

# Environment & Transport Overview and Scrutiny Panel

Tuesday 29 January 2013 at 6.00pm

HMS Phoebe Committee Room, Town Hall, Bournemouth

**Panel Members:**

Councillor Mark Anderson - Chair

Councillor Sue Anderson

Councillor David d'Orton-Gibson

Councillor Mike Greene

Councillor John Wilson

Councillor Chris Wakefield - Vice-Chair

Councillor Eddie Coope

Councillor Dennis Gritt

Councillor Ron Whittaker

For further information please contact: Claire Gray, Democratic Services Officer, Legal and Democratic. Tel: 01202 454627. E-Mail: [claire.gray@bournemouth.gov.uk](mailto:claire.gray@bournemouth.gov.uk)

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<http://www.bournemouth.gov.uk/CouncilDemocracy/Councillors/BoardsPanels/EnvironmentTransportOverviewPanel.aspx>

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**Request to speak - 'Deputation':**

Persons may send a request for a deputation in relation to items on this agenda. The request must be sent in writing or electronic mail to Claire Gray at the address shown above.

**Public Questions:**

Any member of the public whose name appears on the Electoral Roll for Bournemouth - which includes a person under the age of 16 years living in Bournemouth and who is escorted by a qualifying adult - may ask a question in relation to items on this agenda. Questions must be sent in writing or electronic mail to Claire Gray at the address shown above.

**THE DEADLINE FOR RECEIVING REQUESTS TO SPEAK AND PUBLIC QUESTIONS  
IS MONDAY 28 JANUARY 2013 AT 6.00 PM**

# Agenda

## Items for Discussion with the Press and Public Present

### 1. APOLOGIES

### 2. SUBSTITUTE MEMBERS

The Democratic Services Officer will report on any changes in the membership of the Panel notified in advance in accordance with Procedure Rule 89.

### 3. DECLARATIONS OF INTEREST

To receive any declarations of interest from Members of the Panel on matters before the meeting. If any member has a query on a particular matter, please contact the officer named at the top of this agenda in advance of the meeting.

### 4. MINUTES

To confirm the minutes of the meeting held on 9 October 2012, the minutes can be viewed on the Council's website at the following address:

<http://www.bournemouth.gov.uk/CouncilDemocracy/Councillors/BoardsPanels/EnvironmentTransportOverviewScrutinyPanel.aspx>

### 5. PUBLIC ISSUES

**a. Public questions** - under Procedure Rule 32.

**b. Deputations** - under Procedure Rule 37c.

**c. Petitions** - Under Procedure Rule 40.

### 6. UPDATES FROM CABINET PORTFOLIO HOLDERS

6.05pm - 6.10pm **a.** To receive an update from the Cabinet portfolio holder for Planning and Environment

6.10pm - 6.15pm **b.** To receive an update from the portfolio holder for Transport, Cleansing and Waste

### 7. FLOODING IN BOURENMOUTH

6.15 pm - 6.35 pm To consider an update circulated at 'A' on current issues regarding flood risk and prevention in Bournemouth.

### 8. UPDATE ON CORE SERVICE TRANSFORMATION

6.35pm - 6.45pm To receive an update on Core Service Transformation which covers areas within the Panel's remit.

**9. SE DORSET SUSTAINABLE TRANSPORT PACKAGE - THE 3 TOWNS CORRIDOR (LSTF)**

6.45pm - 7.05pm To consider the briefing paper circulated at 'B' on the major transport projects being delivered in partnership with Poole and Dorset.

**10. PERFORMANCE MANAGEMENT OF THE COUNCIL'S PRIORITIES**

7.05pm - 7.15pm a. Verbal report from the Vice-Chairman and Councillor Greene to update the Panel on the amendments to reporting following the issues raised at the last meeting of the Panel.

7.15 pm - 7.20 pm b. To consider the quarterly monitoring report on performance measures for Environment and Transport - to be circulated at 'C'.

**11. UPDATE FROM THE PLANNING ENFORCEMENT TASK AND FINISH GROUP**

7.20 pm - 7.30 pm To receive an update circulated at 'D' on issues concerning premises where there is a difference between planning and licensing conditions in respect of "closing time". This action was agreed as part of the recommendations received from the Planning Enforcement Task and Finish Group.

