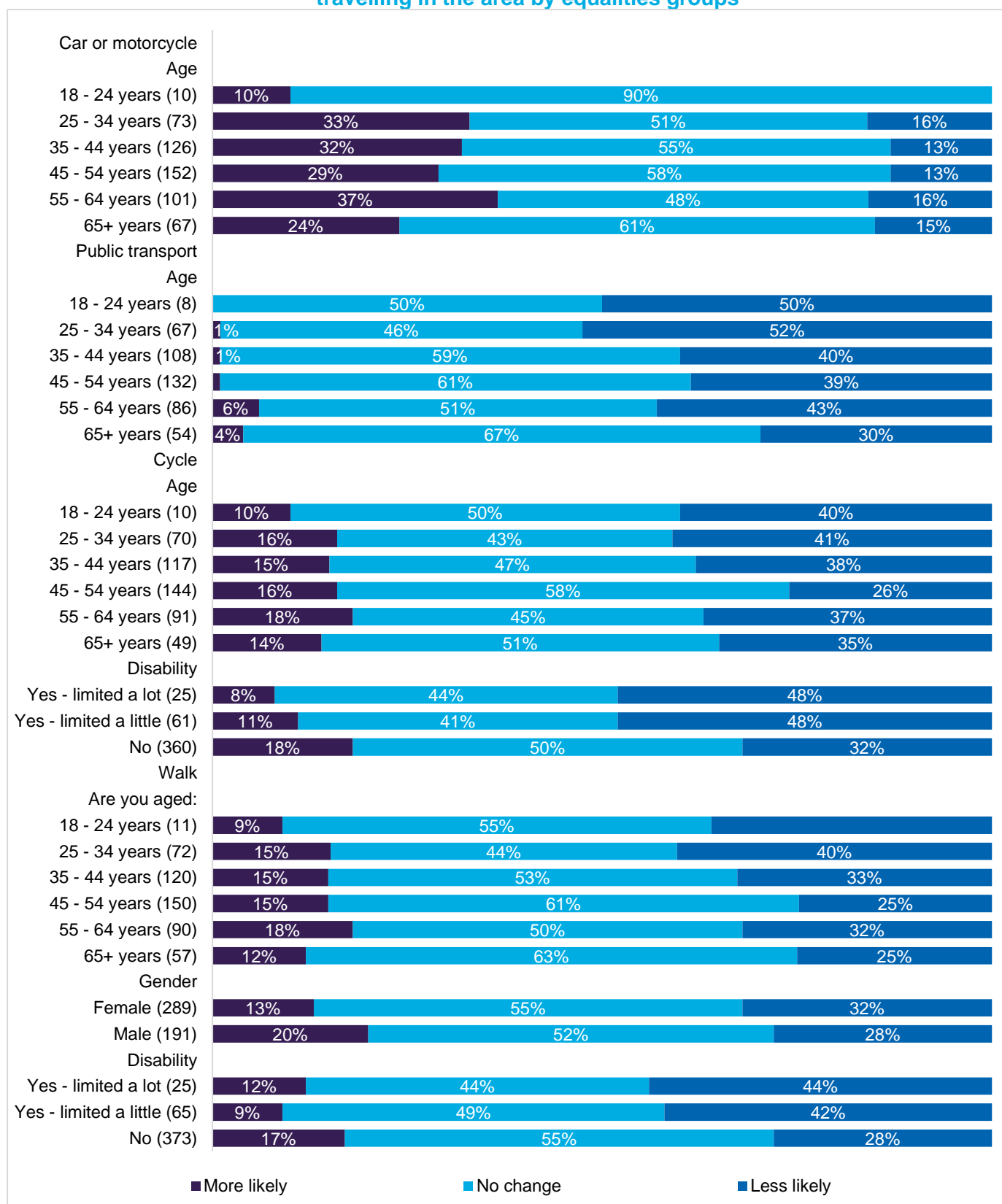


Bases (as shown)

Changes to mode of travel by equalities

The chart shows the differences by equalities groups, with differences by **age** for all modes of transport and differences by **disability** for cycling and walking and **gender** for walking.

Figure 22: Do the proposed changes make you more or less likely to use the following when travelling in the area by equalities groups

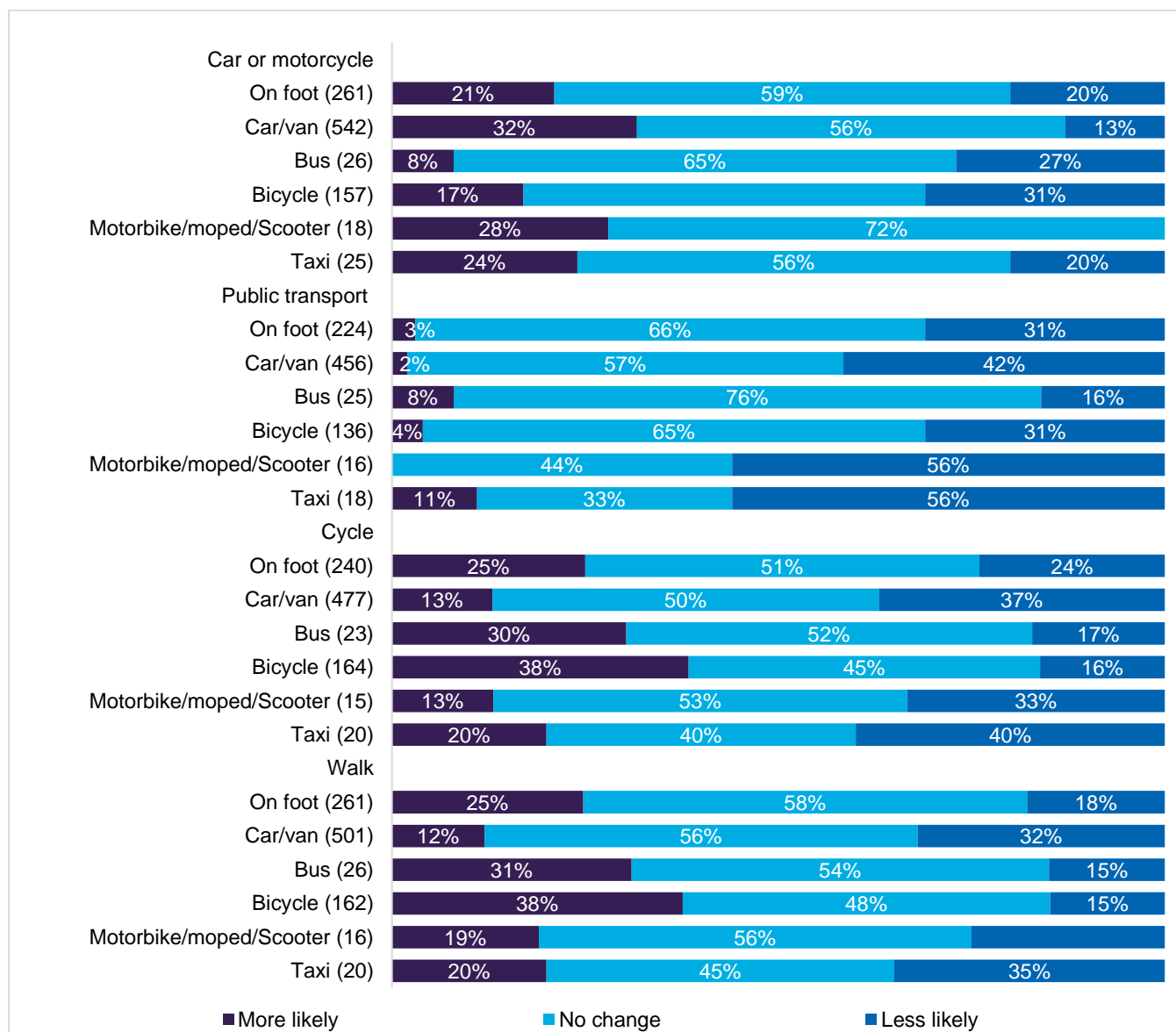


Bases (as shown)

Changes to mode of travel by mode of travel used

Changes to **mode of travel** as a result of the scheme vary by current **mode of travel** used, as shown in the chart below.

Figure 23: Do the proposed changes make you more or less likely to use the following when travelling in the area by mode of travel

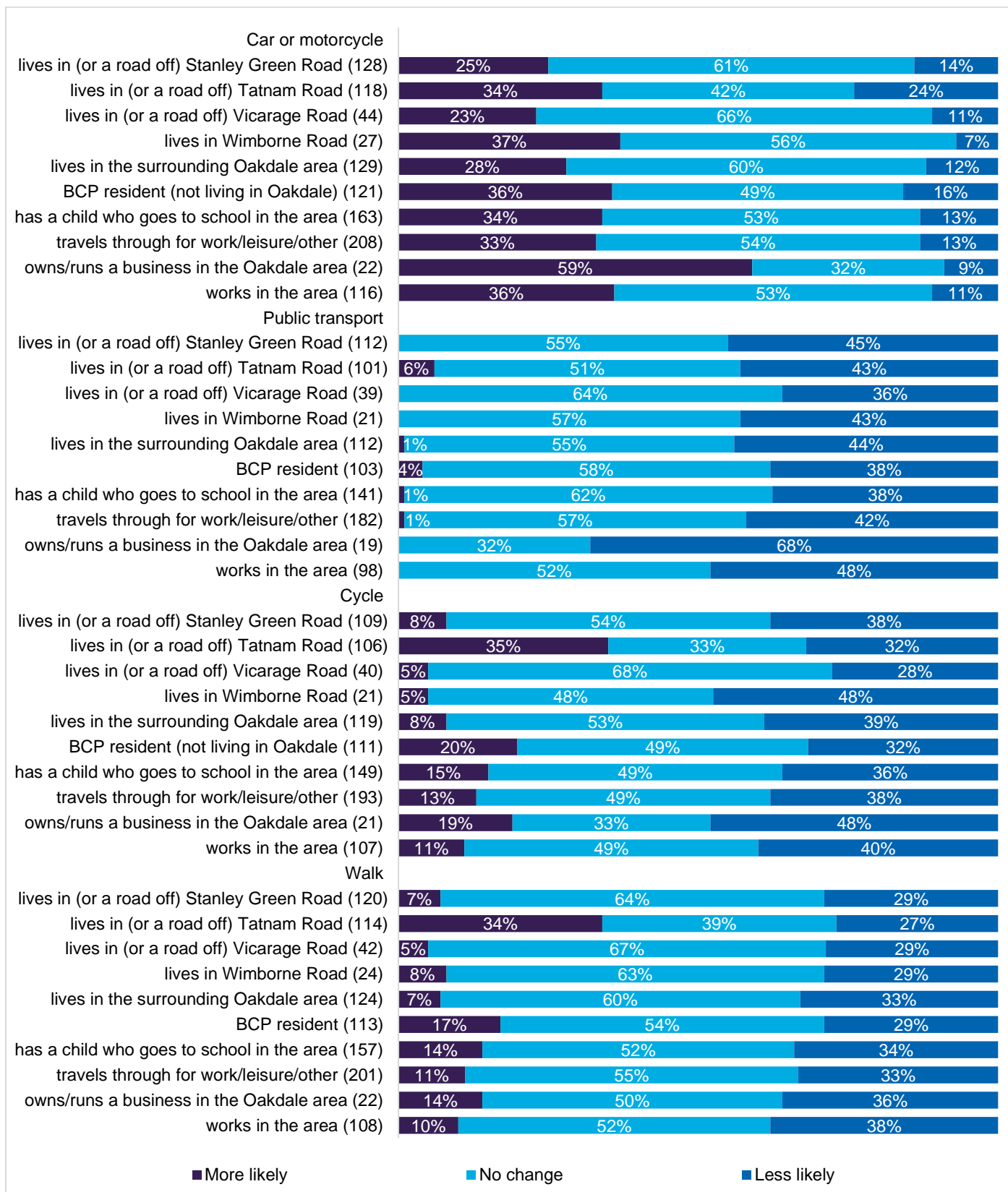


Bases (as shown)

Changes to mode of travel by respondent type

Changes to mode of travel differ by **respondent type**, as shown in the chart below, with the highest more likely to **drive**, followed by **walking** and **cycling** across all respondent groups.

