

Agenda

Dorset County Council



Meeting: Cabinet
Time: 10.00 am
Date: 6 March 2019
Venue: Committee Room 1 - County Hall, Colliton Park, Dorchester, Dorset, DT1 1XJ

Rebecca Knox (Chairman)
Jill Haynes
Peter Wharf

Steve Butler
Andrew Parry

Tony Ferrari
Daryl Turner

Notes:

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- We can provide this agenda and the reports as audio tape, CD, large print, Braille, or alternative languages on request.

- **Public Participation**

Guidance on public participation at County Council meetings is available on request or at <http://www.dorsetforyou.com/374629>.

Public Speaking

Members of the public can ask questions and make statements at the meeting. The closing date for us to receive questions is 10.00am on 1 March 2019, and statements by midday the day before the meeting.

Mike Harries
Chief Executive

Contact: Lee Gallagher
County Hall, Dorchester, DT1 1XJ
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Date of Publication:
Tuesday, 26 February
2019

1. **Apologies for Absence**

To receive any apologies for absence.

2. **Code of Conduct**

Councillors are required to comply with the requirements of the Localism Act 2011 regarding disclosable pecuniary interests.

- Check if there is an item of business on this agenda in which the member or other relevant person has a disclosable pecuniary interest.
- Check that the interest has been notified to the Monitoring Officer (in writing) and entered in the Register (if not this must be done on the form available from the clerk within 28 days).
- Disclose the interest at the meeting (in accordance with the County Council's Code of Conduct) and in the absence of a dispensation to speak and/or vote, withdraw from any consideration of the item.

The Register of Interests is available on Dorsetforyou.com and the list of disclosable pecuniary interests is set out on the reverse of the form.

3. **Minutes**

5 - 10

To confirm and sign the minutes of the meeting held on Wednesday 16 January 2019.

4. **Public Participation**

5. **Cabinet Forward Plan**

11 - 14

To receive the Cabinet Forward Plan.

6. **Special Educational Needs and Disabilities (SEND) Transport Policy Update**

15 - 18

To receive an update from the Cabinet Member for Economic Growth, Education, Learning and Skills.

7. **Adoption of the Management Plans for the Cranborne Chase & Dorset Areas of Outstanding Natural Beauty (AONBs)**

19 - 24

To consider a report from the Cabinet Member for Natural and Built Environment.

8. **Recommendations from Committees**

To consider the following recommendations:

a) **Regulatory Committee - 24 January 2019**

25 - 40

Recommendation 8 - Proposed Puffin Pedestrian Crossing - Bristol Road, Sherborne

b) **Regulatory Committee - 24 January 2019**

41 - 56

Recommendation 9 - Proposed Residents' Parking Scheme - Stourbank Road, Christchurch

- c) **Overview and Scrutiny Management Board – 29 January 2019** 57 - 70
Recommendation 4 – Outcome of Children’s Services Review

9. Panels and Boards

To receive the minutes of the following meetings:

- a) **Tricuro Executive Shareholder Group - 20 December 2018** 71 - 74
b) **Dorset Waste Partnership Joint Committee - 17 January 2019** 75 - 80
c) **Joint Public Health Board - 4 February 2019** 81 - 96
d) **Tricuro Executive Shareholder Group - 5 February 2019** 97 - 100
e) **Dorset Police and Crime Panel - 7 February 2019** 101 - 126

10. Questions from County Councillors

To answer any questions received in writing by the Chief Executive by not later than 10.00am on Friday 1 March 2019.

11. Exempt Business

To consider passing the following resolution:

To agree 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 below it is likely that if members of the public were present, there would be disclosure to them of exempt information as defined in the paragraphs detailed below 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.

12. **Bridport Gateway Care Campus Development - Recommendation to Award (Paragraph 3, 4)** 127 - 160

To consider an exempt report from the Cabinet Member for Health and Care.
NOT FOR PUBLICATION

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Cabinet

Minutes of a meeting held at County Hall, Colliton Park, Dorchester,
Dorset, DT1 1XJ on Wednesday, 16 January 2019.

Present:

Rebecca Knox	Leader of the Council
Jill Haynes	Deputy Leader and Cabinet Member for Health and Care
Steve Butler	Cabinet Member for Safeguarding
Andrew Parry	Cabinet Member for Economic Growth, 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:

Hilary Cox, Chairman of the County Council and County Councillor for Winterborne
Jon Andrews, County Councillor for Sherborne Town
Cherry Brooks, County Councillor for South Purbeck
Graham Carr-Jones, County Councillor for Stalbridge and the Beacon
Nick Ireland, County Councillor for Linden Lea

Officers Attending:

Mike Harries (Chief Executive), Andrew Bradley (Project Engineer (Democratic)), Nick Jarman (Corporate Director for Children's Services), Helen Coombes (Transformation Programme Lead for the Adult and Community Forward Together Programme), Grace Evans (Monitoring Officer), Jim McManus (Chief Accountant), Matthew Piles (Service Director of Environment, Infrastructure and Economy), Kirstie Snow (Senior Communications Officer) and Fiona King (Senior Democratic Services Officer).

- (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, 22 January 2019.**
- (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, 6 March 2019.**

Apologies for Absence

- 1 There were no apologies for absence.

For information, Cllr Parry arrived at the meeting a little late as he had to attend a previous meeting.

Code of Conduct

- 2 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

Minutes

- 3 The minutes of the meeting held on 5 December 2018 were confirmed and signed.

Public Participation

- 4 Public Speaking

There were no public questions received at the meeting in accordance with Standing

Order 21(1).

There were no public statements received at the meeting in accordance with Standing Order 21(2).

Petitions

There were no petitions received at the meeting in accordance with the County Council's Petition Scheme.

Cabinet Forward Plan

- 5 The Cabinet considered the draft Forward Plan, which identified key decisions to be taken by the Cabinet on or after the next meeting. Cllr Knox highlighted that it was appropriate that the Forward Plan was diminishing as the new Dorset Council was approaching. The next meeting of the Cabinet would be on Wednesday 6 March 2019 and there was a reserve date in the diary of Wednesday 27 March 2019 which would be used to ensure all business was completed and signed off prior to the start of the new Council.

Items for consideration included a proposal for Better Care Funding and an item on the Bridport Care Village.

Noted

Dorset Statement of Common Ground on Strategic Planning Matters

- 6 The Cabinet considered a report by the Cabinet Member for Natural and Built Environment which included a draft Statement of Common Ground (SoCG) which documented the cross-boundary matters being addressed in emerging local plans and also set out any progress in co-operating to address these. The draft SoCG had been prepared jointly by local authorities in Dorset and had also been presented to the pan Dorset Strategic Planning Forum. The Shadow Executive had also considered and approved this report at their meeting on 17 December 2018.

