

**ENVIRONMENT AND ECONOMY OVERVIEW AND SCRUTINY PANEL  
13 December 2018**

**PRESENT:** Councillor Mark Anderson - Chairman; Councillor Mark Battistini - Vice-Chairman; Councillors Simon Bull, Ian Lancashire, Roger Marley and Christopher Rochester.

**CO-OPTED MEMBERS PRESENT:** Angela Pooley, Community representative

**ALSO PRESENT:** Councillor Mike Greene, Cabinet Member for Transport Cleansing and Waste; Councillor Robert Lawton, Cabinet member for Housing; Councillor Pat Oakley - Cabinet Member for Tourism, Leisure and the Arts; Councillor David Smith, Cabinet Member for Planning and Environment and Councillors Amedeo Angiolini, Jackie Edwards, Nigel Hedges and Philip Stanley-Watts.

**OFFICERS:**

Larry Austin, Service Director, Environment  
Alexis Edwards, Principle Transport Planner  
Richard Pearson, Highway Design and Road Safety Manager  
Chris Saunders, Head of Operations, Tourism

The meeting commenced at 6.30pm

**Note: To see a copy of the public reports that were considered by the Committee at this meeting please visit:**

<https://www.bournemouth.gov.uk/councildemocratic/CouncilMeetings/CommitteeMeetings/environmentandconomyoverviewandscrutinypanel/2018/12/13/agenda/Combined-Agenda-and-Reports.pdf>

**SECTION I - BUSINESS RECOMMENDED TO THE COUNCIL**

**No items**

**SECTION II - BUSINESS DECIDED UNDER DELEGATED POWERS**

Professor John Fletcher confirmed in writing his wish to step down as a co-opted member of the Environment and Economy Overview and Scrutiny Panel. He expressed his thanks to the various Chairs for making him feel welcome and for letting him express his views. The Chairman offered his thanks to Professor Fletcher who was first appointed as a co-opted representative in 2007. He served on the Bournemouth Economic Overview Panel and the successive Economy and Tourism Panel. It was highlighted that as an internationally renowned economist he provided the Panel with

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invaluable professional insight and expertise. The Chairman of the former Bournemouth Economic Overview Panel described Professor Fletcher as an asset to any local authority.

**13. APOLOGIES**

Apologies for absence were received from Councillor John Trickett and Councillor Eddie Coope.

An apology was also received from Cabinet Portfolio Holder Councillor John Beesley.

**14. SUBSTITUTE MEMBERS**

Councillor Nigel Hedges substituted for Councillor John Trickett at this meeting.

Councillor Philip Stanley-Watts filled the vacancy for this meeting.

**15. DECLARATIONS OF INTEREST**

There were no declarations of disclosable pecuniary interest for this meeting.

For transparency Councillor Simon Bull informed the Panel he worked for the Bournemouth 2026 Trust.

**16. CONFIRMATION OF MINUTES**

The Panel agreed the minutes of the meeting held on 25<sup>th</sup> September as an accurate record.

**17. PUBLIC ISSUES**

There were three public questions submitted by Susan Chapman. The questions concerned the viability of transport initiatives, the involvement of the conurbation in discussing climate friendly solutions and incentivising low-carbon travel ideas through competitions. A copy of the questions and the answers provided by the Chairman can be found at the following web address: <https://www.bournemouth.gov.uk/councildemocratic/CouncilMeetings/CommitteeMeetings/environmentandconomyoverviewandscrutinypanel/2018/12/13/minutes/Public-Questions-13-December-2018.pdf>

**18. CABINET MEMBER UPDATES**

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The Panel considered the written updates provided by Portfolio Holders in advance of the meeting. The Portfolio Holder for Planning and Environment provided a verbal update at the meeting. This included an update on the East Cliff Lifts and the replacement of 6 groynes in Southbourne.

### **DECISION MADE:**

The Panel considered and agreed to note the update.

## **19. FLOOD ADVISORY GROUP**

The Chairman of the Flood Advisory Group (FAG) gave an update on its latest meeting. The meeting had included verbal updates on local flooding issues, gully cleansing, Local Government Reorganisation and the latest meeting of the Wessex Regional Flood and Coastal Committee. The Group also received a verbal update from Wessex Water and a written update from the Environment Agency. The Group requested that a Flood Advisory Group or similar body be included in the Environment and Economy Overview and Scrutiny Panels Headline Report to highlight to the Shadow Authority on the 6<sup>th</sup> March that a flood advisory body was a priority of the Panel. The Panel unanimously agreed to include FAG in the report.