Figure 24: Do the proposed changes make you more or less likely to use the following by respondent type

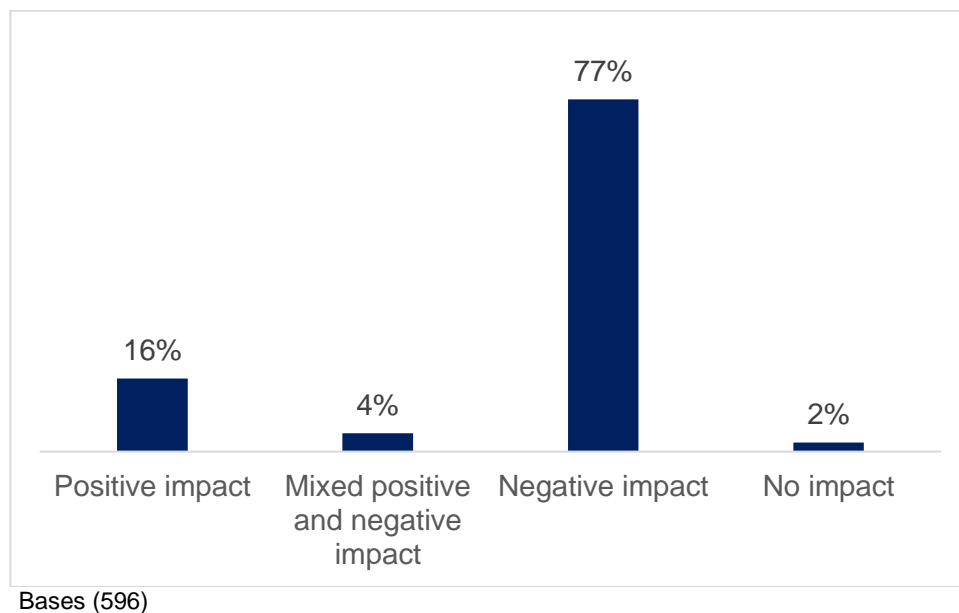


Bases (as shown)

Impact of the changes

Overall, 16% of respondents report a positive impact from the changes, with just over three quarters (77%) feeling a negative impact. 4% have a mixed impact and 2% have no impact.

Figure 25: How much of an impact, if at all, do the changes have on you?

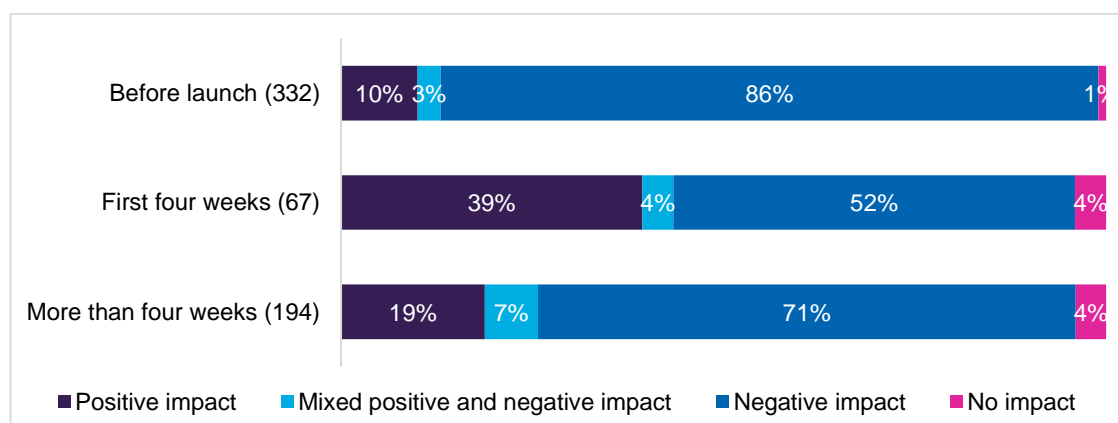


The results vary by response date, respondent type, age and how people travel through the area, as shown in the next few pages.

Impact by response date

Impact changes by [response date](#), as shown in the chart below. One in ten (10%) report a positive impact before launch (86% report a negative impact), increasing to 39% in the [first four weeks](#) (52% report a negative impact). 19% report a positive impact [after four weeks](#) (71% negative impact).

Figure 26: How much of an impact, if at all, do the changes have on you by response date

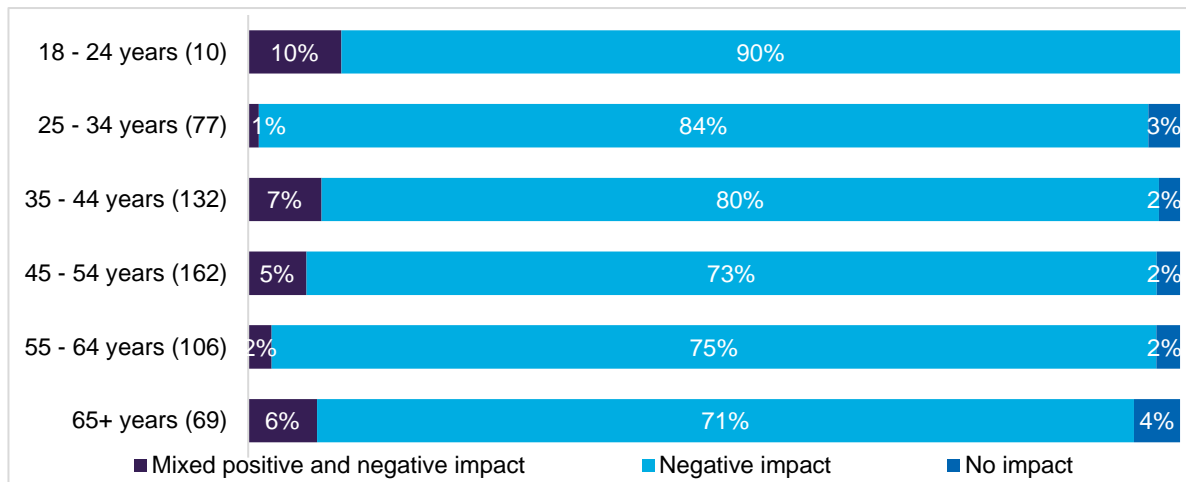


Bases (as shown)

Impact by age

Impact varies slightly by **age**, as shown in the chart below. There are no differences in other equalities groups.

Figure 27: How much of an impact, if at all, do the changes have on you by equalities groups

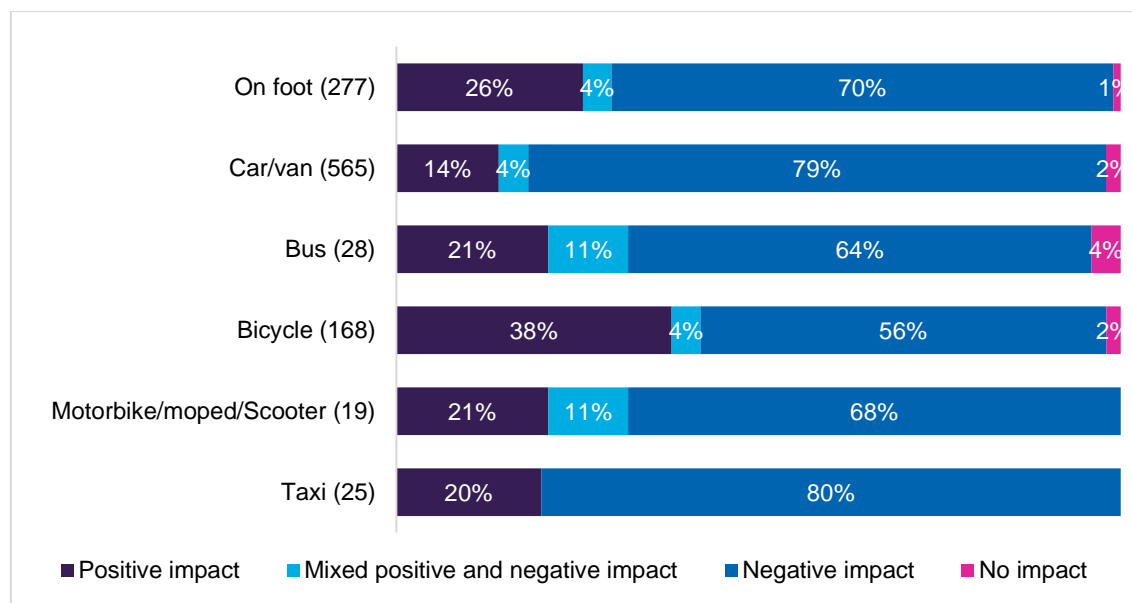


Bases (as shown)

Impact by how travel through the area

- Impact varies by how people travel through the area, with just over one quarter (26%) of those who travel **on foot** having a positive impact. 70% have a negative impact.
- Those traveling by **car/van** have greatest negative impact (79%), with 14% having a positive impact.
- 21% of those who travel by **bus** have a positive impact, 64% a negative one, and 20% of those who travel by **taxi** have a positive impact (80% negative).
- 38% of those who travel through the area by **bicycle** feel a positive impact and 56% a negative impact.
- 21% who travel by **motorbike/scooter** have a positive impact, with 68% having a negative impact.

