



Cabinet

Minutes of a meeting held at County Hall, Colliton Park, Dorchester,
Dorset, DT1 1XJ on Wednesday, 6 December 2017.

Present:

Rebecca Knox	Leader of the Council
Jill Haynes	Deputy Leader and Cabinet Member for Health and Care
Steve Butler	Cabinet Member for Safeguarding
Deborah Croney	Cabinet Member for Economy, Education, Learning and Skills
Tony Ferrari	Cabinet Member for Community and Resources
Daryl Turner	Cabinet Member for Natural and Built Environment
Peter Wharf	Cabinet Member for Workforce

Members Attending:

Jon Andrews, County Councillor for Sherborne Town
Ray Bryan, County Councillor for Ferndown
Graham Carr-Jones, County Councillor for Stalbridge and the Beacon
Hilary Cox, as Chairman of the County Council
Katharine Garcia, County Councillor for Portland Tophill
Nick Ireland, County Councillor for Linden Lea
Ros Kayes, County Councillor for Bridport
Andrew Parry, County Councillor for Ferndown
Bill Pipe, County Councillor for Lytchett Minster and Upton
David Shortell, County Councillor for Ferndown

Officers Attending:

Debbie Ward (Chief Executive), Richard Bates (Chief Financial Officer), Mike Harries (Corporate Director for Environment and Economy), Nick Jarman (Interim Director - Children's Services), Jonathan Mair (Head of Organisational Development - Monitoring Officer) and Lee Gallagher (Democratic Services Manager).

For certain items, as appropriate:

Andrew Brown (Project Engineer (Democratic) Dorset Highways), Adam Fitzgerald (Service Development Officer), Andrew Martin (Service Director - Highways and Emergency Planning), Jim McManus (Chief Accountant), Tim Norman (Network Development Services Manager), Peter Scarlett (Estate and Assets Manager), Neil Turner (Highway Development Team Leader) and Richard Colby (Team Leader Highway Improvements).

- (Notes:(1) In accordance with Rule 16(b) of the Overview and Scrutiny Procedure Rules the decisions set out in these minutes will come into force and may then be implemented on the expiry of five working days after the publication date.
Publication Date: **Tuesday, 12 December 2017.**
- (2) These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Cabinet to be held on **Wednesday, 17 January 2018.**)

Apologies for Absence

136 No apologies for absence were received.

Code of Conduct

137 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct. However, the following interests were declared:

- Cllr Deborah Croney declared general interest in minute 141 as a resident of Iwerne Minster living in the vicinity of both the C13 and the A350. She stated that she had taken advice and that she had no disclosable pecuniary interest. Cllr Croney remained in the meeting and took part in the debate.
- Cllr Peter Wharf declared a general interest in minute 147 as the Chairman of the Planning Committee at Purbeck District Council in respect the proposed bridge at Wareham Station. As this was not a disclosable pecuniary interest Cllr Wharf remained in the meeting, but did not take part in the debate on this particular matter.

Minutes

138 The minutes of the meeting held on 18 October 2017 were confirmed and signed.

Public Participation

139 One public question and fourteen public statements were received at the meeting in accordance with Standing Order 21(1) and 21(2) All public participation at the meeting related to minute 141 in respect of Options for Heavy Goods Vehicles (HGV) routing between Blandford Forum and Shaftesbury on the A350 & C13. The question, answer and statements are attached as an annexure to these minutes.

Cabinet Forward Plan

140 The Cabinet considered the draft Forward Plan, which identified key decisions to be taken by the Cabinet on or after the next meeting. The following changes were noted:

- County Farms Management Plan - The Sale of Assets – 17 January 2018
- That many items would be included from the Forward Together Programme Board in the next few weeks.
- Purbeck Health, Housing and Social Care Master Plan Memorandum of Understanding - Next Steps and Framework (Minute 147) – February 2018
- Residential Care - Children's Services (Minute 152) – No date specified
- Bridport Social Care Development (minute 153) – No date specified

Resolved

To include the items listed above in the Forward Plan.

Options for Heavy Goods Vehicles (HGV) routing between Blandford Forum and Shaftesbury on the A350 & C13 and decide on the option to be taken forward by Dorset Highways

141 *(Note: Cllr Deborah Croney declared general interest in minute 141 as a resident of Iwerne Minster living in the vicinity of both the C13 and the A350. She stated that she had taken advice and that she had no disclosable pecuniary interest. Cllr Croney remained in the meeting and took part in the debate.)*

The Cabinet considered a report by the Cabinet Member for Natural and Built Environment regarding the traffic and Heavy Goods Vehicle (HGV) use of the A350 and C13, the impact on local communities, and Department for Transport (DfT) funding of £2.42m to be used on community issues through a route management strategy. The highways issues along the route corridor comprised HGV Routing, Structural Maintenance and surfacing, Drainage, Traffic Management, Speed Limits, Junction Improvements, and Village Gateway Signing. The response and concerns of emergency services to the proposed options were also highlighted. The full Equalities Impact Assessment (EqIA) was circulated as a supplement to the agenda prior to the meeting on 4 December 2017.

The management of Heavy Goods Vehicle (HGV) traffic issues along both routes was considered through a number of options:

- Option 1 - One Way Advisory HGV Routing (Current) Northbound on A350 – Southbound on C13/B3081
- Option 2 - One Way Advisory HGV Routing Northbound on C13/B3081 – Southbound on A350
- Option 3 - One Way Enforceable HGV routing Traffic Regulation Order (TRO) Northbound on A350 – Southbound on C13/B3081
- Option 4 - One Way Enforceable HGV routing Traffic Regulation Order (TRO) Northbound on C13/B3081 – Southbound on A350
- Option 5 - C13 Melbury Abbas - Advisory 'Unsuitable for HGV' signs to discourage HGV drivers from the village
- Option 6 - C13 Melbury Abbas – 7.5 Tonnes (except for Access) HGV Ban which would be enforceable to ensure HGV's do not travel through the village

One public question and fourteen public statements were received in relation to the views of communities, HGV operators and parish councils. The question, answer and statements are attached as an annexure to these minutes. In addition to the information within the annexure, the following issues were raised at the meeting:

- Concern about the EqlA and the late receipt of an updated assessment before the meeting which identified a potential negative impact on young people from the Clayesmore School in Iwerne Minster, whereas the initial EqlA identified no negative impact of the options on people with protected characteristics. It was felt that the report had been misleading, that there would be an impact on children at all schools in the area with no mitigation, and Clayesmore School had no prior knowledge of the potential impact. As such it was suggested that the decision being sought was unlawful. The response to the question relating to EqlA is detailed within the annexure.
- That the A350 was short of the expected standard of an A road, and neither the A350 or C13 were suitable for the current level of HGV traffic.
- It was unfair to residents and businesses to have increasing traffic on these roads, which impacted on the whole of North Dorset.
- There was a desperate need for a sustainable long term solution, and that the options being considered were seeking only a temporary solution.
- The huge impact on Fontmell Magna, where public support had been expressed for Option 1.
- Safety fears for pedestrians in respect of crossings and for villages with no pavements.
- Concerns at Melbury Abbas regarding jammed traffic, including cars, HGVs and emergency services bringing risk to life for those in need. The physical reality was that the C13 was too narrow.
- Concern about roadside bank erosion at Melbury Abbas which brought risk of landslide, and damage to buildings, including the church.
- Support by Road Haulage Association and Wyvern Cargo for Option 1, and reference to additional suggested mitigations in the annexure.
- That the A350 and C13 hindered growth, prospects and client base for HGV companies and hauliers.
- Telemetry showed that the running costs and CO² emissions for vehicles were lower using the C13 compared to the A350.
- Concerns expressed regarding the impact on Stourpaine pinch points (seven in total) where HGVs could not pass other vehicles. There was lots of experience over many years similar to those expressed in Melbury Abbas.
- That the A357 would be closed for a period in 2018, and concern was expressed about where the traffic would go.
- There had been no formal public consultation with the villages and communities affected on the options presented.