**12. OVERVIEW AND SCRUTINY STRUCTURE - PARKS SERVICE**

7.30pm - 7.35pm To consider making the following recommendation to the Overview and Scrutiny Management Panel with regards to reporting of the Parks Service within the Overview and Scrutiny Structure.

"That all areas of parks and open spaces concerning environmental issues such as river bank erosion, flooding, land contamination, etc. report directly to the Environment and Transport Overview and Scrutiny Panel. Those areas of parks concerning tourism, in particular the Lower Gardens would continue to report to the Economy and Tourism Overview and Scrutiny Panel."

**13. ANY OTHER BUSINESS**

To consider any other business of which prior notice has been received and by special circumstances, which shall be specified in the minutes, the Chair is of the opinion that the items should be considered as a matter of urgency.



# Environment & Transport Overview and Scrutiny Panel

Tuesday 29 January 2013 at 6.00pm

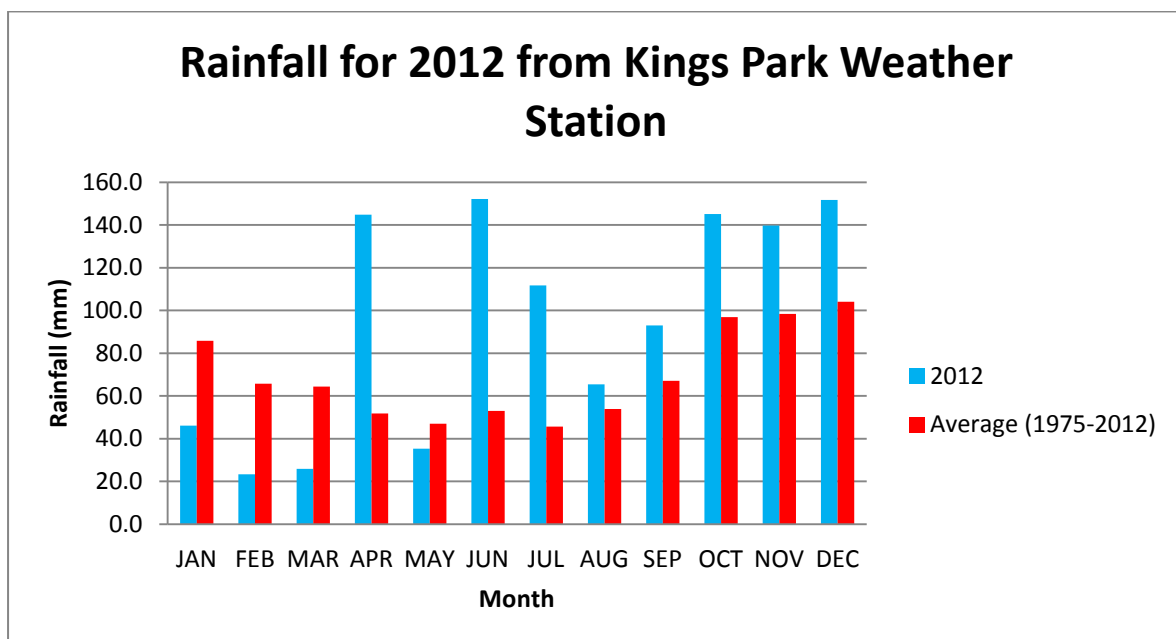
## Item 7 FLOODING IN BOURNEMOUTH

This note is to update the E&T O&S panel on the work of the Flooding Group

- 1.00 The last meeting of the Flood group was held on 31<sup>st</sup> October 2012 where members were given a demonstration of the simulation output from the Computer Model being prepared in conjunction with Wessex Water. At that stage the model was still being "tweaked" but the simulation of the event of the 18<sup>th</sup> August 2011 seemed to accurately represent what we think happened on the day. Further it highlighted areas where flooding may have occurred but that we had had no reports of so did not carry out any further investigations. We believe under reporting is still a major issue. (The meeting scheduled for 11<sup>th</sup> January 2013 was postponed.)
- 1.01 Currently the model has cost in the region of £125,000 of which BBC has now contributed some £18k and Wessex Water the rest (excluding staff time). This model is now complete and will allow us to move onto the next stage which is developing cost effective solutions for four of the five high priority areas identified by the T&F group. It should be noted that we do not have the necessary resources / expertise in house to do the computer modelling. Further, nationally, numbers of suitably qualified people are relatively limited. The model is not an end in itself and is only a tool but without the model it is very difficult to demonstrate that any solution is effective. At this stage we cannot tell if any solution will be sufficiently affordable as it will have to achieve certain levels of benefit to qualify for Grant aided funding. However we will consider all options including the possibility of individual property level protection.
- 1.02 The fifth area identified as a high priority is being progressed separately and we are hopeful of getting funding from the Environment Agency. An original Application for Grant funding was turned down earlier in the year but other sources of funding may be available (Local Levy).
- 1.03 One frequent high risk area was not included in the original five areas as work was already underway with Wessex Water on a joint solution. The scheme actually started on the 7<sup>th</sup> January 2013 in the Long Road Play area. This is an example of joint working where WW have provided the funds and we have provided the land. The area floods already but the scheme will manage the situation and protect 4 properties from regular flooding.