Figure 28: How much of an impact do the changes have by how travel through the area



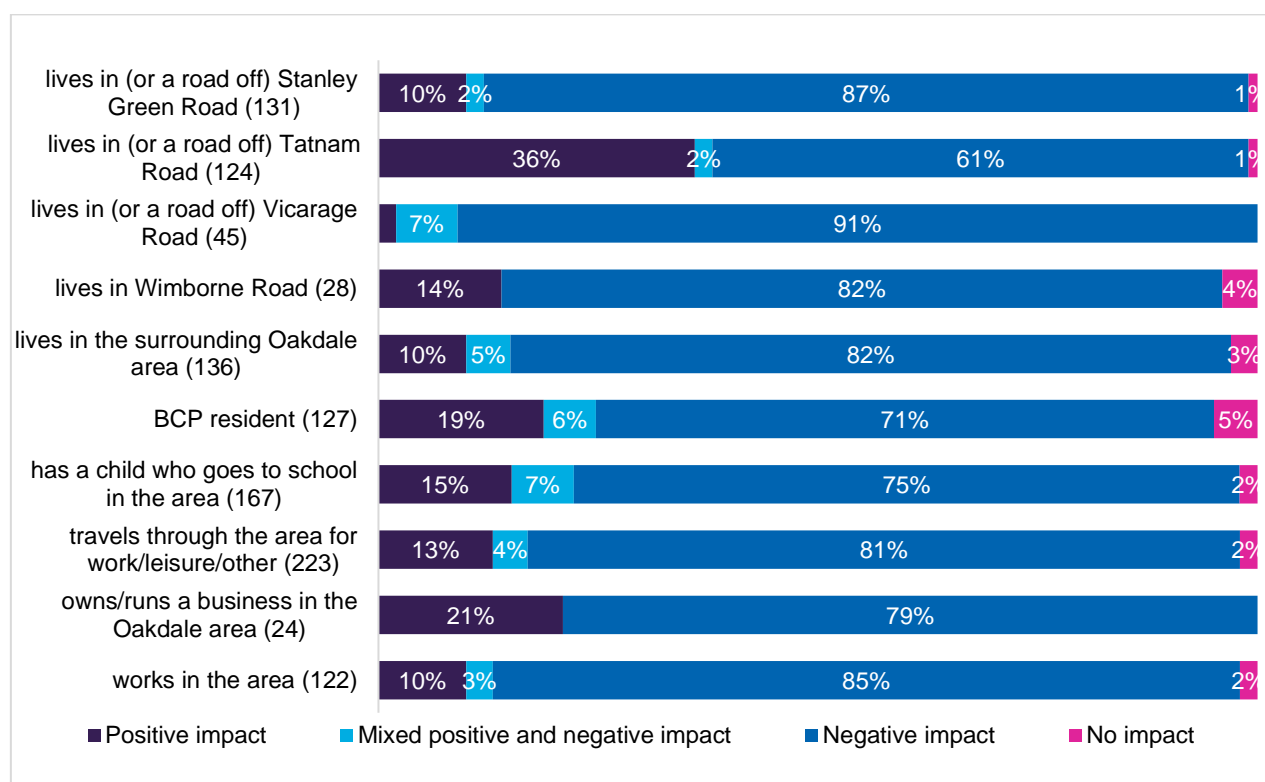
Bases (as shown)

Views by respondent type

Impact varies by respondent type, as the chart below shows.

- Just over one third (36%) of residents living in (or a road off) **Tatnam Road** report a negative impact, with 61% reporting a positive impact.
- 10% of those **living in the surrounding area** have a positive impact, 82% have a negative impact, with those **living in (or off) Stanley Green Road** (87%), **in (or a road off) Vicarage Road** (91%) and **living in Wimborne Road** (82%) reporting a negative impact.
- 19% of **BCP residents** report a positive impact and 71% report a negative impact.
- 15% who have a **child who goes to school** have a positive impact, 75% have a negative impact.
- 13% who **travel through the area** have a positive impact. 81% report a negative impact.
- 10% who **work in the area** have a positive impact, with 85% a negative impact.
- 21% of those who **own a business in the area** have a positive impact. 79% a negative impact.

Figure 29: How much of an impact, if at all, do the changes have on you by respondent type



Bases (as shown)

Comments about the trial

Respondents were asked to explain how they felt the changes would have an impact on them. Responses have been analysed by the level of impact it would have on respondents. 90 respondents who felt that the changes would have a positive impact on them provided a response to this question. 416 respondents who felt that the changes would have a negative impact on them provided a response, 20 respondents who felt that it would have a mixed impact on them provided a response, while 10 respondents who felt that it would have no impact on have them provided a response.

Positive impact (196 comments)

90 respondents provided a reason as to why they felt the proposed changes would have a positive impact on them. The majority of these responses related to the changes on Tatnam Road. Responses were coded in to 4 main themes, and then further analysed within these. The four main themes related to 'reduced traffic', 'increased safety', 'quality of life' and 'negative comments'.

Theme	Number of comments
Reduced traffic	55
Increased safety	80
Quality of life	27
Negative comments	34

Reduced traffic

Theme	Number of comments
Less traffic	22
Reduced emergency services	6
HGVs no longer use road	3
No speeding cars	24

22 respondents felt that the road closures had a positive impact on them because they resulted in [less traffic along the roads with the closures](#) on them.

"These closures will reduce vehicles using these routes as short cuts through this residential area."

"Will reduce the impact of external traffic using the area as a rat run, the 20mph limit on Tatnam hasn't reduced traffic at all."

In addition, 6 respondents felt that the closures were positive because [emergency services, particularly the police, used Tatnam Road as a cut through](#) and often sped down the road.

"We no longer have emergency vehicles flying past at 70mph all hours of the day."

3 respondents praised the closures as they meant that [HGVs would no longer be able to use the roads](#).

"I surely will not miss speeding vehicles and large trucks going up and down the road day and night!"

*24 respondents commented that the road closures would **stop cars speeding down the roads**, using them as a 'rat run'.*

"Tatnam Road had become a speeding rat run, with nobody observing the 20mph limit."

"The area is generally better, less of a rat run and makes it nicer."

Increased safety

Theme	Number of comments
Makes the area safer in general	8
Safer getting to school	28
Safer walking/cycling in the area	39
Safer leaving house	5

8 respondents commented that the road closures made the area **safer in general**.

"I love, love, love the Tatnam Road closure, I could not be more grateful!"

28 respondents felt that the road closures made it **safer for children walking and cycling to school**.

"Tatnam Road closure ensures that students walking to Poole High School are safer than prior to closure."

"I feel that my kids and other kids will be safer walking to school. This is for road safety and decreasing levels of pollution they would otherwise inhale!"

39 respondents felt that the road closures made it **safer to walk and cycle down the roads closed and had encouraged them to walk and cycle more** as a result.

"The changes have allowed my family to safely cycle and walk along Tatnam Road."

"I just wanted to express my gratitude and support of the recent Tatnam Road closure. The impact on us has been immense and much greater than anticipated when the scheme was announced. I have seen a stark increase in cyclist using the road, since it's closure, particular younger children with parents."

5 respondents felt that it was now **safer leaving their house by car** as they did not have to avoid cars driving along the road.

"Feel it is safe to walk in the area where before the amount of speeding lorries using Tatnam Road during the day made it hazardous, especially in and around the school drop off and pick up times. We lost 2 wing mirrors and my daughter had a car run into her as she was reversing."

Quality of life

Theme	Number of comments
Reduced noise/air pollution	21
Don't get woken up at night	6

21 respondents felt that the road closures **reduced the noise** of passing vehicles and **improved air quality** as a result of less traffic.

"As a resident of Tatnam Road the change to access has made an extremely positive difference. The air quality is better, the house doesn't get dusty as quickly as it did when the road was open. The noise level from traffic has dropped significantly."

"I think that the close at Stanley Green Road and Tatnam Road at that end has been a very good change as it has made our roads in the area a lot quieter."

In addition, 6 respondents felt that the road closures meant that they were **no longer woken up at night** by cars speeding down the road.

"The noise level is amazing. I can sleep with my window open."

Negative comments

Theme	Number of comments
Increased congestion/longer journey times	14
Creates issues for surrounding side roads	4
Impacts local businesses	2
Restricts access for emergency services	3
Makes it harder to get to school	6
Compromised parking for schools	5

While previously stating that the road closures would have a positive impact on them, a number of respondents provided reasons that suggested the closures would have a negative impact on them. 14 respondents commented that the [road closures would increase congestion](#) and result in longer journey times with more cars being forced to use the main roads in the area.

“By closing Tatnam Road, it is creating more traffic queues along Wimborne Road towards Fleetsbridge. A normal 10 journey is now taking, before lockdown, up to 20 minutes. Causing more pollution and congestion.”

“Closure of these roads to traffic are just going to impact on the other roads, resulting in more traffic jams, more pollution and longer journey times.”

4 respondents felt that it would impact on other side roads in the area and that the [‘rat runs’ would just be moved to other roads rather than being prevented](#) altogether.

“Closing these junctions will put more traffic on the side roads and cause major traffic jams.”

2 respondents felt that the closures would negatively impact on [local businesses](#), while 3 respondents felt that the roads with the closures were an [important route for emergency services](#) to use.

“I worry about the impact on the businesses.”

“Emergency and utility vehicles / refuse collections need to have easy access to all main roads from the side roads.”

6 respondents commented that it made it [harder to drive to the local schools](#), particularly for those that live further away, while 5 respondents felt that the road closures would [cause issues for those parking to drop children off at the local schools](#).

“Makes it harder to get our children to school as we do not live in the centre of Poole.”

“I have 3 grandchildren living in Christopher Crescent area, each going to a different school/nursery, one needing a car journey to get there. The traffic is always very busy at school times there is not an option of walking to get her as well as collect the others from a different school. All this is doing is making the majority of car users park outside nearby homes causing chaos in surrounding roads.”

Negative impact (956 comments)

416 respondents provided a reason as to why they felt the proposed changes would have a negative impact on them. Responses were coded in to 3 main themes, and then further analysed within these. The three main themes related to 'traffic/congestion', 'access concerns' and 'questioning the closures'.

Theme	Number of comments
Traffic/congestion	465
Access concerns	272
Questioning the closures	219

Traffic/congestion

Theme	Number of comments
Increased congestion/longer journey times	280
Different side roads will be used as cut through	121
Increased risk of accidents/reduced safety	64

280 respondents commented that the road closures will mean that there is **increased congestion** elsewhere, leading to **increased journey times** and **greater pollution**. Stanley Green Road, Vicarage Road and Tatnam Road are seen as vital arterial routes to help ease traffic along Wimborne Road, Sterte Road and Fleets Lane. More cars are also forced to travel to Fleetsbridge roundabout to travel between the Holes Bay and Oakdale sides of the road closures. Issues will also be created due to the traffic lights and road junctions not being able to cope with the volume and demand of traffic.

"Closure of Tatnam Road has increased traffic considerably on Wimborne Road, with queues at several times in the day the whole length from Poole to Fleetsbridge roundabout. I now use more petrol & travel more miles therefore producing more emissions because I can't get to where I want without driving further."

"I live on Stokes Avenue and have found that blocking Tatnam Road has forced me and all other traffic onto Wimborne Road. This has caused a significant amount of traffic and therefore traffic jams on Wimborne Road. I now routinely sit in a queue that starts at the traffic lights at Oakdale and go all the way back to Stokes Avenue."

"The closure of all these roads will effectively mean that you will not be able to travel across from Fleets Lane to Wimborne Road, it will put more pressure on an already saturated Fleetsbridge roundabout."

"I think it is absolutely ridiculous you are just going to be causing congestion on all the main roads especially since the right-hand turn lane on Wimborne Road traffic lights was taken away. Why try fix something when there isn't a problem."

121 respondents also commented that the road closures will just **force cars down other side roads in the area** and the 'rat runs' will just be moved to previously quieter roads that are not as wide as the roads with the closures on them.

"These proposed changes, if carried out, will only push extra traffic through Christopher Crescent, which are much smaller roads, with parked cars and where more children play outside."

"All you are doing is pushing traffic onto other residential roads therefore you are moving the problem not solving it."

"The Stanley Green closures are positively dangerous as all traffic will divert along Oakfield Road, which is very narrow, residential and the main entrance to Stanley Green school."