- The risk analysis on the A350 had not been assessed effectively enough.
- A statement from Mr Farwell had not been received – this would be addressed after the meeting and dealt with through correspondence if necessary.

The following local members for the area shared the following views:

- Cllr Graham Carr-Jones, as local member for Stalbridge and the Beacon, was familiar with challenges to residents and road users on both roads, and acknowledged that the decision was about choosing the least worst option as major investment was needed for a bypass to enable the area to thrive. He understood the difficult decision needed, but indicated that it needed to be balanced and fair. Routing all HGV traffic on one road was not practical or fair. He supported the required mitigations on the C13, but indicated that this would not fix the problems and continued work with communities was required. He felt that the most practical and reasonable option in the medium term was Option 1, but work with Melbury Abbas was needed. In addition, he requested that as part of the mitigations, sufficient funds should be used to install at least two additional Speed Indication Devices (SIDs) on the A350 and C13.
- Cllr Deborah Croney, as the local member for Hambledon, focused on the valid and challenging risks and safety implications of all of the options, highlighting that neither road was suitable for freight. She felt that all factors needed to be considered. Specific questions were asked about how vehicles would travel through Melbury Abbas pinch points, to which it was confirmed that advanced signage an improved Variable Message System (VMS) would be put in place alongside other mitigations including a new layby. For Emergency Services, and particularly the concerns expressed by the South West Ambulance Trust, there would be a requirement for emergency vehicles to adhere to the VMS warnings which would prevent delays.

The Cabinet then considered all of the views expressed and the content of the Cabinet Member's report.

Recognition was given to the need for a sustainable long term solution to the HGV traffic issues facing the A350 and C13, and to continue lobby Government. Cllr Daryl Turner reported that a meeting had been arranged to visit Dorset and Wiltshire MPs in mid-January 2018 in Westminster to discuss the situation and attempt to move forward.

With regard to the EqIA, confirmation was sought about whether it was appropriate and compliant. The Monitoring Officer explained that consideration must be given to the protected characteristics of individuals as part of equality duty. In relation to this report the EqIA raised potential negative impacts on young school children in relation to options 5 and 6 regarding a physical pinch point in Iwerne Minster. There would also be a general impact on all people with any protected characteristics as road users. The full EqIA was not published with the agenda and reports, but was made available for the Cabinet on 4 December 2017 to consider with the report in order to make a decision. The Director for Environment and Economy also clarified that the impact on young children identified was specifically in Iwerne Minster, but there could be a similar risk to all school children crossing the roads and mitigation would be put in place on safety grounds at other points on the A350 or C13 if the appropriate criteria were met.

Further information was sought regarding the balance of mitigations for options 1 and 5. An outline of the concerns raised by blue light services was highlighted and how these had been responded to (in part) through the mitigations to Option 1, which included intelligent signage. This would not be the final liaison with blue light services as ongoing monitoring of speed, collision and flow information would continue as well as monitoring the chosen option.

Cllr Deborah Croney indicated that she supported Option 1, but given the concerns raised through the representations made at the meeting it was necessary to ensure all mitigations were in place to ensure safety, and that the VMS allowed for traffic to be as free flowing as possible. To make sure that all safety concerns of people living on the routes was taken into account she suggested that the following wording be included within the resolution:

'Regular liaison with Blue Light services to assess the impact of any issues on an initially high frequency and report back to lead Cabinet member and to the Cabinet through the Quarterly Asset Management Report.'

Following a request made earlier in the meeting for additional SIDs, it was confirmed that this would be considered as a helpful mitigation on both routes. The Director for Environment and Economy also confirmed that speed and collision data would continue to be published online.

Support was expressed for officers to make sure the quality of equipment was the best possible to ensure a continual service in order to make the best of the improvements and mitigations.

In addition, it was requested that the resolution make reference to the need for engagement to continue with the community groups on the resolution and work towards longer term solution. The addition of the wording was accepted.

Resolved

1. That Option 1 be taken forward by Dorset County Council based on the evidence presented in the Cabinet Member's report, and to ensure regular liaison with blue light services to assess the impact of any issues on an initially high frequency and report back to lead Cabinet member and to the Cabinet through the Quarterly Asset Management Report.
2. That engagement continues with the community groups on the resolution work towards longer term solution.

Reason for Decision

To confirm the preferred way forward to address the concerns of communities and road users and to provide certainty for residents on HGV routing on the A350 and C13 between Blandford Forum and Shaftesbury and to ensure a scheme can be delivered within the current financial year.

Panels and Boards

142 The Cabinet received the following minutes and recommendation:

Tricuro Executive Shareholder Group - 3 October 2017

142a **Noted**

Dorset Waste Partnership Joint Committee - 6 November 2017

142b **Resolved**

That the minutes of the meeting be received, and the budget recommendation be approved.

Recommendation 61 - Draft Revenue Estimates 2018-19

That the draft revenue estimates for 2018/19 be presented to partner councils for consultation and that the results are presented to the next Joint Committee on 15 January 2018.

Reason for Recommendation

The Inter-Authority Agreement required the Joint Committee to recommend a draft estimate for the following year to partner councils. This is to enable partners to give

their views on the draft estimates and to reflect them in their own budgets.

Dorset Health and Wellbeing Board - 8 November 2017

142c Very positive progress had been made in the informal sessions associated with the formal meeting which started to look at the rollout for early help and prevention. The record of the informal sessions would be developed and reported to Cabinet in a better way in the future.

Noted

Medium Term Financial Plan (MTFP) update

143 The Cabinet considered a report by the Cabinet Member for Community and Resources on the development of the Council's Medium Term Financial Plan from 2018-19 to 2020-21, the national and local issues impacting on the County Council's finances, and work to finalise the budget strategy including investment in Children's Services, and remaining budget gaps for 2018-19.

The budget position for the Council showed a projected overspend of £4.1m which continued to see challenges and pressure on budgets in Children's Services and Adult Social Care. There had been a steady decrease of the overspend throughout the year, but there was still a significant effort required to fulfil mitigation steps across the organisation to balance the budget by the year end. Investment in Children's Services for the recruitment of social workers was proposed based on social and economic impacts to enable future savings, and the investment would be offset by savings elsewhere in the directorate. The conditional investment was welcomed by members, in addition to the longer term savings as a result of the investment supported by a detailed business plan which would see a reduction in the number of looked after children from 64 per 10k of population, to 40 per 10k. Each looked after child costed a minimum of 30k per child, and was often much greater.