Cllr Haynes felt this report was a really good piece of work which showed authorities the way forward and was clear to read and understand.

Cllr Wharf, in his role as Vice-Chairman of the pan Dorset Strategic Planning Forum advised that the SoCG had now been agreed by all sovereign authorities, including Bournemouth, Poole and Christchurch.

Resolved

That the draft Statement on Common Ground be approved.

Reason for Decision

To comply with the requirements of the National Planning Policy Framework in demonstration that the duty to co-operate was being met.

Recommendations from Committees - Regulatory Committee - 061218

- 7 **Recommendation 65 – Proposed parking restrictions on the C8, West Road, West Lulworth**

Members received a statement from the Weld Estates supporting the Order and is attached as an Annexure to these minutes.

The Cabinet Member for Natural and Built Environment highlighted to members the minutes from the Regulatory Committee relating to this item when it was considered.

Resolved

That the Traffic Regulation Order for extending the current waiting restrictions

northwards and southwards on West Road (C8) at West Lulworth be approved and introduced as advertised.

Reason for Decision

To avoid danger to persons or other traffic using the road and preventing the likelihood of any such danger arising and for facilitating the passage on the road, of any class of traffic, including pedestrians.

Recommendation 66 – Proposed Puffin Pedestrian Crossing – Broad Street-Lyme Regis

Members were advised that a site meeting had been held on 18 December 2018 to explore potential ways of mitigating the loss of on-street car parking following the Regulatory Committee meeting on 6 December 2018 and an update for members was provided with their papers.

The Cabinet Member for Natural and Built Environment who was also the local member for Lyme Regis, made reference to a recent dialogue with Mr Robinson (one of the speakers) which had been very informative and helpful in the process. He had met with officers on site and felt there was now a pragmatic solution to the loss of parking. For reasons of safety and equality he felt he must support the crossing and highlighted the need to treat all issues as a single scheme. He asked that a third recommendation be considered that 'he work with Officers to look at the package of measures highlighted in the update report to mitigate the loss of parking spaces in Broad Street and to investigate funding for the whole scheme'. In respect of costs the works would cost around £80k and would come from the Local Transport Plan (LTP) Budget.

Members received statements from Mr & Mrs Haines, Cllr Reynolds, Ms Wiscombe, Mr Robinson, Mr Hyde, Cllr Miller and Cllr Doney which supported the installation of a Puffin Crossing and are attached as an Annexure to these minutes. Following a reference made regarding an extra-ordinary meeting of Lyme Regis Town Council, the Chairman advised that any action today would be in line with what the County Council and the new Dorset Council could achieve and any other comments would be for the Town Council to deal with.

In response to comments made about any potential equality issues, the Chief Executive made reference to the equalities impact assessment contained in the report considered by the Regulatory Committee which stated there would be neutral impact on any sector of the community on the grounds of gender, race or ethnicity, sexual orientation, sex, married or civil partnerships or other socially excluded groups and not in respect of disability. There was more than a slight positive impact for people with protected characteristics relating to age, disability, pregnancy and maternity. The Service Director for Environment, Infrastructure and Economy advised members he would be working with the Cabinet Member to find a solution and to take on board any potential equality issues. This was a good opportunity for the new council to work with Lyme Regis Town Council going forward.

Resolved

1. That the provision of a Puffin pedestrian crossing for Broad Street, Lyme Regis, as advertised, be approved.
2. That consideration to the provision of increased provision of limited waiting time so as to compensate for that lost by the installation of the puffin crossing be agreed.
3. That the Cabinet Member work with Officers to look at the package of measures highlighted in the update report to mitigate the loss of parking spaces in Broad Street and to investigate funding for the whole scheme.

Reason for Decisions

To facilitate pedestrian movements and benefit road safety in Broad Street and in contributing to the Corporate Aim and outcomes of encouraging people to lead active lives and in maintaining their independence.

Panels and Boards - Corporate Parenting Board - 11 December 2018

8 The minutes of the meeting held on 11 December 2018 were noted.

Following a question from the Cabinet Member for Health and Care regarding support for care leavers in respect of appropriate accommodation and support for Universal Credit, the Director for Children's Services advised that there was a variety of types of accommodation that were used. The type of accommodation used was dependent on the amount of support required by the care leaver. Those with significant problems needed to be placed in semi-independent placements which could be quite costly to the Authority. Accommodation was pre-commissioned and of a high standard. Personal Assistants to support those care leavers that needed them were employed by the County Council.

Cllr Haynes added that many care leavers found managing money difficult and in respect of Universal Credit this was a concern.

Noted**Tricuro - 20 December 2018**

8a The Cabinet Member for Health and Care advised members that Bournemouth and Poole wished to make amendments to these minutes and therefore would not be presented at this time.

Noted**Urgent Item - LGR Programme Budget**

9 The Cabinet considered a report by the Cabinet Member for Community and Resources that highlighted the need for approval of expenditure of up to a further £400k of programme expenditure to meet the revised anticipated costs in 2018-19. The Cabinet heard that based on the Programme Director's report to the Shadow Executive this would then be sufficient to cover all of Dorset County Council's share of programme costs in 2018-19. All further programme costs for 2019-20 would need to be met by Dorset Council as there would be no residual LGR funding set aside by Dorset County Council to transfer to the new authority.

Resolved

That the additional spend of up to £400,000 by Dorset County Council in respect of their share of the LGR programme costs be approved.

Reason for Decision

Additional programme costs had been approved by Shadow Dorset Council and Dorset County Council's share of these was over the current approved sum.

Questions from County Councillors

10 A question was received from Cllr Nick Ireland to the Cabinet Member for Community and Resources in respect of the LGR Programme Budget.

The question and answer are attached as an annexure to these minutes.

The Cabinet Member for Community and Resources added that as the new Dorset Council was not yet in existence spending needed to be adopted by the existing councils. He noted that a better programme than anticipated was being produced and

that this was a good news story and would make Dorset Council better.

Meeting Duration: 10.00 am - 11.00 am

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**Cabinet Forward Plan
(Cabinet Meeting Date - 6 March 2019)**

Explanatory note: This work plan contains future items to be considered by the Cabinet. It will be published 28 days before the next meeting of the Cabinet.