"These changes will cause utter chaos to Tatnam Road, Stokes Avenue, Haynes Avenue & Well Lane at both school & work rush hour periods. I also believe the same result will be found in Palmer Road, Mellstock Road, Vicarage Road & surrounding areas. Living in Well Lane, we have issues at this time with traffic not conforming to the Highway Code or any other traffic laws, so the proposed changes will cause this to be an even greater problem."

64 respondents felt that the closures and subsequent congestion and increased traffic on other roads will lead to **more accidents** and will also **reduce the safety for those cycling and walking**, both on the main and side roads in the area.

"It's making it actually more difficult for children to crossroads due to people pulling over on double yellows. Also an increase of traffic on Palmer Road making it dangerous for Oakdale Junior school."

"Closure of Tatnam Road has more than doubled my time on the road which means more pollution, more chance of having an accident with a pedestrian or cyclist as the roads I know use are more than 4 times as busy as they used to be as you have cut off so many roads."

"Cars are now on different roads in the area, more congested, the children are having to cope with greater traffic in areas they didn't before."

Access concerns

Theme	Number of comments
Makes it harder to get to school drop off/pick up	147
Access for emergency vehicles/key workers	43
Impacts local businesses	23
Negative impact on residents	46
Traffic calming measures instead	13

147 respondents commented on the issues that the road closures cause for **school drop off and pick up**. Due to the road closures, **parents have to travel further in more traffic**, which is also exaggerated due to school car parks being closed and parents having to drop their children off further away in less convenient places for both them and other road users. The road closures also mean that **parents are driving down and parking along different side roads** than previously, making them more congested and less safe. The road closures also make it more **difficult for parents who have children at multiple schools**.

"My daughter use to ride home from Poole High to Broadstone using the back way but now she has to leave out the front because of school rules. The front of school at 3 o'clock is crazy! It's like the end of a football match. The traffic is awful and there is nowhere to safely pick up kids. All side roads closed so the main roads are worse."

"I have 3 children who attend three different schools within the Oakdale area and I also work which makes my commute lengthy at the best of times, if these road closures are to take place it would cause me to take roads more than out of my way with longer delays and further lateness to work than I am already. It is a total shambles to think this helps parents out, I live in Oakdale and have all my life, this has never been needed before and I don't see the need for it now."

"As a parent of children at Stanley Green infant school I have witnessed the changes causing more traffic along Wimborne Road in school pick up/collection times, meaning I have to leave earlier and am sat in my car longer in traffic instead of being able to cut through Tatnam Road."

"School traffic leaving Stanley Green will have to all go either through Christopher Crescent (which is already heavily congested with the number of parked cars) or up Vicarage Road causing even more congestion with parents travelling to Oakdale Junior. Utter madness. Have you been around these roads at school drop off time???"

"The road closures have made it extremely dangerous to students attending Poole High School. Cars are now dropping off in bicycle lanes and double yellow lines (not me) because there is no longer a safe place to stop. Many parents drop children off on the way to/from work, this used to be done safely but is now virtually impossible. It is unrealistic to expect all children to start cycling/walking. Some children are too young to be expected to cycle alone on the road. I understand there have been a number of near misses involving children since the road closures."

43 respondents commented that the road closures have a **negative impact on the ability of emergency services**, including ambulances, police and the fire service to respond. The closures mean that they have to take longer routes through more traffic, leading to slower response times and potentially risking lives. These respondents also commented that the road closures mean that it is **more difficult for carers and key workers to visit their patients who live in the side streets** in the area, and will mean they are unable to visit as many patients in a day due to the increased travel times.

"Tatnam Road is used ALL day EVERY day by the emergency services. ANY delay could result in fatalities."

"I am worried as to how emergency vehicles will be able to access these areas that have been cut off."

"As a District nurse in the local area this will have a huge impact on my working day. We are very time poor due to the high demand on our services and these changes will have a negative impact. It will add travelling time which could be better spent with our patients. It will increase our carbon footprint as we will have to now travel further distances to get to our patients."

23 respondents felt that the road closures would **impact local businesses** as customers would not visit local shops due to longer travel times.

"I live in Sterte & use Tatnam Road, Stanley Green Road & Vicarage Road on a near daily basis before the closures. I no longer use the shops at the Tatnam, which I'm sure is true for many other people."

"I run a business from Stanley Green industrial estate and live off Wimborne Road. The proposed closures will close several routes to my business. As a result of the current climate business is difficult and the proposed changes will have a negative effect as I will be forced to travel further and sit in congested traffic, I will be able to achieve less work each day than at present and therefore the business will suffer further."

46 respondents felt that the road closures negatively impact the **access of local residents** to their homes and cause them to travel further than previously.

"The closure of these three main road junctions leaves me 'trapped' at home with fewer ways of exiting the area by car - thus the changes will push more traffic on to fewer roads, making those roads more dangerous, the air quality poorer and the congestion greater. I will now have convoluted routes to get anywhere, including driving past a school (because of the westbound Vicarage Road closure) whereas without the changes I would not have to do so."

"Having to travel out of my way to get home this is a JOKE! From 100 metres to another 5/10 minutes in my car! How stupid is that wasting more fuel & causing me more stress!"

"Will make it very difficult to get to my house in Haynes Avenue if both Tatnam & Stanley Green junctions are closed. To get from Holes Bay side I will have to go all the way round, back to Fleetsbridge roundabout to go down Wimborne Road, adding to the congestion on that road, increasing mileage therefore increasing pollution."

13 respondents suggested that **traffic calming measures** such as speed cameras, speed humps and making roads one-way should be considered instead of closing the roads.

"These measures just make life difficult for anyone who needs to get around by car. Why not consider making these roads single track one way for cars and the other half a one-way cycle lane. That would at least be a compromise. Alternatively just use traffic calming."

"It would have been much better to put speed bumps along the stretch of road as has been done in Sterte."

Questioning the closures

Theme	Number of comments
No need / no issues	28
Poorly thought out	44
Lack of notice / consultation	30
Anti-car/pro cyclist	15
Won't increase cycling	47
Will still need to use car	55

28 respondents commented that they thought there was **no need to close the roads**, they had not experienced any issues with them and that they **felt safe using them**.

"I have walked these areas regularly. The changes will literally make no difference, except to make driving more challenging to work out where you can go and cause more traffic on the main roads, probably making it harder for me to drive anywhere."

"I am a cyclist and I live in Tatnam Road. As far as I am aware this is not a high accident rate road for walkers or cyclist so I cannot understand the logic of closing the road at the Sterte end."

"I live in White Horse Drive, I walk, cycle and drive in this area for the last 12 years with no problems or concern for my safety or my children."

44 respondents commented that they thought the road closures were **badly thought out** and that they **did not solve the issues in the local area**. These respondents also questioned whether there was **sufficient evidence** that demonstrated that they had a positive impact on the area.

"The road closure of Tatnam Road is an absolute joke. How can anyone think this is a good idea? Please remove the bollards immediately."

"These measures are absolutely ridiculous and make absolutely no sense at all. No one will benefit from any of this."

"These road closures have not been properly thought out! The road closures will make every journey from my household longer!"

30 respondents commented that they were **not given sufficient notice of the road closures** and that **local residents were not consulted** prior to the road closures and how they would be impacted.

"No consultation with residents - only days before scheme implemented, this scheme will add far more congestion to other main roads around causing more congestion, no regard for local people accessing roads, school traffic will be far worse."

"It's disgraceful that no one local was consulted about this."

"As a resident of Stanley Green Road, I find it incredibly frustrating that I wasn't given prior notification of the scheme. I found out by word of mouth. My feeling is that if the council actually consulted their constituents they would have received an overwhelmingly negative response."

15 respondents felt that the road closures were driven by an **anti-car/pro-cyclist agenda** and should not be made permanent.

"This hairbrained anti-car scheme does not comply with the scheme put forward by central government to improve the cycling and walking experience nationwide."

"Why are you hellbent on alienating your residents that are car owners/drivers?"

47 respondents commented that the road closures **did not enhance the cycling experience** in the area because they were a residential area and still led cyclists onto main roads where they did not have sufficient protection. These respondents also felt that the road closures **would not result in more people cycling in the area**, and that they would not take up cycling due to their age and mobility issues.

"I don't agree that closing roads encourages people to walk or cycle."

"Please can you consider disabled people and carers who need their vehicles to be able to function. This pressure to cycle and walk is discriminating."

"Will force all traffic onto other roads, adding to congestion on other roads, making it more dangerous to cycle walk on those roads and increase emissions on those roads."

55 respondents commented that they would **still need to use the car** to get to work, shopping and visit relatives regardless of the road closures and therefore traffic volume would remain the same but on fewer roads.

"People won't stop driving and it will just cause even more traffic congestion."

"I have no option but to drive to work and shops etc."

"I am a carer for my grandson and parents and need my car to travel to them. I am a chronic asthmatic so cannot cycle or walk!"

Mixed / No impact (44 comments)

20 respondents provided a reason as to why they felt that the road closures would have a mixed impact on them, while 10 respondents provided a reason as to why they felt that the road closures would have no impact on them. Due to the low numbers, these responses have been analysed together. Responses were coded in to 9 separate themes.

Theme	Number of comments
Makes the area safer in general	4
No big deal	3
Doesn't solve problems	6
Increased congestion/longer journey times	13
Different side roads will be used as cut through	2
Issues at school drop off/pick up	8
Impact on cycle lanes/pedestrians	3
Impacts local businesses	2
Traffic calming measures instead	3

4 respondents commented that the road closures **make the area safer in general**.

"As I cycle with my child anything to make it safer for less experienced cyclist etc is better."

3 respondents **did not think the road closures were a big deal** as they would just find alternative routes to avoid the main roads.

"I have used Tatnam Road as a cut through for years. Since the closure I have had to go via Hunger Hill and Holes Bay and find it is just as quick. I wish I had realised years ago as I only used Tatnam Road out of habit."

6 respondents felt that the road closures **do not solve the issues within the local area**, while 13 respondents felt that the road closures **increase congestion, result in longer journey times and subsequently more pollution** in the area.

"I regularly have to travel in Oakdale and I can understand the changes and in some ways agree with them. However it has just moved one problem from one place to another."

"There is more traffic on Wimborne Road, so takes longer to travel so more cars are idling therefore causing more exhaust fumes."

2 respondents felt that the road closures just mean that cars will **use other side roads at 'rat runs'**, shifting the safety issues onto other side roads instead.

"Traffic that will choose to divert through Palmer Road instead of their normal route via Vicarage Road, will impact the area as it will be far more dangerous for the residents of the area and in particularly the Oakdale junior school children."

8 respondents felt that the road closures create **issues at school drop off/pick up**, with more cars congregating in fewer roads.

"With the road beings closed, parents are opting to drop off their children in random and unsafe locations."

"This is a terrible idea and is going to cause carnage to school traffic."

3 respondents felt that this would also **impact on the cycle lanes and pavements**, with more cars parking in these.

"The parking of cars outside my house also renders the cycle lane unusable as it is too tight to manoeuvre a cycle around a parked car and then into the cycle lane within the pedestrian crossing. Two of the other protected cycle lanes within the crossings are permanently unusable because residents park their cars so close to them 24/7."

2 respondents felt that the road closures would **impact on local businesses**, with shoppers no longer able to easily drive to local shops.

"Businesses on Sterte Road will be affected directly so I am against the Tatnam Road closure as less cards will venture along there. They do not deserve that."

"People of Sterte have been alienated to shop at Tatnam, the Co-op is going to lose out and other shops at Tatnam."