For Adult Social Care, progress was provided on the current level of discharges from hospitals (five main hospitals and nine community hospitals) which were doing much better, although there continued to be challenges with mental health related discharges, especially regarding appropriate accommodation. There was ongoing discussion with the Clinical Commissioning Group about discharges, but this was a national issue affecting councils across the whole Country.

The Chief Financial Officer highlighted the areas of work which still needed to progress, including the Government's provisional settlement expected around 13 December 2017, outstanding district and borough tax base funding, and analysis of the proposed pay award which was higher than anticipated and would add a further £1.2-1.5m to the budget gap.

Resolved

1. That the Directors' latest estimates of outturn for the current year, including the savings from the Forward Together programme and the proposals for managing the residual overspend in the current year be noted.
2. That the update from the Chancellor's budget statement from 22 November 2017 be noted.
3. That the latest projections for the current MTFP, including the level and adequacy of balances on the general fund be noted.
4. That the causes of the remaining budget gaps at this stage be acknowledged, and the work still being done to support it.
5. That the risks inherent in the assumptions being made in each Directorate underpinning a balanced budget position, be acknowledged, including the schedule of Forward Together savings set out in Appendix 2 of the Cabinet Member's report.
6. That the invest to save bid of £1m put forward by Children's Services, to enable the immediate recruitment of additional social workers to support the delivery of the

Directorates savings programmes, to be funded from the Councils transformation fund, be approved.

Reason for Decisions

To enable work to continue on refining and managing the County Council's budget plan for 2018-19 and the remaining MTFP period.

Quarterly Asset Management Report

144 (Note: Cllr Peter Wharf declared a general interest as the Chairman of the Planning Committee at Purbeck District Council in respect of the proposed bridge at Wareham Station. As this was not a disclosable pecuniary interest Cllr Wharf remained in the meeting, but did not take part in the debate on this particular matter.)

The Cabinet considered a report by the Cabinet Member for Community and Resources on the key issues relating to the various asset classes of the Council including Property, Highways, ICT, Fleet and Waste.

Support was given to the proposal to gift the freehold of the Lyimat Youth Club site in Lytchett Matravers Parish Council by Cllr Peter Wharf as the local member. The forward-thinking approach of the Parish Council was welcomed. Other buildings in the area would also be considered in due course.

The recommendation in the report on works at the South Annexe at Colliton Park was withdrawn due to the context of Local Government Reorganisation and until there was an overall property strategy. The construction project was indirectly linked to work in relation to the Dorchester Learning Centre, and this item may come back for consideration depending on the business case.

The development of the Modernising Schools Programme Board terms of reference were discussed. The changes would broaden the focus of the Board from capital funding to also include sufficiency, alternative provision, special educational needs, and other areas of school provision across the whole of Dorset.

Efforts to locate a Drug and Alcohol Unit in Weymouth were summarised, with consideration being given by Weymouth and Portland Borough Council to find a suitable site. However, the funding for the project was time limited and could be at risk if a site was not found soon enough.

Resolved

1. That the use of the County Council's general powers of competence to gift the freehold of the Lyimat Youth Club site in Lytchett Matravers, which is subject to a lease until 2056, to the Lytchett Matravers Parish Council, to the Parish Council and on further terms to be agreed by the Chief Financial Officer (Para 3.1.3 of the Cabinet Member's report) be approved.
2. That an increase of £300,000 to be made available for investment at Dorset Innovation Park as a loan for up to a ten-year period through Forward Funding from the County Council by way of prudential borrowing (Para 3.2.5 of the report) be approved.
3. That the disposal of West End House, Cattistock, on terms to be agreed by the Chief Financial Officer (Para 3.4.1 of the report) be approved.
4. That amendment of the Modernising Schools Board's title to "School Organisation, Capital Programme and Admissions Board", with amended governance and Terms of Reference as attached at Appendix 4 of the report (Para 3.5.4 of the report) be approved.
5. That the overall revised estimates and cash flows for projects as summarised and detailed in Appendix 1 (Para 8.2 of the report) be approved.
6. That the decision made using delegated powers to withdraw the planning application on 22 Abbotsbury Road, Weymouth pending further consideration of all options (Para 3.7.2 of the report) be endorsed.

7. That the use of delegated authority to the Interim Director for Children's Services, after consultation with the Cabinet Member for Children's Services and the Modernising Schools Programme Board, to approve four specific items relating to the Schools Basic Need Programme budget and the Capital Project Delivery Protocol (Para 3.6.3 of the report) be noted.
8. That the emerging issues for each asset class be noted.

Reason for Decisions

A well-managed Council would make best use of its assets in terms of optimising service benefit, minimising environmental impact and maximising financial return.

Highway Infrastructure Assets - 2018/19 Investment Strategy

- 145 The Cabinet considered a report by the Cabinet Member for Natural and Built Environment on the Highway Asset Management Plan and the strategic approach to managing the highway network across the County, including revised guidance from the Department for Transport (DfT).

The work of the Road Safety Team was also endorsed, recognising that road safety, education and training needed to be increased and encouraged with the public.

Resolved

That the change in strategic approach and subsequent investment in tackling high risk skid sites, to conform to revised Department for Transport guidance in relation to skid resistance, be approved.

Reason for Decision

To support key corporate aims linked to 'Safe', 'Healthy' and 'Prosperous', and to demonstrate adherence to national highway maintenance strategies.

Dorset Highways Revised Skid Policy

- 146 The Cabinet considered a report by the Cabinet Member for Natural and Built Environment on the County Council's policy to managing skid resistance on the highway network, which reflected changes in Department for Transport guidance.

Resolved

That the revised Skid Policy and approach to the management of skid resistance on the highway be approved.

Reason for Decision

To support key corporate outcomes and objectives linked to 'Safe' and 'Prosperous', and to demonstrate compliance with national guidance in relation to the management of skid resistance on the network.

Purbeck Health, Housing and Social Care Master Plan Memorandum of Understanding

- 147 The Cabinet considered a report by the Cabinet Member for Health and Care to jointly develop plans to re-provision and enhance Health, Social Care and Housing services in Wareham with Purbeck District Council, Dorset Healthcare NHS Foundation Trust, and NHS Dorset Clinical Commissioning Group.

The Memorandum of Understanding would provide a joint approach by all partners to take a holistic approach to service provision and the property required to deliver the services. The new approach was supported as a good news story for all partners and importantly would give the opportunity in Wareham to provide key worker accommodation and the possibility to create something exceptional given the land available. A framework of potential providers and constructors would be developed and submitted for Cabinet consideration in February 2018.

Cllrs Bill Pipe and Peter Wharf supported the proposal as local members.

Resolved

That the Memorandum of Understanding, to work with partners to develop a joint Health, Social Care, and Housing solution for Wareham be signed.

Reason for Decision

Signing up to the agreement would allow Dorset County Council to participate in further discussions and undertake more detailed analysis and planning.

DCC's response to South Western Railway's consultation on proposed changes from December 2018

148 The Cabinet considered a report by the Cabinet Member for Natural and Built Environment on a consultation by South Western Railways (SWR) on proposed timetable changes from December 2018, with focus on timetable 158 for the Weymouth – Waterloo Service and timetable 160 for the West of England line covering Sherborne and Gillingham.

Cllr Nick Ireland explained the feel and perception of local residents and parish councils in relation to the impact of service reduction by 50% at Moreton and Upwey stations, that the speed element of the routes was not a local priority, and he felt that the local views should be acknowledged as part of the County Council's response.