This plan includes matters which the Leader has reason to believe will be the subject of a key decision to be taken by the Cabinet and items that are planned to be considered in a private part of the meeting. The plan shows the following details for key decisions:-

- (1) date on which decision will be made
- (2) matter for decision, whether in public or private (if private see the extract from the Local Government Act on the last page of this plan)
- (3) decision maker
- (4) consultees
- (5) means of consultation carried out
- (6) documents relied upon in making the decision

Any additional items added to the Forward Plan following publication of the Plan in accordance with section 5 of Part 2, 10 of Part 3, and Section 11 of Part 3 of The Local Authorities (Executive Arrangements) (Meetings and Access to information) (England) Regulations 2012 are detailed at the end of this document.

Definition of Key Decisions

Key decisions are defined in the County Council's Constitution as decisions of the Cabinet which are likely to -

- "(a) result in the County Council incurring expenditure which is, or the making of savings which are, significant having regard to the County Council's budget for the service or function to which the decision relates namely where the sum involved would exceed £500,000; or
- (b) to be significant in terms of its effects on communities living or working in an area comprising two or more electoral divisions in Dorset."

Membership of the Cabinet

Rebecca Knox	Leader of the Council
Jill Haynes	Deputy Leader of the Council and Cabinet Member for Health and Care
Steve Butler	Cabinet Member for Safeguarding
Andrew Parry	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

How to request access to details of documents, or make representations regarding a particular item

If you would like to request access to details of documents or to make representations about any matter in respect of which a decision is to be made, please contact the Democratic Services Manager, Corporate Resources Directorate, County Hall, Colliton Park, Dorchester, DT1 1XJ (Tel: (01305) 224191 or email: l.d.gallagher@dorsetcc.gov.uk).

Date of meeting (1)	Matter for Decision/ Consideration (2)	Decision Maker (3)	Consultees (4)	Means of Consultation (5)	Documents (6)	Lead Officer
6/03/19	Key Decision - Yes Open Adoption of AONB Management Plan 2019-24 and the Cranborne Chase AONB Management Plan 2019-24	Cabinet Cabinet Member for Natural and Built Environment (Daryl Turner)	Wide public consultation; Targeted partner consultation including council members and officers; Relevant authorities and regulators	Pre draft public meetings and targeted focus groups; Post draft public consultations		Ken Buchan, Coast and Countryside Service Manager
6/03/19	Key Decision - No Open Update on the Strategic Transport Review Programme	Cabinet Cabinet Member for Economy, Education, Learning and Skills (Andrew Parry)				Nick Jarman, Corporate Director for Children's Services
6/03/19	Key Decision - Yes Fully exempt 3 Bridport Gateway Care Campus Development - Confirmation of appointment of preferred bidders	Cabinet Cabinet Member for Community and Resources (Tony Ferrari)				Adam Fitzgerald, Service Development Officer
To be scheduled	Key Decision - Yes Open Health and Wellbeing Board Update	Cabinet Leader of the Council (Rebecca Knox)	-	-	None	Sam Crowe, Acting Director of Public Health

Private Meetings

The following paragraphs define the reasons why the public may be excluded from meetings whenever it is likely in view of the nature of the business to be transacted or the nature of the proceedings that exempt information would be disclosed and the public interest in withholding the information outweighs the public interest in disclosing the information to the public. Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes:-
 - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Dorset County Council

Business not included in the Cabinet Forward Plan

Is this item a Key Decision	Date of meeting of the Cabinet	Matter for Decision/Consideration	Agreement to Exception, Urgency or Private Item	Reason(s) why the item was not included
		NONE		

The above notice provides information required by The Local Authorities (Executive Arrangements) (Meetings and Access to information) (England) Regulations 2012 in respect of matters considered by the Cabinet which were not included in the published Forward Plan.

Cabinet

Dorset County Council



Date of Meeting	6 March 2019
<p><u>Cabinet Member(s)</u> Andrew Parry – Cabinet Member for Economy, Education, Learning and Skills Daryl Turner – Cabinet Member for the Natural and Built Environment</p> <p><u>Lead Director(s)</u> Nick Jarman – Director for Children’s Services Andrew Reid – Assistant Director Schools and Learning Matthew Piles – Service Director Economy, Natural and Built Environment</p>	
Subject of Report	Special Educational Needs and Disabilities (SEND) Transport Policy Update
Executive Summary	<p>In December 2018, the Cabinet received a paper which proposed amendments to the Special Educational Needs and Disabilities (SEND) transport policy.</p> <p>At the meeting we recognised that more detail, evidence and engagement with families should have taken place before coming to Cabinet with proposals. The chairman withdrew the report so that further work could be carried out.</p> <p>The purpose of this report is to update the Cabinet, outline a new approach and offer some clarity and reassurance for both families and councillors.</p>
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>This is an update report. As work develops, an Equality Impact Assessment will be carried when considering any future proposals.</p>
	<p>Use of Evidence:</p> <p>The evidence gathered as part of the wider Strategic Transport Review programme will inform any future proposals.</p>
	<p>Budget:</p> <p>There are no direct budget implications in this report.</p>
	<p>Risk Assessment:</p>

Update paper on the Special Educational Needs and Disability (SEND) Transport policy

	<p>As this is an update paper, a Risk Assessment has not been completed. This will be undertaken as any proposals are developed.</p>
	<p>Outcomes:</p> <p>The council is committed to offering families more choice, personalised travel options while helping children and young people to prepare for adulthood and move towards greater independence where possible.</p>
	<p>Other Implications:</p> <p>None at this stage.</p>
Recommendations	<p>Members are asked to support a revised approach which will include evidence gathering and engagement with stakeholders. This will take place within the context of the Strategic Transport Review Implementation programme.</p>
Appendices	<p>N/A</p>
Background Papers	<p>None</p>
Officer Contact	<p>Name: Andrew Reid Tel: 01305 224770 Email: Andrew.J.Reid@dorsetcc.gov.uk</p>

Background

- 1.1 In December 2018, Cabinet received a paper which proposed amendments to Special Educational Needs and Disability (SEND) transport policy.
- 1.2 The council would like to offer families greater choice and, where appropriate, help young people move towards independence as they approach adulthood.
- 1.3 The paper had proposed introducing designated pick-up points, as opposed to a bespoke door-to-door service for children whose needs could be met in this way.
- 1.4 At the Cabinet meeting in December, it was recognised that more detail, evidence and engagement with families should have taken place before proposals were put forward. The chairman asked for the report to be withdrawn and for more work to be carried out.
- 1.5 After the December Cabinet, our SEND Partnerships and Co-production Manager met with some parents who spoke at the meeting to reassure them that the original proposal had been shelved and that families will be involved in shaping travel options and will be properly consulted.
- 1.6 The purpose of this report is to update members and set out the principles for this work going forward.