3 respondents suggested that **traffic calming measures should have been installed instead** of closing roads.

"If people speeding on the roads is the issue then use of traffic calming would be better option. Stopping people travelling through road does nothing for the environment. Only improved car engines will help. This seems like an overly controlling reaction."

Other comments or suggestions about the changes

Comments and suggestions

Respondents were asked to write in any other comments or suggestions they had about the changes. 403 respondents provided feedback to this question which have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

Responses were coded in to 3 main themes, and then further analysed into sub-themes within these. The three main themes related to 'positive comment', 'negative comment' and 'suggestions'.

Theme	Number of comments
Positive comment	37
Negative comment	467
Suggestions	169

Positive Comments (37 comments)

Positive themes	Number of comments
Support changes / make them permanent	27
Keep Tatnam Road closed	8
Keep Wimborne Road junction closed	1
Keep Vicarage Road closed	1

There was a total of 37 positive comments relating to the Stanley Green Road Experimental Traffic Regulation Orders. 46 respondents supported the changes in general and wanted them to be made permanent.

"I would like this road closure to stay as it is now and not return to the way it was. It is a lot safer in my area now."

"Please keep the measures in place."

8 respondents specifically said that they wanted Tatnam Road junction to remain closed, while 1 specifically wanted Wimborne Road junction closed permanently and 1 specifically wanted Vicarage Road junction closed.

"Please keep the Tatnam Road closure, it has made this a lovely calm and pleasant road to be on."

"The other proposed changes should also be implemented - the closure of Stanley Green Road at Wimborne Road and at Vicarage Road. A lot of traffic uses this as a cut through to avoid Fleetsbridge and generally ignores the speed limit - especially the 20-mph zone. Too many HGVs speed down this road which should be residential and school traffic only."

Negative Comments (467 comments)

Negative themes	Number of comments
Scrap plans / reopen roads	123
Keep Tatnam Road open	15
Keep Wimborne Road junction open	4
Keep Vicarage Road open	2
No previous issues in area	8
Access for emergency vehicles	18
Prioritises cyclists over vehicles and residents	17
Rethink strategy	20
Question how and who came up with the road closures	35
Lack of notice / consultation	35
Creates congestion elsewhere / increased journey times	57
Negative impact on residents	12
Increased traffic on side roads	28
Access to schools	52
People will still use their cars / won't increase alternative travel	31
Negative impact on businesses	10

There was a total of 467 negative comments surrounding the Stanley Green Road Experimental Traffic Regulation Orders. 123 respondents felt that the council should [scrap the plans and reopen the roads](#). An additional 15 respondents specifically mentioned that Tatnam Road should be reopened, while 4 respondents felt that Wimborne Road junction should reopen and 2 felt that Vicarage Road should reopen.

"Absolutely ridiculous leave things as they are."

"Remove the roadblocks, and let the traffic flow."

"Take down the traffic restrictions now and reinstate normality."

8 respondents commented that they [had never experienced any issues in or around the roads](#) that were closed.

"Don't try and fix something that doesn't need fixing!"

18 respondents felt that the road closures negatively impacted on [access for emergency services](#), including ambulances and police cars. The closures increased their journey times and meant that they did not get to treat patients or respond to concerns as quickly as they would if the roads were still open.

"The closure of Tatnam Road should not go ahead - the emergency services use this road to get to incidents and it will take them a lot longer and more hassle to use Wimborne Road with the increased vehicles from the Stanley Green community."

"Tatnam closure causes an issue for ambulance service, you have cut out critical minutes for to get someone to hospital."

17 respondents felt that the **closures prioritised cyclists**, who were the minority users of the area, over cars and other road users.

"The system you put in needs to fair to all road users."

"The aim of the ETROs is to prioritise walking and cycling but I do not feel that this should be to the detriment of local residents who may have no option but to drive or use public transport due to circumstance or disability and who after all are paying increasing rates of council tax year on year."

35 respondents **questioned how the decision to close the roads was made and who by**, while 20 respondents felt that the **closures should be rethought** as they did not address the concerns appropriately.

"You have not consulted with people but imposed the tunnel vision of one person on people."

"I'd like to know who / how and why this was allowed to simply go ahead."

"Whoever suggested these changes should come and talk to the people it affects."

"Poorly thought out. No consideration for drivers just bikes again and how many of them are they?"

Further to this, 35 respondents commented that they had **not received any notice of the road closures** and that there should have been a thorough consultation prior to their installation.

"Lack of communication or foresight to let people know is disappointing. No consultation with local residents even more disappointing."

"This is an ill-thought-out measure introduced with no consultation with the residents."

"Not everybody reads the Echo nor regularly visit Council websites. It would be good to do some form of improved leaflet drop in localities where schemes are introduced. Equally people should be properly consulted before schemes are chopped... so that it's not just minorities with the loudest voice that get their way... particularly when politically motivated."

57 respondents criticised the road closures as they increased **congestion and pollution** from idling cars elsewhere in the local area.

"All roads should be open to allow for the movement of traffic to be spread out instead of causing more problems by forcing everyone on to the main road, this is not fair to anyone."

"Because of blocked off roads around the area, vehicle journeys will have increased mileage and congestion issues which will result in an increase in vehicle air pollution. This is a retrograde change and does not benefit the local area."

"In conclusion, you have achieved a bigger traffic jam problem, and in my case have added at least another 10 minutes plus to my journey time, and all you've achieved is adding to the pollution with cars now moving more slowly in traffic jams."

12 respondents felt that the road closures negatively impacted on access for local residents, while 28 respondents felt that the road closures increased traffic and decreased safety on other side roads, which were used more as a cut through than previously.

“Stop looking at these roads as ‘rat runs’, they are roads leading to people’s homes. I take care of elderly & disabled relatives that are not close enough to walk to so I often need the car to visit them, take heavy shopping / medicine to them and get them to various appointments.”

“This is a ridiculous idea; all it will do is make the larger roads quieter and the smaller roads much busier. Smaller roads, with hardly any space for cars to pass, there’ll be a risk of damage to people’s vehicles and more unsafe for children who would normally play outside.”

“Has any consideration be given to the impact of these changes on surrounding roads and infrastructure, particularly during peak times/ school times?”

In addition, 52 respondents felt that the closures negatively impacted on access to the local schools, with traffic diverting past these during rush hour, increasing congestion and reducing safety for children.

“I think it’s a terrible decision which hasn’t been thought about properly regarding the schools around the area. There will definitely be more congestion now in the area.”

“Most of the road closures are for the primary schools where the children cannot walk themselves & rely on an adult to go with them! For working parents this is difficult & puts added pressure on us to walk/cycle when this is not always possible!”

“This scheme will not have a positive environmental impact on the area. It will just cause rat runs around the school roads.”

31 respondents felt that the road closures would not see an increase in people using alternative travel, including cycling, walking or use of public transport because they would still need to use their cars to go to work and shopping.

“These changes will not encourage more people to cycle and walk. They will just cause traffic chaos.”

“We truly believe people do not decide to walk or cycle because roads are closed. That’s not why they do it. It’s just not practical if someone has kids at different schools and a job to go to.”

“Closing roads like this does not encourage people to cycle or walk. Unfortunately it’s 2021, people have a limited amount of time for their school/work commute and enforcing these road closures just puts pressure on those who have no other option than to drive.”

Suggestions (169 comments)

Suggestions	Number of comments
Traffic calming measures rather than road closures	56
Money would be better spent elsewhere	33
Create separate cycle lanes	16
Alternative road closures	24
Support some of the changes but not all of them	3
Other traffic calming measures	14
On street parking	10
Holes Bay road crossing required	4
Bus services	9

There were 169 comments from respondents with regards to suggestions about the changes. 56 respondents felt that [traffic calming measures](#), such as speed humps, speed cameras and chicanes, should be installed rather than closing roads. These would make the roads safer to use while not impacting on congestion elsewhere.

"I understand that there were previously concerns from residents regarding the speed of some cars using Tatnam Road - if this was the case either speed bumps or speed cameras should have been considered rather than just closing the road. The original problem has been addressed by just moved it elsewhere."

"Surely traffic calming measures would be more environmentally friendly and cause less disruption than actual road closures."

"Use of other road traffic calming schemes should have been explored before the road closures."

33 respondents felt that the [money would be better spent elsewhere](#), including on improving road surfaces in the local area, rather than on installing permanent road closures.

"In essence, I believe this is an awful idea and can think of much better causes to spend taxpayers money on."

"Spend the money on repairing the roads not making life more difficult for people."

"It would be better if you focus on roads improvements and not on to how to create a huge traffic jam all around Poole. You can make one-way roads giving to the cyclists more space to move but at the same time you won't block the drivers who want to use the road. it's not always black or white."

16 respondents suggested that [cycle lanes should be improved and installed separate from the road](#), rather than closing roads.

"Improve cycle lanes with physical separations from vehicle traffic."

"I am a keen cyclist but do not believe these measures help at all. All they do is shift traffic elsewhere. Dedicated cycle lanes are required not road closures."

24 respondents suggested [alternative road closures](#). These included closing the Tatnam Road junction with Wimborne Road instead of the junction with Stanley Green Road, keeping two access points to Wimborne Road, closing eastbound traffic on Vicarage Road, limiting the road closures to the start and end of the school day, and restricting access to the other side roads so that they do not become cut throughs.

"The road needs to be closed during school start time, then during school end time. open rest of time."

"I feel you have blocked off the wrong end of the road. The junction at the top of Tatnam Road is much more of a hazard to all, cars, cyclists, pedestrians, everyone! Especially right now just as the kids have gone back to school at Poole High so there will be much more people crossing the top of Tatnam Road who don't bother to look before crossing."

"If you are determined to go ahead with the road closures, could you not close the vicarage road end of Oakfield Road so that traffic cannot use Oakfield Road as a through road."

3 respondents felt that **not all three road closures were needed**, while 14 respondents **suggested other traffic calming measures**, such as altering traffic light sequencing and making roads one-way were better ways to improve traffic issues in the local area. A further 4 respondents felt that a safe **crossing was required at the Holes Bay roundabout**.

"Why do all three roads need closing at the same time, could they not be trialled over a number of months, safety is a concern."

"Instead of closing Tatnam Road, make it one way leading away from the town centre. The residents on the road have already lost their access at the end of the road. This would encourage better traffic flow for those seeking to get to the bypass."

"I would suggest that you look at putting pedestrian crossings in place to enable families and cyclists to be able to access the Holes Bay Road instead. A crossing by Holes Bay McDonalds across the main road and a crossing on Fleets Lane."

10 respondents suggested that [limits to on street parking](#) would improve the local roads.

"You are just moving the problem; money could be spent in better ways. Policing how people park, drivers seem to think they can use half the pavement."

9 respondents commented that the [bus service](#) in the area needed improving, and subsidised travel would mean that more people would use public transport rather than their cars.

"Revert to the previous road system. Subsidise public transport. Increase both the times and areas that public transport can cover that a private car can currently better."

Appendix A– Respondent Profile Information

Equalities profile

The equalities profile is shown below. Percentages are provided where groups are large enough.