Purbeck District Council and West Dorset District Council were in the process of considering significant residential housing provision in the Crossways area. Local public transport provision was one of the key considerations to bear in mind to enable people to commute to work and access services. Given the direction of travel towards Local Government Reorganisation, it was felt that recognition should be given to any concerns of the district councils when responding as a County Council. It was agreed that officers would liaise further with local councils outside of the meeting to reflect the Dorset wide impact of the consultation and changes by the deadline of 22 December 2017.

Cllr Jill Haynes, as the local member for Maiden Newton, supported the Summer Saturday service retention.

Resolved

1. That the proposal of speeding up of services from Weymouth with improved service intervals between Weymouth and Bournemouth and the change in connectivity for smaller stations be welcomed.
2. That the proposal of seasonal Summer Saturday service between Waterloo and Weymouth via Gillingham, Yeovil and Maiden Newton be welcomed.
3. That delegated authority be granted to the Service Director – Economy, to engage with local councils to reflect to reflect the wider concerns as part of the County Council's response by the deadline date.

Reasons for Decisions

1. The aspiration for faster journey times to London were included in the Local Transport Plan 3 (LTP3) adopted by the Local Highway Authorities and the Dorset LEP Strategic Economic Plan. It had also been a long-held aspiration to have a more even interval between train services. There would still be provision to commute to and from London and there was little difference in the frequency of local services between Weymouth, Dorchester, Poole, Bournemouth and Southampton Central meeting the needs of most of Dorset's rail passengers.
2. The County Council has in the past contributed to a trial summer Saturday service on the route and more services on the Weymouth-Bristol line are included in LTP3.

Recommendations from Committees

149 The Cabinet considered the following recommendations:

Proposed Speed Limit Reduction C12, Charminster

149a The Cabinet considered a recommendation by the Regulatory Committee on 19 October 2017. Cllr Haynes supported the recommendation as the local member, and welcomed the Parish Council's contribution to the funding of the project.

The consideration of speed limit changes by the Regulatory Committee was questioned as the proposal had only received one objection. However, it was clarified that this was a national requirement to consider proposals which have received any number of objections.

Resolved

That having considered the objection received, the proposed reduction of the speed limit from 50 mph to 40mph on the C12 between Charminster and Lower Burton be approved.

Reason for Decision

The proposal would regulate or reduce the speed of vehicles to a level which drivers could readily meet the general hazards which may be expected on this road. This would also fulfil the County Council's obligation to review speed limits in light of changes in DfT (Department for Transport) guidance "setting local speed limits".

Proposed Speed Limit Reduction A353 White Horse Hill, Osmington

149b The Cabinet considered a recommendation from the Regulatory Committee meeting held on 19 October 2017.

As a local member and Chairman of Osmington Parish Council, Cllr Nick Ireland reported on the speed issues on the A353, as one of the most dangerous roads in the South West, and thoroughly commended the recommendation to the Cabinet. Cllr Ferrari, as a local member for part of the road, supported the recommendation.

Resolved

That the proposed reduction of the speed limit from 60 mph to 40mph on the A353 at White Horse Hill, Osmington be approved.

Reason for Decision

The proposal would regulate or reduce the speed of vehicles to a level which drivers could readily meet the general hazards which may be expected on this road. This would also fulfil the County Council's obligation to review speed limits in light of changes in DfT (Department for Transport) guidance "setting local speed limits".

Questions from County Councillors

150 A question was received from Cllr Nick Ireland to the Cabinet Member for Natural and Built Environment in relation to the No. 5 Bus Service serving the Linden Lea electoral division, as local member. The question and answer are attached to these minutes as an annexure.

A supplementary question was asked about how individuals with no transport would be able to find solutions to transport after the removal of the No. 5 Service, to which contact with appropriate transport officers was advocated in order to find a solution. And secondly, a request was made for a subsidy by the County Council until there was an alternative community transport solution, but no subsidy was available.

Further consideration of the factors affecting community transport within the Linden Lea electoral area would be considered outside of the meeting by the Cabinet Member for Natural and Built Environment and the local member.

Exempt Business151 **Resolved**

That in accordance with Section 100 A (4) of the Local Government Act 1972 to exclude the public from the meeting in relation to the business specified in minutes 151-156 as it was likely that if members of the public were present, there would be disclosure to them of exempt information as defined in paragraphs 3 and 4 of Part 1 of Schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

Residential Care - Children's Services

152 The Cabinet considered an exempt report by the Cabinet Member for Safeguarding on the options for the future of Maumbury House Residential Children's Home in Dorchester, including a proposal to commence consultation on the future of the home.

A statement from Cllr Richard Biggs was received and acknowledged at the meeting. Cllr Kayes echoed the concerns of Cllr Biggs and sought clarification about future use of the home and local provision of residential care across Dorset. It was clarified that the points being raised would be considered following the consultation and a decision would be made by the Cabinet in due course.

Cllr Deborah Croney highlighted development of Special Educational Needs provision, foster care and residential placements which would also contribute to the consideration of the future of residential care at Maumbury House.

Resolved

That a period of consultation lasting 45 days to consider the council's need for residential childcare provision in the current form provided at Maumbury House be approved.

Reasons for Decision

1. For the outline reasons detailed within the Cabinet Member's report; and,
2. A period of consultation would allow for a clear recommendation to be made to the Cabinet regarding the future use of Maumbury House Children's Home and consideration of alternative methods of care delivery within Dorset.

Bridport Social Care Development

153 The Cabinet considered an exempt report by the Cabinet Member for Health and Care regarding the development of new social care facilities in Bridport.

A summary of the social care provision was provided, which highlighted two sites in Bridport that would be required in the future. The proposal for one site at Veares Farm had been approved by the West Dorset District Council Planning Committee, and the second site was to be reviewed and reported back to the Cabinet in due course.

The third recommendation in the report was withdrawn from the report following developments since publication of the agenda in respect of a Day Opportunities Hub.

Cllr Ros Kayes, as the local member, welcomed the recommendations as the project had been ongoing for some time, and supported Option 1 for the use of the site as detailed in the Cabinet Member's report. In relation to recommendation 2, she asked if additional wording could be included in the resolution to read 'and where appropriate with locally affected members'. The Cabinet agreed to amend the recommendation.

Resolved

1. That the undertaking of detailed planning and outcome-based specification of a Care Village development in one of two possible configurations be approved.
2. That delegated authority be granted to the Transformation Programme Lead for the Adult and Community Forward Together Programme and Chief Financial Officer, after consultation with the Cabinet Member for Health and Care and the Cabinet Member for Community and Resources, and where appropriate with locally affected members, to make decisions regarding the detailed plan for Bridport development.

Reasons for Decisions

1. The two options presented provided the greatest scope for development of a range of solutions to meet current and future need within a reasonable timescale – these sites offered the greatest flexibility and could be developed relatively quickly.
2. Delegated authority would allow the Council to move quickly with the detailed specification and then procurement to secure a development partner in 2018.

Dorset County Council Block Purchase Agreement with East Borough Housing Trust (EBHT) and membership of the local government pensions scheme

- 154 The Cabinet considered an exempt report by the Cabinet Member for Health and Care regarding the Local Government Pension Scheme arrangements in relation to East Boro Housing. A detailed overview of the possible positive and negative financial impacts, and risk to the Council in relation to the proposal was provided.