Moving Towards Independence

- 2.1 We want to give families of children with SEND more choice, flexibility and control about how their child gets to and from school. Where possible, we also want to help young people with SEND prepare for adulthood and move towards greater independence.
- 2.2 It is important that families have options when they are considering how to get their child to and from school. One way many families currently do this is through a Personal Travel Budget (PTB). A PTB is a sum of money paid directly into a parent's bank account for them to use to get their child to and from school. The amount they get is based on the distance between their home and child's school (remembering that it is a parent's responsibility to ensure their child attends school).
- 2.4 PTBs come with an offer of independent travel training – a scheme which helps give young people the skills to learn how to travel safely on their own.
- 2.5 Currently 15% of families eligible for SEND transport choose to have a PTB. For those families who do not wish to have a PTB, we would like to offer more choice when considering their child's travel. We would like to be able to provide more personalised travel options that are designed to meet the specific needs of children and young people. We would then consider each child's individual needs and offer the most appropriate solutions.
- 2.6 It is important to note that we acknowledge that Personal Travel Budgets are not appropriate for every family and that children with the highest level of need will continue to be offered the highest levels of support.

Strategic Transport Review

- 3.1 The council has a Strategic Transport Review Implementation (STRI) programme that aims to improve how we support transport and travel services for all residents – including adults, children and young people.
- The STRI aims to:
- improve independence, choice and social inclusion;
 - ensure people can access information and services that are easy to use;
 - make sure services are personalised, so they are based on individual needs and the needs of local communities;
 - provide value for money, ensuring that local tax-payers money is used effectively and targeted to support the needs of the most vulnerable people in our communities.
- 3.2 After the December Cabinet meeting, and following discussions with the Service Director for Environment, Infrastructure and Economy, it was agreed that SEND travel provision and policy should be included as part of this wider project, as our aims and desired outcomes are aligned.

Next Steps

- 4.1 Officers across the council from Children's Services and Environment & Economy are working together to gather detailed evidence about the different levels of needs of children and young people with SEND. They are looking at the options that are available to meet those needs together with our commissioning arrangements with travel providers. The work will seek to increase choice and support greater independence when appropriate to do so. Those children and young people with high and/or complex needs are in not included in the scope of this work.
- 4.2 Once we have gathered evidence about how people currently use SEND travel, we will come back to the Cabinet with an engagement plan, which will include parents and carers, the parent/carer forum (known as Dorset Parent Carer Council), children and young people and other stakeholders. Their feedback will help inform future proposals.
- 4.3 Members are asked to support this approach.

Nick Jarman
Director for Children's Services
March 2019

Cabinet

Dorset County Council



Date of Meeting	6 th March 2019
<p><u>Cabinet Member(s)</u> Daryl Turner - Cabinet Member for Natural and Built Environment</p> <p><u>Local Member(s)</u> All County Council Members whose wards are within the Dorset and Cranborne Chase Areas of Outstanding Natural Beauty.</p> <p><u>Lead Director(s)</u> Mike Harries – Chief Executive & Director for Environment and Economy Matthew Piles – Service Director for Environment, Infrastructure and Economy</p>	
Subject of Report	Adoption of the Management Plans for the Cranborne Chase & Dorset Areas of Outstanding Natural Beauty (AONBs)
Executive Summary	<p>Dorset County Council has responsibility for two AONBs: the Cranborne Chase AONB and the Dorset AONB. AONBs are designated so that their natural beauty is conserved and enhanced for future generations.</p> <p>The Council has a statutory duty to cooperate with other local authorities to review, produce and adopt a 5-year AONB Management Plan for each AONB in their area.</p> <p>The Partnership Boards for each AONB have been reviewing the current Management Plans (2014-2019) and overseeing the compilation of new plans for the next 5 years. This process has included targeted pre-drafting consultation involving Council officers and Members, and extensive public consultation on a published draft.</p> <p>The plans are required to express a vision for each AONB and a framework through which their natural beauty can be conserved and enhanced. AONB Management Plans are a material consideration that can be taken into account in coming to planning decisions.</p> <p>Both AONB Management Plans have been approved by their relevant Partnership Boards (including Council Member representation) and will be taken to the relevant committee/s of the new Dorset Council in the summer of 2019.</p>
Impact Assessment :	<p>Equalities Impact Assessment: An EqlA has been completed for the Dorset AONB Management Plan. Through the process of this evaluation, a new AONB policy was devised and included which promotes the monitoring and understanding of the people affected by the policies</p>

Adoption of the Management Plans for the Cranborne Chase & Dorset Areas of Outstanding Natural Beauty (AONBs)

	<p>and subsequent actions of the plan, to enable and ensure inclusive delivery of the plan's aims. The Cranborne Chase AONB Management plan has not changed substantially in this review, and preceding plan reviews have included EqIAs. Following guidance from the National Association of AONBs an EqIA for the latest edition of the plan has not been deemed necessary.</p>
	<p>Use of Evidence: The development of both Management Plans was supported by good evidence. Both plans were screened for Strategic Environmental Assessment and a wealth of environmental data was assessed in the plans' preparation.</p> <p>Both plans were subject to wide consultation including Council Members and Officers.</p>
	<p>Budget: Cost implications of the production of the AONB Management Plans are modest and borne by the Partnerships. These each receive the majority of their core funds from Defra, matched by a Council contribution (£25,380 for the Dorset AONB, £9,270 for Cranborne Chase AONB). The Management Plans have been very useful in attracting grants for project activity; the Dorset AONB Management Plan 2014-2019 helped lever over £7.5 Million which was invested through the Partnership for conservation, access, understanding and celebration activities.</p>
	<p>Risk Assessment: Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: MEDIUM (if the plans were not adopted, there would be some reputational risk as the plans are a statutory requirement) Residual Risk LOW</p>
	<p>Outcomes: While environmentally-based, the plans are broad and support work which contributes to all four Corporate Plan outcomes.</p>
	<p>Other Implications: The recommendations within this report enable the Council to meet its statutory responsibilities for the AONBs and provides a framework for sustainable development and activity within these landscapes.</p>
Recommendation	That the Dorset AONB Management Plan and the Cranborne Chase AONB Management Plan be adopted
Reason for Recommendation	To ensure that the statutory responsibilities in relation to the Areas of Outstanding Natural Beauty are met.
Appendices	None
Background Papers	The final Dorset AONB Management Plan and consultation responses are available to download at https://www.dorsetaonb.org.uk/the-dorset-aonb/management-plan