Figure 30: demographic and equalities profile

Group	Breakdown	Number	%
Gender	Male	223	41%
	Female	321	59%
Age	18 - 24 years	11	2%
	25 - 34 years	79	14%
	35 - 44 years	133	24%
	45 - 54 years	164	29%
	55 -64 years	108	19%
	65 and over	69	12%
Disability	Yes, limited a lot	34	7%
	Yes, limited a little	71	14%
	No	413	80%-
Ethnicity	White British	474	96%
	White Other	11	-
	BME	<10	-
Religion	No religion	240	52%
	Christian	208	45%-
	Other religion	11	2%
Sexual Orientation	Heterosexual	416	-
	All other sexual orientations	<10	-
	Prefer not to say	140	-

Appendix B

The maps below show the postcode of respondents. The first shows the BCP area, and the second zooms into the Oakdale area.

Of the 605 respondents, 529 respondents provided a postcode that could be mapped. The colour shows the number of respondents from each postcode.

Figure 31: Respondent postcodes – BCP area

Number of responses
per postcode

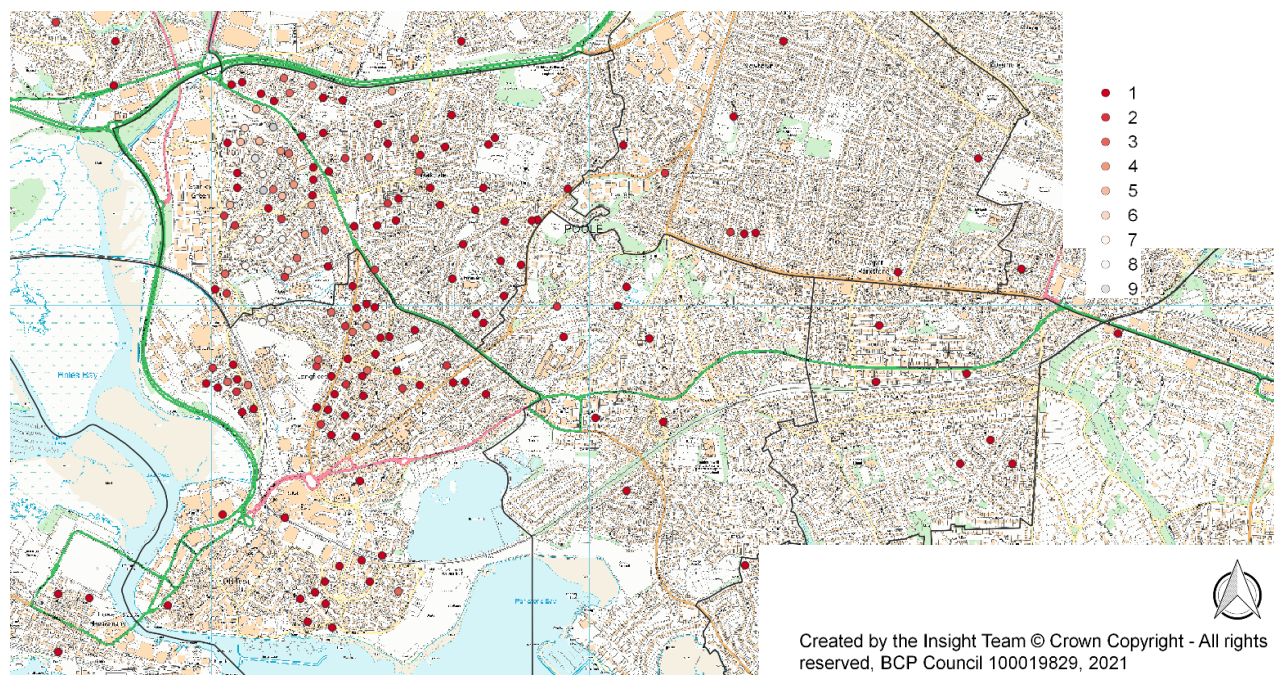
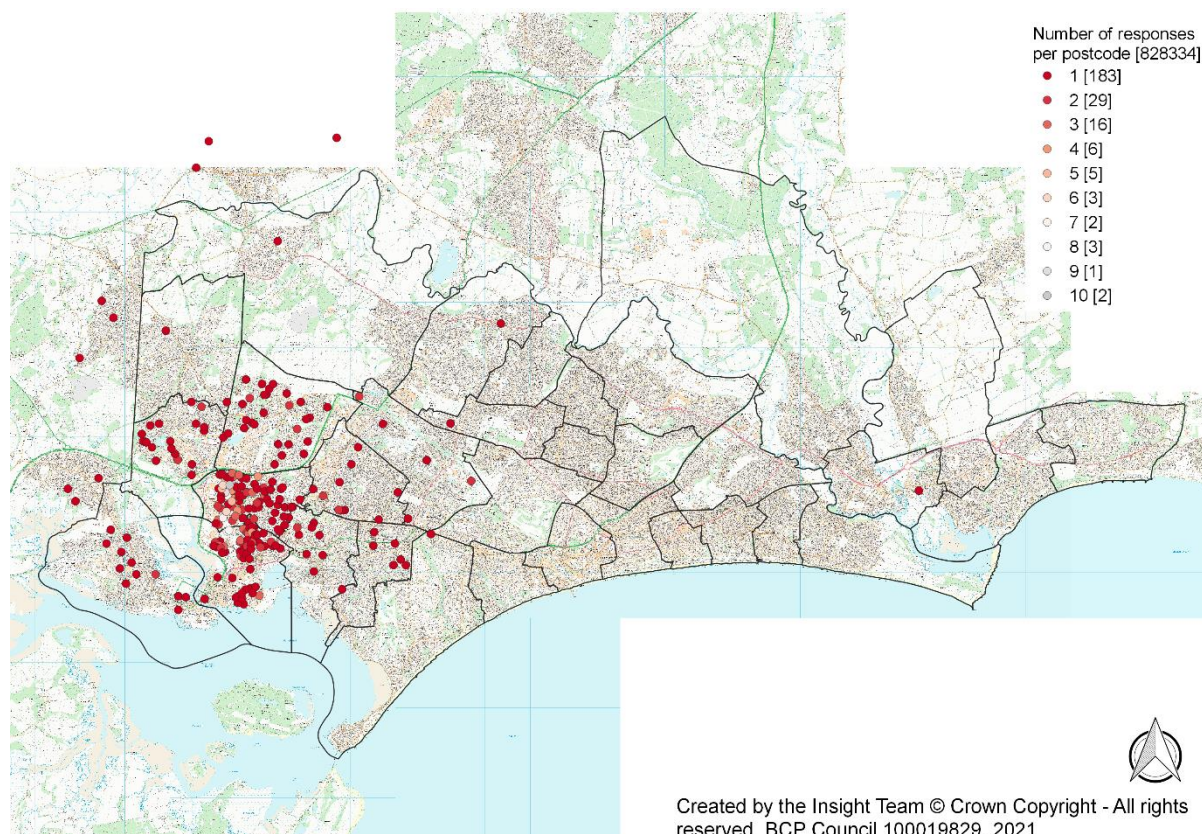


Figure 32: Respondent postcodes - zoomed area

Number of responses
per postcode [828334]



Proposal Title: Stanley Green Rd

Impact Summary

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



Major negative impacts identified



Minor negative impacts identified / unknown impacts



Only positive impacts identified



No positive or negative impacts identified

Answers provided indicate that the score for the carbon footprint of the proposal is: 6.5	The Carbon Footprint is banded as follows:		
	0-4	4.5-9.5	10-14
	Low	Moderate	High

Proposal ID: **258**

Proposal Title: **Stanley Green Rd**

Type of Proposal: **Project**

Brief description:

Stanley Green Road ETRO scheme was implemented on 21 August 2020. An Experimental Traffic Regulation Order (ETRO) created experimental junction closures on Tatnam Road, at the junction with Stanley Green Road. The purpose is to create a low traffic neighbourhood and discourage through traffic and so create additional space where people can cycle and walk safely whilst following COVID social distancing guidance. It is also aimed at enhancing the immediate area for residents and providing safer access for walking and cycling to and from Stanley Green Infant School, Oakdale Junior and Poole High Schools.

Proposer's Name: **Richard Pearson**

Proposer's Directorate: **Regeneration & Economy**

Proposer's Service Unit: **Growth & Infrastructure**

Estimated cost (£): **No Cost**

Ward(s) Affected (if applicable):

Oakdale

Sustainable Development Goals (SDGs) supported by the proposal:

3. Good Health and Well Being 11. Sustainable Cities and Communities

Proposal Title: Stanley Green Rd

Climate Change & Energy

Is the proposal likely to have any impacts (positive or negative) on addressing the causes and effects of climate change? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

- 1) Has the proposal accounted for the potential impacts of climate change, e.g. flooding, storms or heatwaves? **Not Relevant**
- 2) Does it assist reducing CO2 and other Green House Gas (GHG) emissions? E.g. reduction in energy or transport use, or waste produced. **Partially**
- 3) Will it increase energy efficiency (e.g. increased efficiency standards / better design / improved construction technologies / choice of materials) and/or reduce energy consumption? **Partially**
- 4) Will it increase the amount of energy obtained from renewable and low carbon sources? **No**

How was the overall impact of the proposal on its ability to positively address the cause and effects of climate change rated?
Amber - Minor negative impacts identified / unknown impacts

The reasoning for the answer (details of impacts including evidence and knowledge gaps):
A point road closure can encourage sustainable travel choices and that is a positive outcome. However, a point road closure can cause traffic to be diverted along a longer route and that can have a negative outcome. Supports the council's climate and ecological emergency declaration.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):
N/A

Proposal Title: Stanley Green Rd

Communities & Culture

Is the proposal likely to impact (positively or negatively) on the development of safe, vibrant, inclusive and engaged communities? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it help maintain and expand vibrant voluntary and community organisations? **Partially**

2) Will it promote a safe community environment? **Yes**

3) Will it promote and develop cultural activities? **Not Relevant**

How would the overall impact of the proposal on the development of safe, vibrant, inclusive and engaged communities be rated?

Amber - Minor negative impacts identified / unknown impacts

Reasoning for the answer (details of impacts including evidence and knowledge gaps):

Positive impact on community cohesion and the promotion of sustainable travel. May have a negative impact on community travel choices as could result in longer car journeys.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Consultation was undertaken during six month ETRO trial period

Proposal Title: Stanley Green Rd

Waste & Resource Use

Is the proposal likely to have any impacts (positive or negative) on waste resource use or production and consumption? **Don't Know**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

- 1) Will it prevent waste or promote the reduction, re-use, recycling or recovery of materials? **Don't know even though may be relevant**
- 2) Will it use sustainable production methods or reduce the need for resources? **Don't know even though may be relevant**
- 3) Will it manage the extraction and use of raw materials in ways that minimise depletion and cause no serious environmental damage? **Not Relevant**
- 4) Will it help to reduce the amount of water abstracted and / or used? **Don't know even though may be relevant**

How would the overall impact of the proposal on the sustainable production and consumption of natural resources be rated? **Amber - Minor negative impacts identified / unknown impacts**

The reasoning for the answer (details of impacts including evidence and knowledge gaps): **Should the current planters be replaced with something more permanent, BCP would seek to relocate and reuse the planters elsewhere in the first instance.**

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Decision on form of permanent road closures infrastructure to be confirmed.

Proposal Title: Stanley Green Rd

Economy

Is the proposal likely to impact (positively or negatively) on the area's ability to support, maintain and grow a sustainable, diverse and thriving economy? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

- 1) Will the proposal encourage local business creation and / or growth?