- 1.04 Additional Rain Gauges have been installed in Northbourne and Southbourne (9/8/12) to give better information. They can be viewed on our web site at

<http://www.bournemouth.gov.uk/Environment/CoastalManagementFlooding/FloodingEmergencyPlanning.aspx>). These have already shown how much rainfall can vary over the relatively small area of the borough. The only disappointment was that we hoped to use an existing weather station at the Bournemouth School for Boys in East Way. This would have given us a good coverage of the borough but unfortunately that weather station is “hosted” by a private company (who supplied the solar panels) and they have gone into administration. We are trying to see if we can host the data but it is proving difficult to contact anybody.

- 1.05 The alarm facility on the gauges has been set and originally we set it at a level that we only anticipated it “going off” maybe once or twice a year. However to show how exceptional the weather has been and bearing in mind that they have only been in since August we have had warnings on 23<sup>rd</sup>/24<sup>th</sup> Sept (classed as a single storm but alarms went off several times) 17<sup>th</sup> Oct (Southbourne only), 31<sup>st</sup> Oct (Town Hall only), 4<sup>th</sup> Nov (All alarms) and 22<sup>nd</sup> Nov (All alarms). In all these instances we actually had flooding, mostly it was highway flooding although but there was also a number of properties with external flooding but only small number suffering internal flooding. Fortunately most happened either at night or very early in the morning but they did result in significant traffic disruption locally for a short period of time. Our operations teams attended and did in fact supply sand bags when requested and also put up appropriate warning signage. Also clearing any blockages in the local highway drains / gullies.
- 1.06 To high light the challenges we face the first alarm went off on the 24<sup>th</sup> Sept at 7.45 a.m. and our first phone call about flooding was also at 7.45. We simply do not have the resources to react this quickly across extensive areas and it is not realistic to try to do so. We are still considering how to make best use of the automatic alarms.
- 1.07 We continue to collect local weather data. As reported nationally 2012 has been extraordinarily wet and this is confirmed by our own data.



The ground is now totally saturated and is likely to remain so for the remainder of the winter. This means that even normal rain will have nowhere to go and increases the risk of flooding. Fields and grassed area which would normally help soak up rainfall are now just running with water and this is resulting in a lot of localised ponding in the more rural roads which naturally have little or no formal drainage. Further we are also seeing locally "springs" now emerging in areas that have been dry for years. As reported in the local media there have also been increased incidents of cliff falls / slips especially in West Dorset and Swanage although again Bournemouth to date has been fortunate in that what has occurred has been very minor.

1.08 It is also worth noting that looking at the available local rainfall data since 1975 which shows that the three highest rainfall totals in the last 38 years have been in the last 12 years.