Adoption of the Management Plans for the Cranborne Chase & Dorset Areas of Outstanding Natural Beauty (AONBs)

	<p>The Cranborne Chase AONB Management Plan and supporting documentation can be viewed at:</p> <p>http://www.ccwwdaonb.org.uk/uploads/docs/Management_Plan/CranborneChaseAONBManagementPlan2019_24.pdf</p>
Officer Contact	<p>Name: Dr Ken Buchan Tel: 01305 225132 Email: k.buchan@dorsetcc.gov.uk</p>

1. Background

- 1.1. Dorset includes parts of two Areas of Outstanding Natural Beauty, the Dorset AONB (parts of West Dorset, Purbeck, North Dorset and Weymouth & Portland Borough) and Cranborne Chase AONB (parts of North & East Dorset; extending significantly into neighbouring counties).
- 1.2. These areas are landscapes of national importance, designated to conserve and enhance their natural beauty for future generations to enjoy through the 1949 National Parks and Access to the Countryside Act. The Countryside and Rights of Way Act (2000) confirmed their significance; section 89 places a statutory duty on local planning authorities to act jointly to produce a Management Plan for each AONB in their areas.
- 1.3. AONB Management Plans must be reviewed every five years; these are the fourth editions for both AONB. The Plans are the key governance documents for the AONB, steering the work of the staff teams and partner organisations and helping to support bids for external funding.
- 1.4. The plans also provide a supportive framework for delivery in the AONBs which contributes to the Council's Corporate Plan priorities.
 - a) SAFE: the plans can facilitate interventions such as natural flood management and sensitive road design. For example, the current Dorset AONB Management Plan is enabling investment in a natural flood management pilot on the River Asker.
 - b) HEALTHY: the plans enable the promotion of many outdoor activities to a large audience for a wide range of health and well-being benefits. The current Dorset AONB Management Plan has facilitated the development of the Stepping into Nature programme increasing access to nature -based activities for older people, particularly those living with dementia and their carers. The Cranborne Chase AONB Management Plan policies promote improved access to the countryside for all, and the provision of suitable vehicles for use by the less able. Improved health and well-being are fundamental components of both AONB management plans for 2019-2024.
 - c) INDEPENDENT: the plans include a range of policies to encourage training, outdoor learning and increased nature-connection for all people. The current Dorset AONB Management Plan enabled the South Dorset Ridgeway Schools programme in which 51 schools engaged in Ridgeway-related learning. The

Adoption of the Management Plans for the Cranborne Chase & Dorset Areas of Outstanding Natural Beauty (AONBs)

Cranborne Chase AONB management plan recognises the opportunities to engage people of all ages and abilities in education about the AONB and in developing heritage and countryside skills, and presents a number of policies around this.

- d) PROSPEROUS: the plans facilitate the conservation of Dorset's superb natural environment and in so doing contribute considerably to the county's economy. The current Dorset AONB Management plan facilitated the establishment of Dorset Food & Drink CIC which supports the local sector with access to markets, training and business to business networks. It has also enabled 8 apprentice rangers to be recruited and trained. Policies in the Cranborne Chase AONB Management Plan support collaborative working with farmers, land owners and allied businesses to improve profitability, and the promotion of superfast broadband and a sustainable visitor economy.

2. The Dorset AONB Management Plan

- 2.1. The Dorset AONB Partnership Board approved the review process in May 2017, maintaining oversight but delegating responsibilities to a Review Group comprising Officers and stakeholders from the community and local enterprise sectors. The process has taken twelve months and has included pre-drafting and post-drafting engagement with expert stakeholders, partner organisations, community representatives and members of the public. All county and district councillors in the area were directly informed of the 9-week public consultation period, as were all parish clerks. Copies of the document were available in public libraries and at council offices.
- 2.2. During this formal consultation period there were 174 responses to the online questionnaire and 31 detailed responses making around 350 separate points of support, comment or proposed amendment. The responses demonstrated a large degree of support for the Area of Outstanding Natural Beauty and included a range of suggested changes many of which have been made to the final draft document. These changes included strengthening the definition of 'natural beauty'; giving greater emphasis in the Chairman's foreword to the scale of the challenge of conserving and enhancing this landscape; including a list of key partners in each policy section; and setting out the Partnership's priorities for action over the lifetime of this management plan.
- 2.3. The revised Dorset AONB Management Plan was approved by the Partnership Board on 15th November 2018.

3. The Cranborne Chase AONB Management Plan

- 3.1. The revised Cranborne Chase Area of Outstanding Natural Beauty Management Plan has been through a similar consultation process, with a three-month public consultation period between 1 September and 30 November 2018, and 2,000 individuals or organisations directly notified. Progress was reported to the Partnership Board meeting of 10 December and a final amended version has been circulated to Board members in January for any final amendments.

4. Management Plan adoption

- 4.1. Both plans should be adopted by all the local authorities that are engaged in the Partnerships of the respective AONB.

- 4.2. Both plans will be taken through to Dorset Council for adoption in the summer of 2019.

Matthew Piles
Director for Environment Infrastructure and Economy
March 2019

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Recommendation from Regulatory Committee – 24 January 2019

Proposed Puffin Pedestrian Crossing - Bristol Road, Sherborne

- 8 The Committee considered a report by the Planning and Regulation Manager on the on the advertisement of a proposal for the implementation of a Puffin pedestrian crossing on B3145 Bristol Road, at the northern end of Sherborne, in facilitating the crossing of the road by a controlled means, across the main route to Wincanton and the A303 trunk road.

The proposed Puffin crossing had been requested and supported by Sherborne Town Council following representation from the Gryphon School with the aim of providing a safe crossing facility on Bristol Road, near the Blackberry Lane/Quarr Lane junction, for school pupils and parents going to and from local schools, as well as providing a benefit for the wider community. The crossing was seen to be necessary in the absence of any school crossing patrol, which had previously existed but had been unable to be replaced during the previous 3 years despite numerous attempts to do so. Assessments made of pedestrian accessibility need had clearly demonstrated that the criteria for a Puffin crossing had been met and its installation justified.

Following the advertisement of the proposals, two representations had been received, on the basis that the crossing would erode already limited on street limited parking provision and adversely impact the amenity of properties in the vicinity of where it was being proposed to be located. On that basis, and having met with those involved on site, these issues had been addressed as far as practicable, so that the, slightly revised, proposed location for the crossing was now seen to be more acceptable whilst still being able to serve the purpose for which it was designed. In accommodating this, this amended design now formed the basis of the recommendation by officers and the basis upon which any decision would be made. The Committee acknowledged and accepted this.