Resolved

That the arrangements pertaining to the cessation of the provider as a member of the Dorset LGPS, and that Dorset County Council act as guarantor for future scheme liabilities, be approved.

Reason for Decision

This would afford both clarity and sustainability of these services for the term of the contract.

Approve the participation of Dorset County Council in a Cross-regional framework tender by the 19 Local Authorities in Southern England for Residential Placements for Looked After Children

- 155 The Cabinet considered an exempt report by the Cabinet Member for Safeguarding in relation to contractual arrangements for access to a cross-regional framework providing additional high quality residential placements for looked after children which would help to prevent spot purchasing.

Resolved

That the participation of Dorset County Council in a cross-regional framework tender be approved.

Reason for Decision

To comply with the Contract Procedure Rules and EU Procurement Regulations.

Approval for Participation in a Sub-Regional Framework Tender for Supported Housing Placements for Care Leavers and Other Vulnerable Young People

- 156 The Cabinet considered an exempt report by the Cabinet Member for Safeguarding in relation to the contractual arrangements to access a county-wide framework for additional high quality Supported Housing for Care Leavers and other Vulnerable Young People.

Resolved

That Dorset County Council's participation in a Sub-Regional Framework Tender for Supported Housing Placements for Care Leavers and Other Vulnerable Young People be approved.

Reason for Decision

To comply with the Contract Procedure Rules and EU Procurement Regulations.

Meeting Duration: 10.00 am - 12.40 pm

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Public Questions and Statements for the Cabinet Meeting on 6 December 2017

Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

Question

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15. Cllr Colin McHenry, Chairman of Compton Abbas Parish Council

Question

1. Question from Trevor Clements, or a representative Counsel on Compton Abbas Parish Council's behalf, to the Cabinet Member for Natural and Built Environment in relation to the Equalities Impact Assessment in respect of Agenda Item 8

Question

In relation to the report on the 'Options for Heavy Goods Vehicles (HGV) routing between Blandford Forum and Shaftesbury on the A350 & C13 and decide on the option to be taken forward by Dorset Highways' I would like to question the legislative compliance of the Equalities Impact Assessment within the report which states:

'An Equalities Impact Assessment screening exercise was carried out. At this stage the recommendation is not considered to have any negative impact on groups with protected characteristics.'

Answer

The Equality Act 2010 requires that organisations including Local Authorities must, in the exercise of their functions as service providers and employers, be proactive and give due consideration to the General Duties to; eliminate unlawful discrimination, harassment and victimisation; advance opportunity and foster good relations, between people who share a protected characteristic and people who do not. Dorset County Council fulfils part of these duties by conducting Equality Impact Assessments (EqIA) prior to implementing external or internal policy or service changes, with a view to ascertaining its potential impact on equality.

The EQIA process ensures that we pay due regard to the impact of change on each of the protected characteristics and aim to mitigate any negative impacts. Dorset County Council have established a process for making this assessment which ensures that it is based on sound evidence. Once prepared, a draft EqIA is independently assessed by a panel comprising the Diversity Working Group to ensure that it is compliant with the requirements of the Act.

In this particular case a draft EqIA was prepared. However this remains a live document and before it had gone through the independent Panel the author made amendments following ongoing work on the scheme and consultations identifying that for two of the options proposed, there could potentially be an impact on younger people in one of the communities. The EqIA was therefore revised to identify this impact and the mitigation that would be possible. This current EqIA still remains a live document in draft form and will be independently assessed at the next meeting of the Diversity Working Group scheduled to take place on 14 December.

Statements

2. Statement from Robin East, A350 Community Group, to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

We speak for 7 villages on the A350 between Shaftesbury and Blandford and unanimously call for Option 1 in the DCC Cabinet paper. We have serious concerns on the implications of either option 5 or 6 for the existing A350.

The reality is that neither the A350 nor the C13 are suitable or safe for the existing levels of traffic or the type of vehicles that travel along them.

DCC already recognises that the A350 has the worst accident record of all A roads in Dorset, it is therefore a real concern that a wrong decision by the Cabinet, would inevitably add to the already unacceptable level of risk on this road.

We are also concerned that neither the existing nor the future risks have been adequately assessed by DCC Highways.

The A350 CG operates with the following mandate from the Parishes of Compton Abbas: Fontmell Magna: Sutton Waldron: Iwerne Minster: Shroton: Stourpaine & Durweston;
“To speak for the residents and businesses on or near the A350 and C13 between Shaftesbury and Blandford Forum in lobbying for improvements to the transport links, road infrastructure and safety in the north/south transport corridors of North Dorset, and report back to Parish Councils as appropriate.”

3. Statement from Roger Thomas on behalf of Fontmell Magna Parish Council,
to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 -
Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

The options aroused great passion in Fontmell and triggered such a debate that the Fontmell PC called a special meeting to obtain the views of residents. About 50 people turned up and all but three voted in favour of Option 1.

One fear was that if we agreed any of these options the temptation would be to say “problem solved” and everything else would be shelved. But the biggest fear was that a seemingly innocent sign on the C13 would bring all HGVs on to the A350. This was greeted with anger and outrage at our PC meeting. The reaction could not have been stronger - Option 1 is the only one acceptable.

4. Statement from William Kenealy, Chairman, Melbury Abbas & Cann Group Parish Council, to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

VILLAGE OF THE JAMMED

THE ONE WAY SYSTEM DOES NOT WORK

CURRENT SITUATION

- One way system signs installed in April 2016
- Large lorries travelling south were directed through Melbury Abbas
 - Jams increased to over 50+ a week along with more damage to the village and road banks
 - The 4.8 meter wide road is not suitable for large vehicles
- Our Parish Council requested a weight restriction from Dorset County Council in November 2012. It was formally accepted but never acted upon.

AN HGV AND A CAR CAN'T PASS



HGVs AND 7.5 TONNES CAN'T EITHER



LIVES ARE AT RISK



PROPERTY DAMAGED



EVERYONE IS AFFECTED – EVEN DCC!



STATISTICS

- Jams recorded since September 2016: **1,263**
- Average duration: **24 minutes**
- Lost time for motorists: **505 hours**

CONCLUSIONS

- Melbury Abbas & Cann Group Parish council is against the one-way system in any shape or form
- It has been proven over the trial period that it simply does not work
- No degree of expensive traffic management can make it work, or change the physical reality of a road that is too narrow for a lorry and car to pass one another
- It is imperative that DCC take decisive measures immediately to divert vehicles above 7.5 tonnes away from the C13 through Melbury Abbas

5. Statement from John Porter, Melbury Abbas St Thomas' Church, to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

I am a resident of Melbury Abbas and a member of the Parochial Church Council – former churchwarden.

The church owns most of the wooded bank between School Lane and West Lane. This roadside has been significantly eroded by HGVs. A rock fall necessitated the erection of a safety barrier. Bank failure beneath the church could have catastrophic results.

The church owns a graveyard opposite School Lane. “Cut in” by the rear axles of articulated vehicles negotiating the corner has heavily eroded the boundary bank. Failure of the bank would spill human remains onto the road.

I urge adoption of Option 6.

6. Statement from Peter Mole, resident of Fontmell Magna, to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

I am asking you not to make any changes to the broad arrangements until a solution is implemented to the existing urgent and extremely dangerous situation for pedestrians in Fontmell Magna.