### **DECISION MADE:**

The Panel noted the FAG update. It was highlighted that clause 31 of the minutes contained a bullet point that read 'Millhams Community Recycling Centre had received £2.3million in funding through Dorset Waste Partnership'. It was highlighted that for clarity this should have read 'Millhams had utilized grant funding to deliver improvements at the site'. It was agreed that the point of clarity be raised at the January FAG meeting.

## **20. THE EAST CLIFF LIFTS**

The Head of Operations, Tourism provided the Panel with a verbal update on the East Cliff Lifts, a hard copy of FAQ's and Photographs of the site. The Panel were reminded that the cliff slide had occurred on 24<sup>th</sup> of April 2016 and that members had received updates on the cliff in July 2016 and June 2018. In July 2016 Members said they would like to be involved in the redesign and the long-term plans for the site. Since the update in June 2018 there had been little progress. The Council were still waiting for an insurance settlement to be agreed that would facilitate a detailed assessment of the options for the cliff. For clarity it was explained that the lift and facilities were insured however the cliff itself was not. The cliff was safe but still unstable and there would need to be a costly stabilisation process to ensure there was no risk of future collapse. The project was likely to need external funding and it was important to ensure no structural or financial risks are taken with the site.

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A number of questions were raised and discussed at the meeting. The main points discussed were as follows:

- The condition of and ongoing monitoring of the site.
- The installation of temporary toilets during the peak summer periods;
- The cliff was part of the land leased by the Council from the Meyrick Estate, however there was no obligation on the Meyrick Estate to contribute financially. The estate was engaged and were supportive of bringing forward proposals at the appropriate time;
- Funding options, particularly that officers would try to obtain external grant funding however this could be a challenge due to the size and the nature of the site;
- Once the cliffs stabilisation needs were identified, consultation on ideas for the site could be carried out.
- The surveillance and inspections of other areas of the cliff. It was highlighted that the Council were monitoring the cliffs and received geotechnical expertise at least yearly. The Council were also piloting innovative, real-time, data led work that had the potential to produce wide-spread and low-cost data;
- Whether goats could be used to manage vegetation;

### **DECISION MADE:**

The Panel considered and agreed to note the update

## **21. UPDATE ON A LIGHT RAILWAY AND OFF-ROAD TRANSPORT OPTIONS**

The Principle Transport Planner gave an update on the progress of recommendations put forward by the Panel following consideration of the light rail item at the meeting of the Panel on 25<sup>th</sup> September 2018. It was highlighted that the South East Dorset Multi-Model Transport Study was being re-procured and Light Rail would be included within the scenarios tested as a transport option; that no suitable private funding sources were currently available; that Spelthorne Borough Council were awaiting a decision from the Department of Transport on a 7km Light Rail route between Stains Upon Thames and Heathrow Airport that was costing upwards of £400 000 000, was not fully funded but could potentially attract investors due to its proximity to Heathrow Airport; there had been no contact from third party investors and the South East Dorset Multi-Model Transport Study was still progressing but had been delayed for a technical reason.

A number of questions were raised and discussed at the meeting. The main points discussed were as follows:

- Solving transport issues would require major investment.

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- That there needed to be a fundamental shift towards sustainable transport.
- The importance of not prescribing a transport model or method but developing an evidence base, making a case for transport improvements and then working out the best way to provide that.
- That the South East Dorset Urban Mobility study looks at populations now and in the future, and identifies routes that need improvement.
- The difficulty of obtaining outside investment unless the project is financially rewarding to the investor.
- The Council would continue to bid for government funds through the correct procedures.
- The objective of the item was not to be prescriptive but to open debate.
- That transport schemes are cross-conurbation and must include Christchurch and Poole.

The Principle Transport Planner gave a presentation on off-road transport options including areal trams, Gondola lifts, Personal rapid transit, Automated Guideway Transit, Underground (Metro), Loop, Ferries and Hovercrafts (ACV), Drones and Ultra-Light Rail. Some of the positive and negative elements of the different options were described.

A number of questions were raised and discussed at the meeting. The main points discussed were as follows:

- The importance of working with Christchurch and Poole on sustainable, integrated transport systems.
- It was clarified that all major transport issues were being considered cross conurbation, for example transforming cities and SEDUM.
- The potential for the current railway lines to be upgraded to light rail and the importance of making buses more attractive.
- The importance of continuing to work with SEDUM and to continue bidding for Government funds.
- Options for improving the roads, including better bus lanes and more cycle routes.

**DECISION MADE:**

The Principle Transport Planner, as the authorities representative on SEDUM, would include the Panels discussion in his deliberations with the consultant appointed to SEDUM.