In practice, mitigation provided for a marginal relocation of the apparatus so that it would no longer be sited in the line of vision of a residential property's windows; consideration of the crossing's activation audibility during night-time and use of efficient LED lighting so as to avoid extraneous light pollution. The lights could be partially cowled if deemed necessary too.

With the proposed crossing being requested by Sherborne Town Council on that basis and, along with West Dorset District Council, Dorset Police and the County Councillor for Sherborne as primary consultees, all agreed the proposals should be advertised. However, as a consequence of the objection which remained outstanding, the Committee was now being asked to consider whether the proposals should be recommended to Cabinet for implementation, as amended in the plan in Appendix 3 to the report.

With the aid of a visual presentation, officers showed where the crossing was advertised to be sited, the characteristics and configuration of Bristol Road; how the crossing would benefit access local schools and amenities; its relationship with other roads in the surrounding road network; what parking could be retained; the setting of the crossing within the townscape and what amenities and facilities would be served by the crossing.

Effectively the only point at which the crossing could be situated to meet the needs of users - at a place where it was seen to be the natural place to cross -

and in meeting the engineering practicalities of doing so to ensure the necessary regulations were complied with, was where it was being proposed.

The Committee heard from public speakers. Nicki Edwards, Headteacher at the Gryphon School considered the crossing to be essential on road safety grounds, in ensuring there was a controlled means of being able to cross such a busy road and in allowing as safe access as possible to the schools and other amenities in the vicinity. Whilst there may have been no recorded accidents, she was aware of an accident in December 2017 where a pedestrian had to cross between parked cars. She considered that all should be done to avoid incidents or accidents occurring and the crossing would go a considerable way to achieving this.

Councillor Jill Warburton - representing Sherborne Children's Services (The Rendezvous) of Sherborne Town Council and the lead with parents in the community for the Sherborne Area Roadsafe Project - spoke in favour of the proposal, with her participation in Roadsafe and The Rendezvous giving her a good insight into the needs of vulnerable road users. She too considered the crossing to be essential given the absence now of any other means of aided crossing, all the amenities it served and the prospect of a new housing development nearby, it would be a welcome asset to the town. The Puffin crossing also provided the capability for those more vulnerable road users to be able cross in the knowledge that their needs were being accounted for.

The Committee were then provided with the opportunity to ask questions of the officer's presentation and about what they had heard and officer's provided clarification in respect of the points raised. In particular officers explained why the crossing proposed was a Puffin rather than a Toucan, given that those assessed to be crossing were predominately pedestrians and that Toucan crossing were used where there was a cycling network to which to link.

The County Councillor for Sherborne Town advocated the installation of the crossing considering that it would most beneficial on road safety grounds and necessary given how it would serve the Gryphon and other schools. He was particularly appreciative of the considerable efforts made to ensure that an acceptable solution could be found to meet the needs of all. He asked that if there was a means to be able to partially cowl the lights, this should be done. The Committee agreed that this should be an integral part of the installation.

The practicalities of siting the crossing where it was proposed was understood and the efforts made to realise a comprise to accommodate the representations received, as far as practicable, was acknowledged. The Committee considered that the way in which this process had been managed was exemplary and demonstrated what benefits could be gained from a collaborative and cooperative approach to achieve a successful outcome for a local issue. In that regard the Committee asked that the Town Council and the Gryphon School be commended on the part they had played in this achievement.

Given this, the Committee considered that they had a responsibility to ensure that every opportunity was taken to improve road safety where practicable and that the introduction of a Puffin crossing would go some considerable way to achieving this. Having heard what they had from those addressing the Committee, and in having a clear understanding the reasons for the officer's recommendation, and the basis on which the amendments to the advertised proposals had been made, on being put to the vote, the Committee considered the crossing to be necessary on road safety grounds and recognised the benefits this would bring in facilitating

pedestrian movements by a controlled means and, on that basis, considered that Cabinet be asked to endorse their recommendation on the basis of the amended proposals - shown on drawing number HI 1178-08-01-Orig at Appendix 3 to the report - to the original advertisement.

Recommended

That Cabinet be asked to support the provision of a Puffin pedestrian crossing in Bristol Road, Sherborne, on the basis of the amended scheme shown on drawing number HI 1178-08-01-Orig at Appendix 3 to the report and taking account of the observations made by the Committee.

Reason for Recommendation

To provide a crossing point by a controlled means to facilitate pedestrian movements and improve road safety following requests from local schools and support by Sherborne Town Council.

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Regulatory Committee

Dorset County Council



Date of Meeting	24 January 2019
Local Member:	Cllr Jon Andrews – Member for Sherborne
Lead Officer:	Matthew Piles, Service Director – Environment, Infrastructure and Economy
Subject of Report	Proposed Puffin Crossing, Bristol Road, Sherborne
Executive Summary	<p>The proposed Puffin crossing was requested and supported by Sherborne Town Council following representation from the Gryphon School with the aim of providing a safe crossing facility on the B3145 Bristol Road near the Blackberry Lane/Quarr Lane junction for school pupils/parents going to/from local schools as well as providing a benefit for the wider community.</p> <p>Following advertisement by way of Public Notice in November 2018, 2 representations were received. This report considers the representations and whether the proposed Puffin crossing should be implemented as amended following the notice period and taking account of representations.</p>
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>An Equalities Impact Assessment concluded that there will be neutral impact on any sector of the community on the grounds of gender, race or ethnicity, sexual orientation, sex, married or civil partnerships or other socially excluded groups.</p> <p>It is considered that a Puffin crossing would provide benefits for people of all ages, but especially those aged 4-18 years.</p> <p>Although overall the proposal would provide a positive benefit to the sector of disability, the consultation process brought to our attention that a school pupil who has special needs lives adjacent to the proposed crossing and requires transport to take them to/from school. This transport generally stops in front of the property when the area does not have parked vehicles on the highway. To lessen this impact the design has been amended to reduce the potential car parking space lost on the highway.</p>