You both know that pedestrians have to walk on the A350 though the South Street bends at a point where vehicles come round corners with negligible visibility and at high speed such that it is impossible to make safe judgements about negotiating pedestrians in the road and where a vertical wall on one side and a near vertical nettle clad bank on the other preclude safe refuge for the pedestrian. Other parts of the village require pedestrians to use the carriageway in dangerous circumstances.

The danger here is getting worse as modern wider vehicles seem able to tightly negotiate the bends at faster speeds. A few weeks ago I was struck a glancing blow by a van at the point where visibility was at it's maximum and with no oncoming vehicle to inhibit the driver taking avoiding action. You would not entertain vehicles of all types being allowed to drive at 30mph round blind corners on the pavements in Dorset towns yet this is effectively what you permit to continuously take place here. While I do not wish myself or anyone else to be killed or seriously injured while walking to the post box I live in fear of being called to attend to someone who has been struck by a vehicle and is in need of urgent medical assistance.

I think you know that plans earlier this year to improve the A350 were not adequately advertised in Fontmell and most people did not know about the exhibitions or Dorsetfor you initiative. When follow on results did not seem to reflect the views I hear expressed by residents here I undertook a local survey, using similar questions to try and gain an objective representative view.

I have previously sent you the results of this survey which was completed by users of the road who are well educated and sensible members of the community who deserve to be listened to.

They know, and you know, that the day to day risk to pedestrians in South Street has reached a level which is unacceptable and needs urgent attention. Although it is incidental I am not sure that this underling severe situation has been properly reflected and scored in the risk assessment in the cabinet paper you are about to consider.

A proper evaluation of the risks should take place and appropriate mitigation measures should be evaluated and discussed with the intention of introducing arrangements which reduce risks to as low as reasonably practicable.

When I reflect on issues such as Hillsborough and Grenfell Tower I feel I must speak out when I know how dangerous the situation is today regardless of the HGV issues.

My survey demonstrates overwhelming support for safe pedestrian access, adequate advice to motorists and safe traffic speeds. None of these currently exist as you know.

Please deal with this matter before making any wider decisions about the A350 and C13.

The risks are real, extreme and unnecessary today and I would also ask that you introduce a temporary speed limit in the area of South Street while the matter is being properly addressed.

7. Statement from Simon Higgins, Area Manager, Road Haulage Association Ltd, to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

(Mr Trevor Green will present the statement of the Road Haulage Association)

Dorset Highway Officers attended the Road Haulage Association Dorset Sub-Regional meeting on the 7th September 2017 to discuss the issue of HGV's using the voluntary one-way system namely the A350/C13 corridor as an alternative to using the A350 for north and south bound HGV traffic which that road has struggled to cope with.

The officers informed the meeting that £2.4 million pounds of funding had been provided in March to be invested over the year to provide consistency, structural maintenance and surfacing.

At that meeting, the one-way system was unanimously supported by the RHA members i.e. the advisory option 1 as the only viable option although members felt that this option should remain voluntary.

There was also support for a requirement towards mitigating measures through working collaboratively with and for both the benefit of the haulage industry and village residents along the A350/C13 route and these mitigating measures should include:

- Improved signage both ends
- Removing or redesigning high kerbs in MA and widening certain areas in MA and on the A350
- Upgrading light system in MA (Traffic lights were mentioned)
- Tree canopy height and overhanging branches need attention on both the A350 and the C13, particularly MA
- One-way southbound to end at Gore Clump leaving option to use the C13 Northbound, turning right into the airport road and onto the A30 at Ludwell
- Grip surface to Spreadeagle Hill'
- Regular reviews

8. Statement from Trevor Green to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

Wyvern Cargo Ltd are arguably the largest transport logistics company in Dorset with over 100 employees in Poole and another 30 at our depot in Wellingborough.

The North/South route into and out of the county (particularly between Blandford and Shaftesbury) has for many years, by design, hindered our growth prospects and client base in North Dorset. Nevertheless, a client base exists and needs servicing. The A350 in particular costs us more in damage, fuel and time than any other road in Dorset. These economic points, together with environmental factors in this area, play heavily on our minds. To deviate from a route even slightly can make the difference between profit and loss on a job and, by proportion, increase CO2 emissions.

The above points are the reason why we fully support Option 1 with the mitigations as mentioned by the Road Haulage Association in their recent position email to yourself.

To clarify the economic and environmental issues we, in a joint exercise with officers of DCC, took telemetry readings from one of our vehicles on the route specified in Option 1. The vehicle used was a Scania G450 LA with a Euro 6 engine and the trailer was a 45' Curtain Sider. The combination has road-friendly suspension and is plated at 44 tonnes. On this occasion the trailer was empty. The distances taken were Northbound: Blandford Sunrise roundabout to Shaftesbury at The Royal Chase roundabout and Southbound: Shaftesbury A30 turning onto B3081 to Blandford's Sunrise roundabout.

The exercise took place on the 10th March 2017 and the results are as follows:

A350 Northbound leg	B3081 / C13 Southbound
Duration 24 minutes	16 minutes
Distance 11.02 miles / 17.74 kms	8.25 miles / 13.28 kms
Fuel used 1.32 gallons / 6 litres	0.88 gallons / 4 litres
MPG / L/100kms 8.35 / 33.83	9.38 / 30.12
CO2 15.9 K5	10.6 Kg
Running costs £34.28 net	£22.85 net
Harsh acceleration/deceleration events 15	8

It is clear these figures are significant, with some differences around 50% more when using the A350. These go in no small way towards why we support Option 1.

9. Statement from Peter and Caroline Jones to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

We are strongly in favour of keeping the current voluntary routing of HGVs northbound via the A350 and southbound on the C13. Although it is imperfect in many ways and not a long term solution, it has gone some way to balancing the traffic load between the two roads. We have concerns about the alternative options, in particular the C13 HGV advisory unsuitable or HGV ban as follows:

1. We live on the pinch point coming into Stourpaine from Blandford where there is no pavement for pedestrians, where two HGVs cannot pass. Since the current arrangement started traffic has flowed better than before. If the A350 has to accommodate all HGVs this and the many other pinch points on the A350 will create a whole set of stoppages with the risks entailed.
2. The report talks of 'a (potential) increase in HGVs/collisions' but omits to point out the actual chaos that this entails.
3. Although the report is mainly looking at road use please don't forget the number of villages and inhabitants along the A350 and the effect of increased traffic and noise.
4. The report highlights some of the costs in upgrading both roads. Increased HGVs will increase the edge erosion which is already evident along many stretches, in particular from Durweston traffic lights into Stourpaine.

Please would you take these concerns into account when decisions are made.

10. Statement from Mike Warren to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

My interest in this subject is as a member of the blighted portion of the population of this beautiful county of ours which lives within earshot of the A350 and has to use the A350 (the only access from my house in Stourpaine onto the national road network).

It is my impression that most stakeholders in this debate recognise that neither the A350 nor the C13 are suitable for use as a through route for HGV traffic for a number of reasons. These include specific narrow points on the two routes, the proximity of village environments and communities, steep hills and bends. I recognise that Dinah's Hollow and the village of Melbury Abbas provide ample ammunition for the argument to reduce/curb HGV traffic on the C13 but it does seem to me that insufficient account is taken in the paper of the rather more numerous narrows and villages on the A350.