**22. TUCKTON AND IFORD ROUNDABOUTS**

The Highway Design and Road Safety Manager gave an update on Tuckton and Iford Roundabouts. The plans for Iford Roundabout were developed as part of

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the successful Local Sustainable Transport Fund grant application that would support sustainable travel across the wider conurbation. The scheme was one of a number that were designed in 2012 however it was deferred as not all programmes were deliverable whilst staying within budget. There was support for the scheme during the consultation and members lobbied to bring the project forward using the Local Transport Plan Capital Grant. The scheme provided dedicated bus provision, a cycle link, formal crossings and two dedicated west bound lanes on the Barrack Road approach to the Roundabout. The scheme was implemented in 2017/18 and despite initial unforeseen circumstances that led to queuing during phase one, once this was resolved, traffic data for 2017 showed that although traffic on Iford Lane was slightly slower, traffic on Barrack Road had sped up.

Tuckton Roundabout was a casualty cluster site with 12 casualties occurring within a five-year period, 8 of the 12 were cyclists. The programme sought to make minor changes to improve the roundabout under the Road Safety, Cycling and Accessibility Programmes. It was also agreed that the scheme would include a link to the stour valley cycle facilities and the public highway. Additionally, as over 1000 people a day, including local school children, crossed the road formal crossings would also be included to support the Council's safer routes to school initiative. There had been extensive consultation on the scheme, which had received overall support. The work was finished in September 2018 however the final safety audit of the scheme was expected in the new year. The Council would continue to monitor the casualty reduction performance of the roundabout.

A number of questions were raised and discussed at the meeting. The main points discussed were as follows:

- That the casualty reduction performance of Tuckton Roundabout would be available after a year, however it would take a few years to gather sufficient casualty data to see whether there had been a meaningful reduction.
- Whether there was evidence that congestion caused by Tesco vehicles outside of a Tesco Express at Tuckton Roundabout had improved. It was explained that there had been some observed improvement as the road had been widened to allow two cars to pass when loading was occurring.
- The response from residents to Tuckton Roundabout had been varied with some residents beginning to appreciate the benefits of the scheme, particularly the zebra crossing used by children and young people attending Twynham School.
- That it would be useful to provide residents with statistics on reduced incidents at Tuckton Roundabout.
- There had been an issue with one of the road humps at Tuckton Roundabout. The road hump was installed steeper than planned however it had since been adjusted.

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- That cyclists were often nervous of using the road so would go onto the narrow pavements at Tuckton Bridge. Officers recognised the carriageway and footways were extremely narrow and this had created challenges. They highlighted a Respect campaign was being developed in collaboration with Dorset Road Safe to promote mutual respect between all road users. It was also explained that the correct position for the cyclist was in the middle of the traffic lane to ensure cars would not try and overtake them, as there was insufficient space for cars to safely pass. The recent scheme had included cycle markings to highlight the correct position for cyclists on the bridge.
- Problems with Iford Roundabout when it was first implemented were acknowledged. It was highlighted that cyclists and pedestrians had benefited from the scheme and the travel time along Barrack Road had improved, the portfolio holder suggested he would check the 40 second improvement.
- The importance of making sustainable travel more attractive, safer and more viable was noted.

**DECISION MADE:**

The Panel considered and commented on the update.

**23. FORWARD PLAN 2018**

The Panel considered and noted the Forward Plan.

**DECISION MADE:**

That the Forward Plan be agreed subject to the addition of items raised, including the addition of an item on pedestrianised schemes to the O&S Headlines Report.

**24. ANY OTHER BUSINESS**

A member highlighted the potential for a national rowing centre to be established by British Rowing in Bournemouth. The rowing school would include Coastal Rowing and Coastal Beach Sprints which were described as growing sports that would enter the Common Wealth and Olympic Games. It was explained that British Rowing would need to provide details of their business case to Bournemouth, Christchurch and Poole Council once it was established.

A member raised the problem of empty shops across Bournemouth. A number of causes were described, and it was highlighted that work was underway to improve the issue. It was decided that empty shops would be included in the

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Overview and Scrutiny Headlines Report that would identify the Panels priorities to the Shadow Overview and Scrutiny Committee on the 6<sup>th</sup> March.

The meeting closed at 20.52 pm

Contact: Samineh Richardson  
☎ 01202 454713 ✉ [samineh.richardson@bournemouth.gov.uk](mailto:samineh.richardson@bournemouth.gov.uk)  
Website: [www.bournemouth.gov.uk](http://www.bournemouth.gov.uk)