	<p>Use of Evidence:</p> <p>Pedestrian and traffic surveys which shows the Puffin crossing meets Dorset County Council's policy.</p>
	<p>Budget:</p> <p>There is an allocated design and construction budget of £75,000. This includes a developer contribution of £25,000 with the remaining £50,000 from the Local Transport Plan allocation for 2018/19.</p>
	<p>Risk Assessment:</p> <p>The current risks faced by the authority at this location in terms of safety are low. If a crossing is not provided, there is a potential for complaint from less physically able people that their needs are not catered for as per the request from Sherborne Town Council.</p> <p>The risks in terms of the loss of on-street parking and its effects on local residents would be low with the loss of 1 potential space on the public highway in the amended proposal.</p> <p>Overall the level of risk has been identified as:</p> <p>Current Risk: LOW Residual Risk LOW</p>
	<p>Other implications: None</p>
Recommendation	<p>That having considered the representations received that Cabinet be recommended to support the provision of a Puffin Crossing as advertised.</p>
Reason for Recommendation	<p>To provide a controlled crossing point to allow pedestrians, including school pupils and parents to safely cross Bristol Road, Sherborne. This follows requests from local schools and support from Sherborne Town Council.</p>
Appendices	<p>Appendix 1 - Location Plan Appendix 2 - Scheme Plan as Advertised Appendix 3 - Amended Scheme Plan following representations Appendix 3 - Summary of Public Notice Responses</p>
Background Papers	<p>Primary consultation responses from the District and Town Councils, Dorset Police and the local County Councillor are held on file in the Environment and the Economy Directorate.</p>
Officer Contact	<p>Name: Andrew Brown Tel: 01305 2255142 Email: a.brown@dorsetcc.gov.uk</p>

1. Background

- 1.1 Bristol Road is at the northern end of Sherborne and is classed as the B3145 which is the main route to Wincanton and the A303 trunk road.
- 1.2 The existing dropped crossing point adjacent to the proposed location is a popular link for pedestrians commuting about Sherborne. There are large residential areas on both sides of Bristol Road, with the Gryphon School, sports centre and Sherborne Primary School nearby. There is also a nature reserve and an adventure playground just west of the proposed location.
- 1.3 A School Crossing Patrol (SCP) used to operate at this location until approximately 3 years ago, when the patrol resigned from the post. DCC have struggled to recruit a replacement patrol, despite regular advertisement locally.
- 1.4 In light of the problems in recruiting an SCP, a request was received from Sherborne Town Council following representation from the Head Teacher of Gryphon School to support the installation of a Puffin Crossing to improve pedestrian safety across Bristol Road at the Blackberry Lane junction. The request was given the full support of Sherborne Town Council who subsequently made the request to DCC. Minutes of the Town Council's Plans Committee Meeting of 17 July 2017 are shown below:

7. TRANSPORT, PARKING AND HIGHWAYS

7.1 Gryphon School – Pedestrian Crossing Request

A request had been received from the Head Teacher of the Gryphon School that the Town Council support a request for a pedestrian crossing over the Bristol Road by Blackberry Lane. The County Council has been unable to recruit a School Crossing Patrol person, so there is no assistance in place to aid the 200 plus children who cross Bristol Road every day at that point.

Representations were tabled from the Executive Head of the Sherborne Area Schools' Trust and the Head Teacher of Sherborne Primary School who both fully supported the proposal for a pedestrian crossing and requested that the Town Council supports the introduction of a pedestrian crossing.

It was PROPOSED by Cllr M Hall & SECONDED by Cllr A Hall & AGREED unanimously that:

Sherborne Town Council whole heartedly supports the introduction of a pedestrian crossing over Bristol Road by Blackberry Lane and requests that Dorset County Council implement this as a matter of importance.

- 1.5 Following the request a survey was carried out to assess vehicle flow, speed and the number of pedestrians crossing in the area. The study showed that the figures convincingly met the criteria for a controlled crossing. The proposed scheme was then rank assessed through the LTP criteria for eligible funding, which met criteria including a developer contribution of £25k.
- 1.6 There have been no recorded personal injury accidents at this location in the latest available 5 year period.

2. Law

- 2.1 Under Section 23 of the Road Traffic Regulation Act 1984 the Puffin crossing Public Notice was advertised on 15 November 2018 for a 21 day period. Copies of the Public Notice and scheme plan were displayed on site and deposited with the Town Council. They were also delivered to residential properties in the immediate vicinity of the proposed crossing.

3. Consultation Responses

- 3.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme with support from West Dorset District Council, Sherborne Town Council and Dorset Police with the Local Member agreeing that the proposal should proceed to Public Notice.
- 3.2 There have been two objections to the public notice received from owners of properties in the row of houses adjacent to the proposed crossing location. The points raised are summarised in Appendix 4. One of the objectors made it clear that they supported the idea of a safe crossing but had specific concerns primarily about location.
- 3.3 Key issues raised are summarised below:
- a) Both objectors raised the point that the proposed crossing is too close to Quarr Lane and why can't it be located at the location where the existing dropped kerb 'uncontrolled' crossing point is.
 - b) A School Crossing Patrol should be considered for busy periods as there used to be one at this location until about 3 years ago.
 - c) The property immediately adjacent to the crossing, No. 4 Glovers, made reference to the fact that they may see the traffic lights from their house.
 - d) No. 4 Glovers informed us that their son who is disabled goes to Yewstock School in Sturminster Newton is picked up outside the house, when possible, in the morning and dropped off in the afternoon. This has been taken account of in the EqIA.
 - e) The loss of potential parking places on the public highway was a concern for both objectors, with the original proposal showing 2 spaces lost in front of the row of houses known as 'Glovers' due to the crossing and associated zig zag lines.
 - f) Concerns about the audible noise of Puffin Crossing disturbing local residents.
 - g) Concerns that people waiting at the crossing would look in to windows.
 - h) Other suggestions were made regarding other sites nearby for any potential crossing, this includes a location closer to the school near St Aldhelms Road and a location a further 5 to 10m metres north of the proposed location.

- i) Local residents raised the point that they understand the Gryphon School have suggested they would prefer 6th form students to park on the road in the future. Therefore losing more car spaces outside of Glovers seems unjustifiable.