Not Relevant

- 2) Will the proposal enable local jobs to be created or retained?

Not Relevant

- 3) Will the proposal promote sustainable business practices?

Partially

How would the overall impact of the proposal on it's potential to support and maintain a sustainable, diverse and thriving economy be rated?

Amber - Minor negative impacts identified / unknown impacts

The reasoning for the answer (details of impacts including evidence and knowledge gaps)

Will encourage sustainable modal shift to some but could increase car journey lengths for others.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc)

N/A

Proposal Title: Stanley Green Rd

Health & Wellbeing

Is the proposal likely to impact (positively or negatively) on the creation of a inclusive and healthy social and physical environmental for all?

Yes

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

- 1) Will the proposal contribute to improving the health and wellbeing of residents?

Yes

- 2) Will the proposal contribute to reducing inequalities in health between different communities or groups?

Partially

- 3) Will the proposal contribute to a healthier and more sustainable physical environment?

Partially

How would the overall impact of the proposal on the creation of a fair and healthy social and physical environmental for all be rated?

Green - Only positive impacts identified

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The road closures would promote the uptake of active travel choices and provide safer facilities at this location. The measure could increase the numbers of people travelling by this mode for shorter journeys. Active travel involves physical activity and that is known to bring direct health benefits. Active travel has affordable modes and as a result this measure will provide viable travel options for a wider segment of society.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

N/A

Proposal Title: Stanley Green Rd

Learning & Skills

Is the proposal likely to impact (positively or negatively) on a culture of ongoing engagement and excellence in learning and skills? **No**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

Could investigate learner cycle training at local school and how to safely use facility, through Bikeability programme. To be discussed with relevant service.

- 1) Will it provide and/or improve opportunities for formal learning?
- 2) Will it provide and/or improve community learning and development?
- 3) Will it provide and/or improve opportunities for apprenticeships and other skill based learning?

How would the overall impact of the proposal on the encouragement of learning and skills be rated? **No Impact Identified**

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Proposal Title: Stanley Green Rd

Natural Environment

Is the proposal likely to impact (positively or negatively) on the protection or enhancement of local biodiversity or the access to and quality of natural environments?

Don't Know

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

- 1) Will it help protect and improve biodiversity i.e. habitats or species (including designated and non-designated)? **No**
- 2) Will it improve access to and connectivity of local green spaces whilst protecting and enhancing them? **No**
- 3) Will it help protect and enhance the landscape quality and character?
Partially
- 4) Will it help to protect and enhance the quality of the area's air, water and land?
Partially

How would the overall impact of your proposal on the protection and enhancement of natural environments be rated?

Amber - Minor negative impacts identified / unknown impacts

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

Scheme aimed at encouraging modal shift, which could positively impact air quality at this location.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

N/A

Proposal Title: Stanley Green Rd

Sustainable Procurement

Is the proposal likely to involve the procurement of goods or services which risk negative impact on resources (including power, water, raw material extraction), natural environment or labour markets (e.g. welfare standards)?

No

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section): **No procurement envisaged at this stage**

Has or is it intended that the Strategic Procurement team be consulted?

If the Strategic Procurement team was not consulted, then the explanation for this is:

- 1) Do the Government Buying Standards (GBS) apply to goods and/or services that are planned to be bought?
- 2) Has sustainable resource use (e.g. energy & water consumption, waste streams, minerals use) been considered for whole life-cycle of the product/service?
- 3) Has the issue of carbon reduction (e.g. energy sources, transport issues) and adaptation (e.g. resilience against extreme weather events) been considered in the supply chain?
- 4) Is the product/service fairly traded i.e. ensures good working conditions, social benefits e.g. Fairtrade or similar standards?
- 5) Has the lotting strategy been optimised to improve prospects for local suppliers and SMEs?
- 6) If aspects of the requirement are unsustainable then is continued improvement factored into your contract with KPIs, and will this be monitored?

How is the overall impact of your proposal on procurement which supports sustainable resource use, environmental protection and progressive labour standards been rated?

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Proposal Title: Stanley Green Rd

Transport & Accessibility

Is the proposal likely to have any impacts (positive or negative) on the provision of sustainable, accessible, affordable and safe transport services - improving links to jobs, schools, health and other services? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

- 1) Will it support and encourage the provision of sustainable and accessible modes of transport (including walking, cycling, bus, trains and low emission vehicles)?

Yes

- 2) Will it reduce the distances needed to travel to access work, leisure and other services?

Partially

- 3) Will it encourage affordable and safe transport options?

Partially

How would the overall impact of your proposal on the provision of sustainable, accessible, affordable and safe transport services be rated?

Green - Only positive impacts identified

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

Measures would help promote active travel in the location area.

Details of proposed mitigation and monitoring (inc. timescales, responsible officers, related business plans etc):

N/A

Equality Impact Assessment: conversation screening tool

[Use this form to prompt an EIA conversation and capture the output between officers, stakeholders and interested groups. This completed form or a full EIA report will be published as part of the decision-making process]

Policy/Service under development/review:	<p>To retain the existing arrangements, provided through a trial to close, to through motorised vehicles, the section of Tatnam Road at the junction with Stanley Green Road/Sterne Road. This measure termed a 'Modal Filter' covers both the Oakdale and Poole Town Council wards in Poole.</p> <p>From 8th September 2020, the arrangement to cease through motor traffic by placing some planters and bollards was created to provide a safer environment for people who cycle, wheel and walk in this area, through reducing overall motor traffic volumes. Funding was initially provided by the Department for Transport (DfT), for Emergency Active Travel Schemes. After a trial period, the recommendation is to keep the measures – to allow the intended benefits to continue and to enable a longer- term assessment of the value of the scheme. At the time the scheme started, traffic conditions varied from usual due to the Covid pandemic. Additionally, local schools changed access arrangements which also was considered to impact traffic levels and movements. Retaining the arrangements will allow further evaluation in circumstances where traffic conditions should be less variable.</p>
What changes are being made to the policy/service?	<p>The area scheme was one of a series of initial emergency active travel measures introduced during summer 2020 and a single Equality Impact Assessment (EIA) was compiled at the time detailing anticipated impacts, pending responses to consultations just before and during the period of the measures being in place. The recommendation is to continue to provide the scheme. It is considered that the unusual circumstances at the time the trial was placed may have masked some of the intended benefits – particularly for encouraging walking and cycling to local schools. To allow continued evaluation of the measures and outcomes under different circumstances, it is proposed to continue as a longer period is likely to be necessary to fully evaluate the impacts, both positive and negative.</p>
Service Unit:	Transport and Engineering
Persons present in the conversation and their role/experience in the service:	<p>Richard Pearson – Transport Network Manager Richard Barnes – Service Unit Equalities Champion Beth Barker-Stock – Senior Walking and Cycling Officer</p>
Conversation dates:	<p>Started 28 May 2020, for original EIA for initiation of Active Travel Schemes. Ongoing conversations as part of project group. Review following consultation responses and questionnaire report - March 2021 onwards.</p>
Do you know your current or potential client base? Who are the key stakeholders?	<p>Local Residents. On the roads where the measures are introduced and the surrounding area.</p>

	<p>People who travel through the area – on all forms of transport.</p> <p>Local schools, including Oakdale Junior and Poole High.</p> <p>Parents/carers and children/students travelling to/from local schools.</p> <p>Local businesses.</p> <p>BH Active Travel Forum.</p> <p>Local Chambers of Commerce and Trade.</p> <p>Organisations on the statutory consultation list for Traffic Regulation Orders (TRO) including the emergency services – Police, Fire, Ambulances, Taxi associations/operators and DOTS Disability - community interest company.</p> <p>Beryl Bikes (BCP Council cycle/scooter hire partner).</p> <p>Local Ward Councillors.</p>
<p>Do different groups have different needs or experiences in relation to the policy/service?</p>	<p>The recommendation to retain the scheme, will uphold the original aim to encourage and enable active travel. Guided by local research and consultation, reducing the impact of traffic generally, by improving the amenity for people that walk and cycle, will contribute to a more inclusive transport network. As some of our residents, especially in areas of high social deprivation, do not own cars, enabling cycling, walking and public transport, will deliver travel improvements for these communities. These aims were one of the reasons why the government funding was provided. Prioritising active travel will result in less pollution and better air quality, this benefits all of us but especially people with respiratory conditions. Reducing through traffic leading to lower vehicle levels, improves safety and will provide a better travel environment for people who cycle and walk. Retaining the scheme will continue to provide the original aims – noting that some of the restrictions of the pandemic are still to be lifted (June 2021)</p> <p>Information as to different groups experience of the scheme is obtained from a consultation questionnaire and more formal Emergency Traffic Regulation Order (ETRO) consultation. Both were available to complete for a period around 3 weeks before the scheme was constructed. The questionnaire received 605 responses and the formal ETRO consultation 165. The questionnaire was evaluated by protected characteristics. There were identifiable differences based on age, gender and disability. One of the reasons for the trial was to improve the environment for active travel to several schools. As the questionnaire only covers those over 18, children who are likely and intended to benefit will not feature in any analysis.</p> <p>The questionnaire asked for levels of agreement with aspects of the trial, these were –</p> <ul style="list-style-type: none"> • Creating a Low Traffic Neighbourhood (LTN) in the area. (Originally two additional modal filters were proposed but these were never implemented. Several modal filters in vicinity would constitute an LTN) • Closure to motorised traffic of the Tatnam Road/Stanley Green Road junction.

- Whether the changes have produced the intended outcomes - reduced through traffic, made it safer to cycle/walk, improved air quality, and encouraged active travel to school.
- Overall impact of the trial.

Responses showed very low levels of agreement, around 20%. A large majority of responses did not consider the trial had provided intended outcomes. Respondents were also asked for impact of any changes, this was overwhelmingly negative, just 16% replied that the scheme had a positive impact. (56% of the total responses were received in the 23 day period between the start of the consultation but before the scheme was on the ground. Of these responses the level of disagreement was proportionately even higher with less disagreement evident for responses received after the measures were in place.)

The formal ETRO consultation was slightly more balanced with 63% of the representations objecting to the proposals. The 35% who supported the trial was notably higher than in the consultation questionnaire. (24% of responses were received in the period between the start of the consultation but before the measures were in place, these responses were proportionately more negative than those received afterwards.)

The questionnaire was able to show any equality differences where, evident. For age, gender and disability all sections still showed high levels of disagreement, the differences were in the degree of disagreement.

For **age** – the 45-54 group showed slightly lower levels of opposition to the road closure and slightly more agreement for the intended outcomes than other age groups. The lowest levels of support were from the 18-24 and 65+ groups.

For **Gender**, men showed slightly lower levels of opposition compared to women – for the road closure question 19% of men agreed compared to 12% for women. This pattern was evident for the outcomes with men agreeing more than women that the intended benefits were realised. Overall, both genders showed majority disagreement.

For **Disability** responses from both people with disabilities that limited their activity a little and a lot, showed higher levels of disagreement with the changes compared to non-disabled respondents. Disabled people also felt that the intended outcomes of the trial were less beneficial to them. Disabled peoples' disagreement was not substantially greater than other groups as overall there was significant opposition anyway.

Low numbers of responses from other equality groups mean differences are too small to report.