1	<b>2012</b>	1134.9 mm
2	<b>2002</b>	1116.9 mm
3	<b>2000</b>	1082.4 mm
4	<b>1993</b>	997 mm
5	<b>1994</b>	964.5 mm
6	<b>1977</b>	949.8 mm
7	<b>1998</b>	940.3 mm
8	<b>1982</b>	938.1 mm
9	<b>2009</b>	909.2 mm
10	<b>1995</b>	899.5 mm
11	<b>2007</b>	876.6 mm
12	<b>1979</b>	870.4 mm
13	<b>1986</b>	864.8 mm
14	<b>1999</b>	855 mm
15	<b>1978</b>	828.1 mm

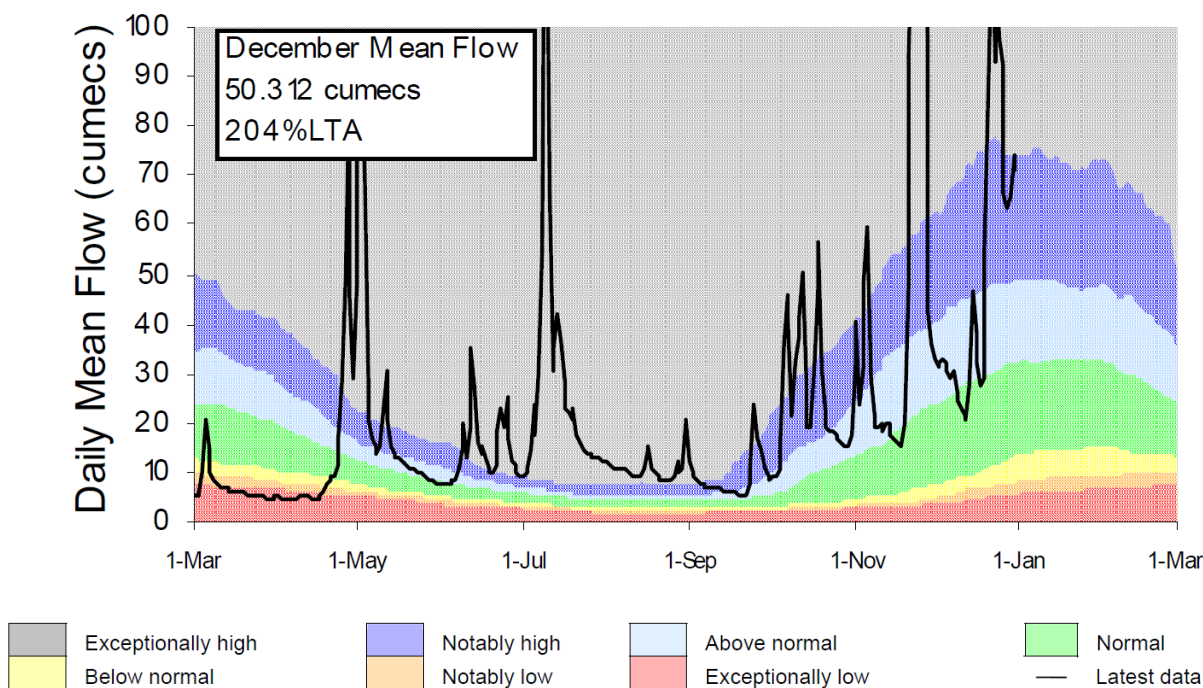
This compares with a long term average rainfall of 834.1mm. The driest year was 2010 with a total of 685.1mm which compares with the infamous summer of 1976 when we had 728mm although that was after a very dry winter of 1975/76 and was a very hot sunny summer. At this stage it is impossible to tell if this is a long term change in the weather patterns as this analysis is only based on data going back to 1975. (Data from 1981 from Kings Park Met station. Data for 1975-1980 from Rothesay Road station)

1.09 Considering the rainfall totals Bournemouth has escaped relatively lightly in 2012 compared with parts of west Dorset and other areas of the country where the prolonged rainfall as lead to extensive flooding including ground water and river flooding.