Fontmell Magna is but one A350 village and rightly should have its proposed footpath. Other narrows that rarely get a mention are the "Stepleton" bends and the slope leading up towards Stourpaine from Durweston bridge traffic lights. Both these narrows are often blocked whilst HGVs travelling in opposite directions attempt to pass - a similar situation to that described when the ambulance was trapped on the C13. Verges in both these places also suffer. Forcing 2-way HGV traffic onto the A350 by restricting vehicle weight through Melbury Abbas just exacerbates the situation.

In conclusion, I realise that we, the blighted population of the A350, have to grit our teeth and be prepared to carry on whilst a better strategic plan is worked out for a north-south HGV route, but I do hope that DCC cabinet is fully cognisant of the impact on the A350 villages of HGV traffic, particularly 2-way traffic.

11. Statement from Derek Gardiner to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

I have just been made aware of the contents of the consultation paper regarding the movement of traffic on the A350 and C13 which is to be discussed at the DCC Cabinet meeting this coming Wednesday. The paper contains a large amount of data and commentary and given the small amount of time available to comment, I am only in the position to voice my opinions without being able to study the paper in more detail.

What struck me as a resident of Stourpaine and the person who chaired the update to the Stourpaine Parish Plan 2013 which contained a number of recommendations about improving road safety on the A350 through Stourpaine, is that Option 1 offers the lowest risk score (taking into account road safety as well as a number of other factors) and Option 6 achieves the highest risk score. Examination of the HGV road traffic collision data (point 3.4) shows that the worst faring route regarding collisions involving injury was along the A350 and the lowest was on the C13. Selecting Option 6 would therefore contribute to an inevitable increase in collisions on the A350. Also, given that the A357 will be closed for repairs to the bridge at Durweston early next year, the volume of HGVs passing along the A350 will be even higher during that period and especially if a ban on HGVs is introduced on the C13.

In subsection 2.9 it states that an area wide study is needed to understand drivers' route patterns. Surely this study should be undertaken before any final decision is reached regarding which of the six options is agreed?

The consultation paper mentioned in Section 5 was as I recall more about discussing what improvements would be made to the A350 and C13 and did not open up the subject of how HGV traffic flow should be managed along these two roads. The consultation results do little to show that this subject was part of the consultation.

I am concerned that a decision may be taken on Wednesday 6th December 2017 which will impact heavily on road safety issues for all users of the A350 and all six villages along this road without proper consultation with residents who would be affected by the outcome of the decision. It is stated that the situation would be reviewed within six months but as is often the case, once something has been decided upon it requires a lot of effort to move away from that decision, especially if money has been spent to follow that decision through.

I strongly recommend that a decision as to which option is selected is deferred until residents living in the villages along the A350 and C13 are properly consulted about these options i.e Option 1 should be agreed upon now and the status quo kept for the time being. We are the ones that will have to put up with any adverse impacts and the inevitable impact on road safety.

12. Statement from Dave Crowhurst to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

Melbury Abbas, Ancient village, listed property, AONB, Our Home. Is being eroded by HGV's.

Large HGV's cannot navigate any corner without crossing into opposing traffic, relying on any oncoming traffic to take avoiding action.. it's dangerous and intimidating. daily jams, non injury accidents are frequent but not data recorded.

I am categorically against a reversal of route, this would place my home and family in extreme danger at the foot of spread eagle hill. Option 6 is the optimal solution here, No distinction has been made between A and C classification Roads. End the Madness, consider Boundary Rd.'

13. Statement from Joanna Gardiner to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

The problem of pinch points / road narrowing applies equally to the A350 and the C13, but it must be recognised that the A350 suffers from a far higher number of pinch points than the C13. As leader of the Stourpaine Community Speedwatch team I witness on a regular basis (as do the other members of my team) the impact of the pinch point at the top of the hill as traffic enters our village from the direction of Blandford. When two large vehicles approach the pin point from opposite directions, the vehicles can only pass with extreme difficulty and are often damaged or have their mirrors dislodged as a result – indeed a resident who lives beside the pinch point removes vehicle mirrors from the road on a regular basis.

The traffic flow data shown at 2.2 makes for interesting reading, but the figures for the two roads cannot be used for purposes of comparison. The figures quoted for the A350 were measured on two different dates at two sites, whereas the figures relating to the C13 were measured on the same day and at three sites.

If there is a real wish to improve road safety on the A350, it makes no sense to recommend Option 6, since this option achieves the lowest risk score of the options under consideration. If one examines the HGV collision data, it is clear that the highest rate of collisions involving injury was recorded for the A350 and the lowest for the C13. It therefore follows that selecting Option 6 would, in all likelihood, result in an increase in collisions on the A350 and a decrease in road safety. On top of that, I understand that the A357 is to be closed for repairs to Durweston bridge in the early part of 2018 so this will contribute to an even heavier volume of traffic on the A350, including HGVs, at a time when the proposed ban on HGVs would come into force on the C13.

In my opinion, any decision as to which of the six options be adopted, should be delayed until the residents living along the A350 and C13 have been consulted.

14. Statement from Melbury Abbas and Caan Group Parish Councillor Brian Hughes to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

I am aware of the input from our Chairman William Kenealy and merely wish to express concern that once again the basis of the two routes under discussion have not been fully explained. At previous meetings a very misleading description has been placed on the 'Higher Route'.

It has been said that the Lower Route (A350) passes through 7 villages and is a winding road. The 'Higher Route' referred to as the C13 was said to be a vastly better road only passing through 1 village.

Of the two routes to Shaftesbury the 'Higher Route' takes the overwhelming majority of the through traffic. It is the route which was estimated to be close to capacity (North and North East Transport Study, 2010, cost to Dorset tax payers £97,000). The A350 by comparison is under-utilised.

Travelling from Blandford to Shaftesbury on the Higher Route does not only include the C13 but also the B3081 and a busy section of dual carriageway forming part of the A30 to rejoin the A350 North.

Both roads are winding, twisty roads. However the A350 is the better of the two with a higher flow capacity taking into account HGVs, it is also the wider of the two routes.(North and North East Transport Study,2010)

Conflicts occur when the through traffic mixes with local domestic traffic which can be in the villages or other industrial and recreational areas. I have produced below a comparison of these areas on both routes.

A350.	C13/B3081/A30
Stourpaine.	Sunrise Business Park (Includes Ambulance Station)
Iwerne Minster.	Iwerne Minster(Tower Hill)
Fontmell Magna.	Compton Abbas Airfield
Compton Abbas.	National Trust Car Park(Spreadeagle Hill)
Cann.	Melbury Abbas
Sutton Waldron (Few houses).	Cann Common
	Shaftesbury (junction of B3081/A30)

There are more houses, and a Nursing Home, in the area of the B3081/A30 'T' junction than on the A350 at Compton Abbas. There are also more homes at the top of Tower Hill on the C13 than on the A350 at Sutton Waldron.

The 7th. Village on the A350 is Shroton the residents of which use the A350 to travel to Blandford and Shaftesbury. By comparison the village of Ashmore lies between the C13 and the B3081 and its residents utilise both of these roads to reach Blandford and Shaftesbury. Neither village has any actual presence on the routes.