As each of the separate Active Travel Schemes have come up for review an EIA has been provided. Impacts vary between schemes, with age in particular showing large fluctuations in agreement for different schemes.

The consultation questionnaire also compared responses based on location, whether people travel through the area,

	<p>use of local services, whether work in the area and if involved in a business. There are still overall very low levels of support by responses with these circumstances but some differences in extend of disagreement. Lower levels of disagreement were found where people lived on or very near Tatnam Road. Opposition was even higher for residents in the surrounding Oakdale area and for people that worked in the area. Responses were also looked at by how people travel through the area by cycling, walking, car and bus. Support was higher for from people who cycle - 42% agreement, followed by bus 38% and then walking 27%. People that travelled by cars were far less supportive at just 15%. The relatively high levels of support from people that travel by bus was notable and not seen in other schemes.</p>
Will the policy or service change affect any of these service users?	<p>From the responses, how the scheme is going to affect people will depend on where they live and how they travel through the area as much as any specific impact for protected groups. People living in or off Tatnam Road showed slightly higher levels of support, (though still opposition overall) as the scheme was intended to benefit this location by significant reduction in levels of motor traffic. Others, especially motorists who travelled through the area freely before will be impacted as their journey is likely to be longer in both distance and time. People who cycle, walk and use buses showed a more favourable impact of the scheme as their journeys were less impacted compared to motorists.</p> <p>Disabled people responded that they were even less in agreement than people who are not disabled. For other active travel schemes, notably Evening Hill, there was implicit information provided as to how the scheme affected disabled people, this was not provided to the same extent here. One response suggested that the trial had a proportionately higher impact on elderly and disabled people as they are least likely to cycle or walk and therefore more reliant on motor vehicles. Evidence from a BCP Council travel survey* indicates that although many elderly and disabled people are less likely to cycle – there is not necessarily over-reliance on cars as bus use is also high for this group.</p> <p>The recommended decision to retain the scheme will realise the longer term intended outcomes, continuing to provide the existing benefits which are realised proportionately more by some groups including people who walk, cycle, use buses and some local residents. Some comments received supporting the trial mentioned road safety improvements for people who walk and cycle especially for travel to schools. As these people are more vulnerable highway users, the continuation of the measures will be of benefit and the case can be made that better safety outcomes are worth the trade-off for slightly longer journey times for less vulnerable road users. The junction in question is a cluster site for killed and seriously injured (KSI) road safety incidents. The</p>

	<p>scheme is designed to reduce such occurrences and this is integral why the scheme is proposed to be retained.</p> <p>96% of respondents to the questionnaire stated they has access to a car, whereas for the Poole Town (council) ward only 67% of households have access to a car and Oakdale ward 83% so motorists, who have higher levels of disagreement are over-represented in the sample. This means that people who cycle, walk and use buses are likely to be under-represented.</p> <p>*Bournemouth, Christchurch and Poole Travel Survey, October 2018 to January 2019, a comprehensive local travel survey with a sample size of 3,621. There is detailed analysis as part of the survey linked to equalities profiles. The survey indicated that locally, people with a disability were significantly less likely to drive a car compared to those without a disability.</p>
<p>[If the answer to any of the questions above is 'don't know' then you need to gather more evidence and do a full EIA. The best way to do this is to use the Capturing Evidence form]</p>	
<p>What are the benefits or positive impacts of the policy/service change on current or potential service users?</p>	<p>Based on the responses to the questionnaire and ETRO consultation, the intended positive benefits or impacts were not realised, some groups did show slightly higher levels of agreement than others including the 45-54 yr. age group, men and non-disabled people.</p> <p>Responses to the survey from people who cycle, travel by bus, or walk, were more positive than motorists.</p> <p>Other positive impacts focused mainly on benefits to local residents were less traffic in the immediate scheme area with linked better air quality, less noise, road safety improvements and reduced pollution.</p> <p>The junction of Sterte Road and Tatnam Road is a known road traffic accident cluster site, with accidents involving vulnerable road users – people who cycle and walk. The modal filter is intended to improve the road safety situation.</p> <p>Certain groups in our population are understood to be more likely to be involved or impacted by traffic accidents – the elderly, younger and disabled people. Any initiative aimed at improving road safety will have benefits for these groups.</p> <p>With disproportionate impacts of poor air quality for disabled people and children, and the detriment of high traffic levels for children's development, continuation of the scheme will benefit these groups – especially children as one of the main intended benefits was for journeys to schools.</p> <p>This trial and another one, the Birds Hill Road/Churchfield Road scheme provide combined benefits along Garland Road which although not specifically part of the trial area has resulted in improved traffic conditions aiding travel to Longfleet schools off Garland Road.</p> <p>Motor traffic using residential streets causes negative community impacts of congestion, noise and pollution. Continuing the scheme reduces the neighbourhood impact of traffic with a corresponding benefit. Positive comments received also mentioned better community relations.</p>
<p>What are the negative impacts of the policy/service change on current or potential service users?</p>	<p>The trial measures being kept will also continue the negative impacts indicated by responses to the questionnaire and formal consultation. Some groups, ages 18 to 24 yrs, and</p>

	<p>the over 65's, disabled people, women, car users and people that work in the area, based on their responses will be negatively impacted to a greater extent than other profiles. A specific comment suggested that there was an adverse impact for (some) elderly and disabled people that had no other travel options apart from using a car. (One of the original aims of the initial Government finding was to benefit elderly and disabled people. For similar schemes in other parts of the UK, evaluation has indicated that some disabled people have benefited by safer travel on quieter streets.)</p> <p>Additional comments in both the questionnaire and formal ETRO consultation mentioned increased journey times, more pollution in surrounding roads, additional time and hassle for residents accessing their homes by car, access for emergency vehicles and deliveries and making the school run more difficult. These will affect service users whose circumstances relate to these. Generally, although inconvenient, there are other routes available to still make these journeys.</p>
Will the policy or service change affect employees?	Some BCP Council colleagues will live in the area, travel through the area, use local services and will have a view on aspects of the trial and the measures continuing.
Will the policy or service change affect the wider community?	As travel through the scheme location and surrounding streets is from a broad area, yes this will impact on the wider community. There are also impacts, considered positive according to the outcomes for schools in the area. Retaining the modal filter intends to continue to create an improved and safer environment for active travel to school. Unique circumstances that affected travel for the return to school due to the Covid-19 pandemic, when the scheme was introduced, are likely to ease so continuation will allow evaluation in more usual traffic and travel to school patterns. Responses indicated that the impacts do cover a wider area and the wider community, the slightly more positive feedback from residents in the immediate scheme area suggests that people further away will have more negative consequences – for example people who drive to work in the area who are less likely to be local.
What mitigating actions are planned or already in place for those negatively affected by the policy/service change?	<p>The initial trial proposed 3 modal filters but only one was implemented. Continuation will allow the intended benefits to be properly established and consideration to the additional modal filters which if provided, would extend the area to have reduced through motor traffic. There are also proposals as part of another transport project – Transforming Travel to improve cycling and walking facilities in the neighbourhood. An improved environment for cycling and walking aims to reduce overall trips made by car with corresponding reductions in traffic. This would further mitigate some of the negative impacts of the scheme noted.</p>
Summary of Equality Implications:	Tatnam Road/Stanley Green Road, was one of a series of active travel schemes introduced during the Summer of 2020. A full EIA was compiled collectively for the schemes. As HM Govt required schemes to be on the ground quickly

due to the pandemic, details about how the measures could impact groups was not available prior to schemes being underway. Conditions allowed schemes to be implemented on an experimental basis with review after a period of evidence gathering from both formal and questionnaire consultations.

Prior to implementation and guided by previous local research and consultation, equality benefits were anticipated by improving facilities for people that walk, cycle and travel by bus, as some of our residents, especially in areas of high social deprivation, do not own cars. The stated outcomes of HM Govt, funding included benefits to many of the higher risk people in society – including the elderly, BME citizens and people with health limiting disabilities - through providing additional space for social distancing giving more confidence to travel locally.

A period of over 6 months allowed reasonable time for responses to be received, which were evaluated based on differences from and within protected groups. Significant differences were only shown for age, gender and disability. The 45-54 **age** group showed higher agreement with the trial than others, with the 18-24yr. and the over 65's lower support levels. All age groups showed far fewer people agreeing with the trial than disagreeing. **Disabled** people compared to non-disabled people were proportionately more opposed. men were slightly less pronounced in their opposition compared to women. There were also pronounced variations in disagreement and impact based on where people live, how they travel, whether they worked in the area and the time the response was received during the consultation. There will be different profiles for these groups, but any conclusions can only be supposed.

In the context of responses showing low levels of agreement, continuing will not evidence additional further impact for any protected groups compared to the initial period. By allowing more time to realise reducing traffic impacts, more of the intended original benefits should be realised. This is specifically relevant to this trial as travel to schools during the start of the autumn term in September 2020 was atypical. Providing a safer overall environment to encourage take up of active travel is more inclusive and for this scheme although impacts are noted on certain groups these do not, specifically impact on ability to travel by existing means.

With the main negative impact, the inconvenience of slightly longer car journeys, the positives of encouraging cycling, walking and public transport together with improved residential amenity are considered to outweigh the negatives. For trips impacted by the scheme other routes are still available.

With disproportionate impacts of poor air quality for disabled people and children, and the detriment of high traffic levels for children's development, keeping the modal filter will continue to provide benefits to these groups. Supportive comments received about the environmental, climate

	<p>change, road safety, activity, community and health benefits will be realised through retaining the scheme.</p> <p>A higher proportion of responses against the scheme were received before the measures were provided. Greater levels of support were evidenced after implementation and with considered evaluation of the outcomes before they occurred difficult, its anticipated that more people would now consider the measures positive than evidenced in the survey.</p> <p>Keeping the scheme will allow continued evaluation and investigation of similar initiatives in the wider area to allow the community to realise the intended benefits which have not been yet wholly realised due to the unusual circumstances at the start of the trial.</p>
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For any questions on this, please contact the Policy and Performance Team by emailing performance@bcpcouncil.gov.uk

RISK ASSESSMENT RECORD

Service Unit:
Transport and
Engineering

Assessor/s: Richard Pearson

Reference: EATF T1WR

Activity assessed:
Continuation of Tatnam Rd Modal Filter

Date:	25/7/21
Review date:	ongoing

Hazards identified	Who might be harmed and how	Existing control measures	Further action required		
			Action	By when	Person responsible
Operations team installing more permanent measures in Tatnam Rd (i.e. kerbs, trees, bollards, raised area and planters)	Motorists, cyclists and pedestrians	Chapter 8 NRSWA compliance	None	N/a	Engineering Team and Neighbourhood Services Site Supervisor
Increased road casualties on traffic diversion routes	Vulnerable road users (pedestrians and cyclists), and all road users.	Diversion routes not inherently unsafe	Monitor impacts on road safety	Ongoing.	Road Safety Team Leader.
Increased bus journey times on alternative routes.	Bus users, increased journey time. Bus operators, increased costs.	Current service operating parameter known.	Work with bus operators to monitor.	Ongoing.	Sustainable Transport Policy Manager
Abuse of modal filter.	Road users.	Route is physically blocked to cars and larger road vehicles. Legally enforceable by police.	Consider use of Council enforcement powers if delegated through changes in legislation by central government.	Ongoing.	Transport Network Manager/ Road Safety Team Leader.

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