1.10 River levels have also been high since late April 2012 and for most of the summer have been exceptionally high (source - Environment Agency South West Region water situation - report summary - December 2012):-

# Throop, Stour

Ranking derived from data for the period Jan-1973 to Dec-2007



We had significant Main River flooding in July, Nov and Dec and at one stage in July thought we may need to evacuate the Iford Mobile Homes site. And just to complete the range of flooding we had coastal flooding in the Christchurch Harbour Area on the 14<sup>th</sup> Dec 2012 due to a combination of weather conditions and the exceptional high tides. The road down to the Head was impassable for about an hour unless driving a 4x4 or similar but no properties were affected.

- 1.11 We continue to monitor Planning applications using our current surface water mapping and up to 31/12/12 had assessed some 196 applications.
- 1.12 The Emergency planning Officer in conjunction with Dorset Police is carrying out a review into communications in major incidents and that should be available later in the year.

P. Ambrose  
17<sup>th</sup> January 2013



# REPORT TO ENVIRONMENT & TRANSPORT OVERVIEW AND SCRUTINY PANEL

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Subject	SE Dorset Sustainable Transport Package - The 3 Towns corridor (LSTF)
Cabinet Portfolio:	Councillor Michael Filer - Transport, Cleansing & Waste
Corporate Lead	Bill Cotton, Executive Director
Service Director	Mike Holmes, Director, Planning and Transport Services
Meeting Date	29 January 2013
Status	Public
Contact	Ian Kalra, Transportation Services Manager ☎ 01202 451447    ✉ ian.kalra@bournemouth.gov.uk

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## 1 Summary

- 1.1 This report summarises progress on the implementation of the SE Dorset Sustainable Transport Package - The 3 Towns corridor (LSTF project)

## 2 Recommendations

- 2.1 That Overview and Scrutiny receive this summary report in order to review and comment on the key areas of progress, opportunities and challenges and key objectives for the future.

## 3 Background

- 3.1 The Local Sustainable Transport Fund (LSTF) was made available by the government to help local authorities meet two key objectives for transport:
- A thriving economy
  - Tackling climate change
- 3.2 In December 2011, Bournemouth BC (as lead authority) together with the Borough of Poole and Dorset CC submitted a joint LSTF funding bid for a package of transport measures on the A35 corridor linking the centres of Poole, Bournemouth and Christchurch. The project derives from the recommendations of the SE Dorset Transportation Study for a quality bus corridor. It dovetails with the Local Transport Plan (LTP) and supports national and local objectives.
- 3.3 The aim of the package is to achieve a step change in the quality of sustainable transport options along this route with a consequential change in people's travel behaviour. The original proposals included improvements for buses, walking and cycling, intelligent transport systems, active traffic management, improved interchange and waiting facilities, better access to stations, public realm improvements, personal and organisational travel planning and other 'Smarter Choices' initiatives.
- 3.4 In June 2012, the Department of Transport (DfT) approved the proposals, but not in their entirety. Plans for an extensive "hearts and minds" campaign linked to personal transport planning were deleted. This means that the package aims will have to be achieved mainly through the improvements themselves, with "Smarter Choices" having a smaller role.

## 4 Overall funding available

- 4.1 The DfT awarded a grant of £12.122 million which with local contributions will enable the partners to deliver a total package of improvements costing £18.895 million in the period

to the end of March 2015. Local contributions have been made by the three local authorities from a variety of funding sources such as the Local Transport Plan and developer contributions. The project represents a big opportunity for the three authorities, although the very size of the conurbation means it may sometimes feel like the money is being spread quite thinly.

4.2 The overall budget is set out below:

All three partners combined	2012/13	2012/13	2014/15	Total
LSTF revenue grant (£m)	1.190	1.656	1.394	4.240
LSTF capital grant (£m)	2.224	2.784	2.874	7.882
<b>Total LSTF grant (£m)</b>	<b>3.414</b>	<b>4.440</b>	<b>4.268</b>	<b>12.122</b>
Local capital contribution (£m)	2.780	2.026	1.967	6.773
<b>Total package (£m)</b>	<b>6.194</b>	<b>6.466</b>	<b>6.235</b>	<b>18.895</b>

4.3 Overall, 50% of the grant funding will be used to deliver measures in Bournemouth, 30% in Poole and 20% in the Christchurch area of Dorset. Bournemouth is the Accountable Body, responsible to DfT for claiming and distributing the grant. The three partners have agreed to co-operate on project governance and a Joint Project Management Board is overseeing delivery.