The A350 is not a good road but by comparison it is the better route for HGVs. It is now important that efforts are made to secure funding to improve it. I wholeheartedly support the safety measures being carried out along the A350. The Government this year launched a fund to improve 'smaller 'A' class roads', the A350 fits this description.

After 80 plus years of failure to by-pass Melbury Abbas, a costly venture in these times of financial restraint, it is time to return to schemes which will improve what is the Primary Network Route-the A350. The old by-pass Route is now obstructed by a £1 million travellers site and although it was said at the time it could be moved if money was available for the

road this would be a waste of valuable funds. Also there is now a solar farm on the Eastern by-pass route for Shaftesbury.

The dream of upgrading the C13 and by-passing Melbury Abbas then Shaftesbury is an unachievable aspiration that will not happen in another 80 plus years. It is time to be realistic and seek Government support to upgrade the A350 in a way that will protect the villages.

I would urge the cabinet to approve option 6 as per the application of Melbury Abbas and Cann Parish Council in 2012.

15. Statement from Councillor Colin McHenry, Chairman of Compton Abbas Parish Council to the Cabinet Member for Natural and Built Environment in relation to Agenda Item 8 - Options for the Routing of HGVs on the A350 and C13 between Shaftesbury and Blandford

Risk Statement Concerning the Diversion of all HV traffic via the A350

Compton Abbas Parish Council do not believe that the risk analysis associated with a change in current HGV traffic flows on the A350 have been adequately assessed.

Specifically:

- Compton Abbas is reliant solely on the A350 for emergency services – when both roads are closed this is a particular concern for residents (such as 12th & 13th April this year when a crane caught on fire in Cann, and the C13 had an incident on Spreadeagle Hill..... or when a motorcyclist was killed on A350 north of the 3 village junctions and the road was closed by police at Royal Chase roundabout through to Fontmell Magna.
- Option 5&6 will put Additional HGV traffic on a road described by DCC Highways as having the highest accident rate on Dorset's rural A roads will slow the road for emergency vehicles response.
- the response rates of the emergency services to those reliant purely on the A350 such as Compton Abbas and the increased risk to life this represents to the residents. N.B within the report to the cabinet, the ambulance service states that it takes an additional 10 – 15 minutes using the A350. If the HGV's were all moved to the A350 this response time would go well beyond those 10-15 extra minutes.

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Stourpaine Parish Council Submission to

Dorset County Council Cabinet, 6th December, 2017.

Cabinet Members,

As with all other villages on the A350 we have been the silent majority. We have always understood the problem facing Melbury Abbas, sadly with no reciprocal understanding. The number of pinch points from Durweston Bridge to Shaftesbury has been the subject of debate, there are many, in the villages and in the areas between. In Stourpaine we have three coming up from Durweston Bridge, four or more on Steepleton Bends. Villagers pick up the detritus on a daily basis, from the near misses. Verges are being eroded and the road is having a facelift as I write.

Dorset County Council has publically stated, the A350 is not fit for purpose. Proposals 5 & 6 can only make a bad situation worse.

In the late 1960's Dorset County Council, through compulsory purchase, pulled down cottages in Stourpaine to widen the A350. As a village we had little say in the matter, this time we have said "no" to proposals 5&6. We hope on this occasion our voice will be listened to.

The A350 has the worst accident rate for a road of its type in Dorset, suggestions 5&6 can only increase this poor statistic.

The public voted for the two- way proposal.

Mitigation of a footpath and lights in Fontmell Magna would not work.

DCC's own comparison of option (8) risk score puts Option1 as best and option 6 as worst.

The economic and environmental cost of options 5&6 through delay and pollution would be on a greater scale than at present.

We are informed that both the FTA and RHA would be against options 5&6, they speak for the industry.

We would urgently ask you to take these and many other factors into consideration.

Stourpaine Parish Council

County Councillor Questions for the Cabinet on 6 December 2017

Question from Cllr Nick Ireland to the Cabinet Member for Natural and Built Environment in relation to the #5 Bus Service serving Linden Lea

Question

In light of the decision by First Bus Wessex to withdraw their #5 service from the end of January 2018, do the Cabinet agree that the loss of a route that serves a major proportion of the population of rural Linden Lea and provides them with their only daily public transport means of accessing the shops, services and facilities of both Dorchester and Weymouth needs to be urgently addressed and will they outline the steps are they taking to ensure the needs and requirements of the many without access to private transport will continue to be met in the absence of any meaningful community transport alternatives?

Answer

Cllr Ireland thank you for your question regarding Public Transport in relation to Service 5.

Members may or may not be aware that this service was previously subsidised. First Group Wessex registered this as a commercial service. The County Council worked very hard with First to try and make the Service 5 commercial. We helped by giving entitled scholars passes on the route, rather than a closed school contract, which we have been successful in other parts of the County. Unfortunately this has not been proven to be commercially viable. It is First's decision in the end.

The Service 5 is no longer part of the core transport subsidised network which has been agreed by the County Council. So would not have continued to receive subsidy after First's decision to deregister.

We are now working with an alternative provider so that the entitled children transported by the Service 5 now fall within our existing 'One School One Operator' (OSOO) contractor and then ask the commercial company to provide the necessary transport for school.

Members may not be aware but there are a number of Public Transport options for these communities:

- **Osmington** and **Warmwell** are served by Service X54.
- Dorset Community Transport provides a PlusBus service to and from Dorchester every Wednesday that starts at Bovington area approx. 9.30am via villages including Wool, Lulworth, Winfrith Newburgh, **Warmwell** and **West Stafford**. Return journey departs 1.15pm.

Tel: 01258 287980 (between 9.30am and 2.30pm Monday to Friday) or email dorset@ectcharity.co.uk. Once registered, trips can be booked up to 2 weeks in advance but no later than 2.30pm the previous working day.

Most PlusBus services charge a fixed return fare of £5. PlusBus are unable to accept the National Concessionary Bus Pass.

- The County Councils Dorchester Dial-a-Bus serves **Crossways** and **Broadmayne** but is currently only available for those whose GP has signed a form confirming they

are unable to use public transport. As there will be no access to public transport in these areas, we are now looking to widen this scheme to allow the community to access this service and whether it can be extended to cover **Whitcombe** on its route to Dorchester, if required.

The DAB service operates on Wednesdays and gives approx. 2 hours maximum in Dorchester. You need to register initially to use the service. Fares are up to £3 return, depending on journey plus a £1 initial registration fee.

A maximum of 10 seats are available on the existing vehicle but the Fleet Operations Manager in Dorset Transport will explore the possibility of using a 16 seater if demand is greater. However, a larger number of pick-ups would impact on the amount of time available for passengers to spend in Dorchester.

Dorset County Council has also produced a Community Transport Toolkit to help rural communities develop different transport solutions tailored to the needs of the residents, enabling access to many essential and leisure services. There is already a wide range of schemes in the county, from car-sharing to community minibuses.

This guide will help communities to decide which option best suits their needs and to understand how schemes can be implemented.

https://www.dorsetforyou.gov.uk/media/213263/Community-Transport-Toolkit/pdf/Community_Transport_Toolkit_for_Dorset_-_final.pdf

I hope you will see that we have alternatives already in place for these communities and Officer's within Dorset Travel are of course willing to further engage with all Members of the County Council if there are particular issues.