4.4 The share of LSTF funding available to Bournemouth BC and the local contributions to which the Council has committed are set out below:

Bournemouth	2012/13	2012/13	2014/15	Total
LSTF revenue (£m)	0.608	0.831	0.653	2.092
LSTF capital (£m)	1.071	1.425	1.473	3.969
<b>Total LSTF (£m)</b>	<b>1.679</b>	<b>2.256</b>	<b>2.126</b>	<b>6.061</b>
Local capital contribution (£m)	1.061	1.328	1.024	3.413
<b>Total package (£m)</b>	<b>2.740</b>	<b>3.584</b>	<b>3.150</b>	<b>9.474</b>

4.5 Because the LSTF grant decision was not confirmed until late June 2012, many authorities in receipt of grant funding are planning to deliver the bulk of their programmes in 2013/14 and 2014/15. The DfT is flexible about this, and some of the above 2012/13 grant funding and local capital contributions available to SE Dorset, including Bournemouth, will be moved to later years to match a more realistic rate of delivery.

## 5 Proposed measures - overview

5.1 The partners will be developing and delivering a package of measures over the whole of the Three Towns Corridor in the categories set out below:

Network improvements	This is the largest component. It includes physical improvements to bus, cycle and walking infrastructure on links, junctions and interchanges throughout the corridor.
Bus shelters and stops upgrade	New bus shelters at key locations incorporating an upgraded real time information (RTI) system. Improved paving, seating and road markings at bus stops.

Intelligent Transport Systems	Better bus priority at junctions. Car park information system. New CCTV cameras to facilitate better management of traffic flow.
Electric vehicle charging	Additional charging points
Active corridor management	Review of traffic regulation orders (TROs) to ensure parking restrictions can be enforced, especially at bus stops, to reduce congestion on the corridor.
Bus operational	Working with the main bus operators to develop a formal "qualifying agreement" to include service frequency and ticketing arrangements. Aiming to achieve a high quality, seamless, service.
Travel Planning	Working with major employers and educational establishments to encourage more sustainable modes of travel, including station travel plans and the Council's own travel plan.
Communication & Engagement	Targeted, related to delivery of the programme.
Programme management & monitoring	Ensuring the programme is delivered in time and on budget. Monitoring the outcomes as required by DfT.

## 6 Proposed improvement schemes - Bournemouth

6.1 Some of the specific improvements in the Bournemouth part of the corridor starting this financial year are:

Christchurch Road - Droxford Road to Seabourne Road	Pedestrian safety improvements at Christchurch Road/Southbourne Road junction. A new toucan crossing. Resurface poor footways, remove unnecessary signing and clutter, provide cycle parking etc
Christchurch Road Bus Stop Improvements (St Swithun's Roundabout to Droxford Road)	Improvements to bus stops including kerbside boarding areas and bus stop surfacing areas.
Christchurch Rd - St Swithuns Roundabout to Manor Road	Resurfacing of existing carriageway, enhanced bus and cycle lane markings
Castle Lane East - Riverside to Iford Roundabout	Remarking existing on-road cycle lanes, highlighting with surface treatment at critical locations
Signal Upgrade/Refurbishment and Optimisation	Upgrading existing pelican crossing facilities to the latest low-energy puffin crossings at seven sites along the corridor. Improved signal control (MOVA) at Poole Road/Queens Road junction.
Variable Message Signs/Car Park Guidance and Monitoring/Communications	Car Park guidance in Westbourne and enhancement to Variable Message Sign in Town Centre

6.2 The delivery of the LSTF package will gain pace in 2013/14, continuing until the funding stream ends in March 2015. Some of the key projects currently being developed in Bournemouth are:

- Major improvement to existing public traffic infrastructure at The Royal Bournemouth Hospital by the construction of an off-carriageway dedicated bus stop/stand hub facility to accommodate six stops

- Improvements to the Bournemouth Travel Interchange (railway station area) for bus users, pedestrians and cyclists.
- Improvements to the route between the station and the town centre (Holdenhurst Road, Old Christchurch Road) including safety measures, de-cluttering etc.
- Improvements to Ashley Road/Centenary Way, Boscombe Bus Station and Boscombe Precinct, Christchurch Road (Centenary Way - St John's Road), for bus users, pedestrians and cyclists, de-cluttering and public realm improvements.
- Continuing programme of bus stop and shelter improvements and RTI
- Traffic management, public realm, walking, cycling and public transport improvements

## 7 Opportunities and challenges

### *Opportunities*

- 7.1 The availability of LSTF funding until the end of 2014/15 is a great opportunity to deliver a large number of schemes more quickly, or to a higher standard, than could have been achieved with LTP funding alone. We can develop and deliver a package of measures for the A35 corridor that work together to give a better deal to pedestrians, cyclists and users of public transport.
- 7.2 In particular the LSTF provides an opportunity to refresh and improve bus passenger facilities and services along a corridor. Infrastructure such as bus shelters can be to the very best modern standards.
- 7.3 Some of the improvements will be very obvious, such as the provision of new crossing facilities, bus shelters and cycle facilities. Some will be more subtle, such as de-cluttering the public realm by removing redundant signs and obstructions. Others will be nearly invisible, for example improved bus priority, though the effects will be felt.
- 7.4 Above all, the LSTF programme is an opportunity to change travel behaviour, by making sustainable forms of transport more attractive throughout the corridor.

### *Challenges*

- 7.5 Apart from the obvious challenge of delivering an accelerated package of work over a relatively short time, the key challenges are:
- *Effective partnership working.* The transport user needs to experience a "seamless" journey, irrespective of boundaries. We need to work closely with BoP and DCC on key areas such as bus shelter design and procurement, travel planning and information.
  - *Affordability.* It is clear that there are potential improvements which may be desirable, but would cost more than the funding presently identified. For example, the budget for improving the Bournemouth Travel Interchange is about £0.5 million, but it would be easy to conceive a scheme costing several times that amount. This is true of other schemes too - it would be easy to over-spend or under-deliver. We need to identify parts of the LSTF package that could be further developed after 2014/15, or for which additional funds could be available. Where this is not the case, we need to concentrate on developing affordable schemes and deliver them within the time frame and budget available.
  - *Effectiveness.* We need to prioritise initiatives which will be most effective in delivering improvements for people walking, cycling or using public transport, in order to have the best chance of meeting the package objectives. This is particularly important given the deletion by DfT of the main "hearts and minds" components of our bid.

## Briefing Note from Director of Planning & Transport to:

Environment and Transport Overview & Scrutiny Panel - 29 January 2013

Adult and Community Overview & Scrutiny Panel - 30 January 2013

Update on the recommendation of the Planning Enforcement Task & Finish Group - Licensed Premises

1. The Environment and Transport Overview & Scrutiny Panel at its meeting on the 10 July 2012 accepted the following recommendation from the Planning Enforcement Task & Finish Group:

Licensed Premises - That officers obtain information as to the number of premises where there is a difference between planning and licensing conditions in respect of "closing time". Upon obtaining this information, officers are requested to identify where possible the following:-

- a. The reason(s) for the difference;
  - b. The extent to which the differences cause difficulties in taking enforcement actions;
  - c. The reason for the difficulty, if any; and
  - d. Whether there is any way of rationalizing the process to make it clearer and more efficient thereby reducing the anomalies.
2. Officers have given preliminary consideration to this which will involve comparing and analysing records in Licensing and Planning for in excess of 900 individual premises. Because of the enormity of this task the request from the Scrutiny Panel has been discussed with the Portfolio Holder for Planning & Environment. It has been agreed with the Portfolio Holder that due to:
    - a. the current lack of resources in the Enforcement/Compliance Team, and
    - b. the current core service transformation which will be looking at the future of regulatory services across the Council

that this be deferred until the completion of the core service transformation when the revised structure is in place and a reassessment can take place.

3. Members are asked to note the contents of this briefing note.