3.4 Officer comment and discussion

- a) Whilst it may appear that the most obvious location for the crossing is at the existing uncontrolled dropped crossing point, this is a vehicular entrance to the allotments and so is not a viable option as it would result in vehicles coming in/out on a controlled crossing point. The track is not used a great deal but this is the only vehicular entrance to the allotments and it is noted that the track is worn by vehicles.
- b) There was a patrol at this location until about 3 years ago. Since then there has been problems recruiting new patrols to take over with no success at this location despite successive recruitment campaigns. This is one of the reasons why locally through Sherborne Town Council the request was made to provide for a new controlled crossing at this location.
- c) The traffic lights can be hooded to minimise unwanted light pollution. New traffic lights are also aligned appropriately towards the traffic and now have LED lights which are more effective and direct the majority of the light towards the vehicle drivers. Traffic signals are also dimmed at night.
- d) The loss of parking spaces has been taken into account in the Equalities Impact Assessment with an action taken to move the crossing location a further 3 metres north to lessen the impact on parking.
- e) Following representations the design has been amended to move the proposed crossing approximately 3 metres further north, closer to the existing dropped crossing point as shown in Appendix 3. This will reduce the effect on the area drivers can park on the public highway. It must also be noted that the properties in 'Glovers' have parking for 2 vehicles in the off-road parking area behind the cottages.
- f) The audible sound at crossings can be turned off at night. In this case, it is proposed that the audible sound is turned off from 7pm to 7am.
- g) As regards privacy, the design has been amended by moving the crossing approximately 3 metres north of the proposed location. This will move the crossing point and the traffic signal pole away from the front window of No. 4 Glovers.
- h) The proposed location was chosen in response to the requests made by Gryphon School and Sherborne Town Council with support from Sherborne Primary School. It is also the optimum location to take account of the 'desire line' for local residents and school pupils/parents. To accord with funding requirements for new crossings, traffic and pedestrian studies are carried out to ensure that criteria is met. This was also the location of the previous School Crossing Patrol which operated for a number of years. It must also be noted that the footway further north on the western side is narrow and therefore not suitable for the traffic signal equipment and poles etc.

- i) Officers are not aware of this being the case. The amended scheme will only lose 1 space so no significant difference. As mentioned the row of cottages 'Glovers' each have 2 car parking spaces allocated at the rear of the properties.
- 3.5 As discussed, the design has been amended in light of representations by moving the crossing point approx. 3 metres north of the original proposed location. This will ensure that less parking space on the road is required by the scheme by reducing spaces lost to 1 car space from 2 spaces lost on the original proposed plan.
- 3.6 The representations have been considered and placed on file with all the representations received. Responses are tabled in Appendix 4.

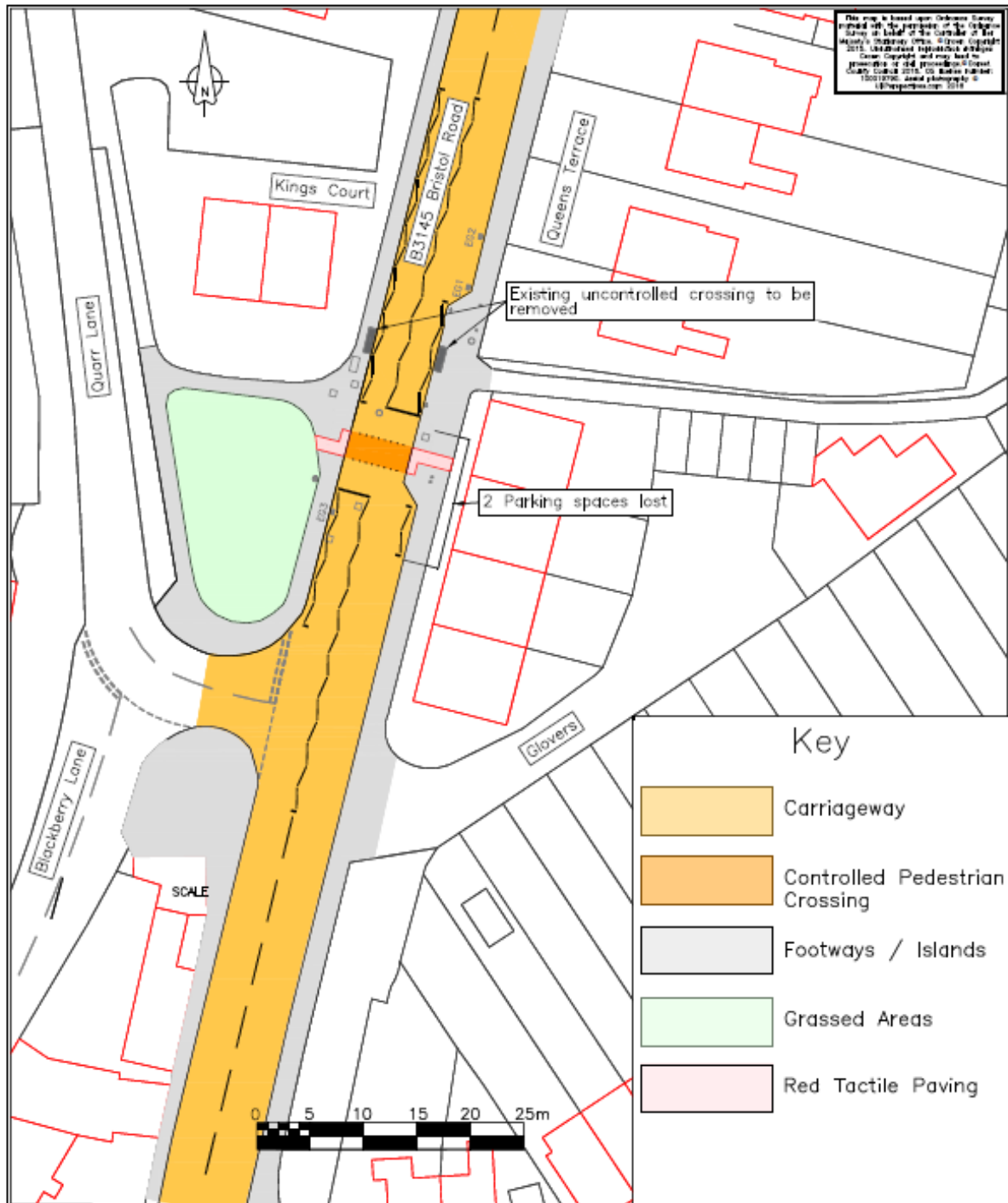
4. Conclusion

- 4.1 The proposed Puffin crossing would provide a safe crossing point on Bristol Road for all pedestrians and in particular local school pupils and parents accessing the Gryphon School, Sherborne Primary School and the Sports Centre.
- 4.2 Having considered the objections submitted as part of the consultation process officers feel that the benefits brought by the crossing outweigh the potential dis-benefits.
- 4.3 Taking in to account all comments received it is recommended that the Committee recommend to Cabinet that the provision of a Puffin Crossing as per the amended plan as shown in Appendix 3 is supported.

Matthew Piles
Service Director, Environment, Infrastructure and Economy

January 2019

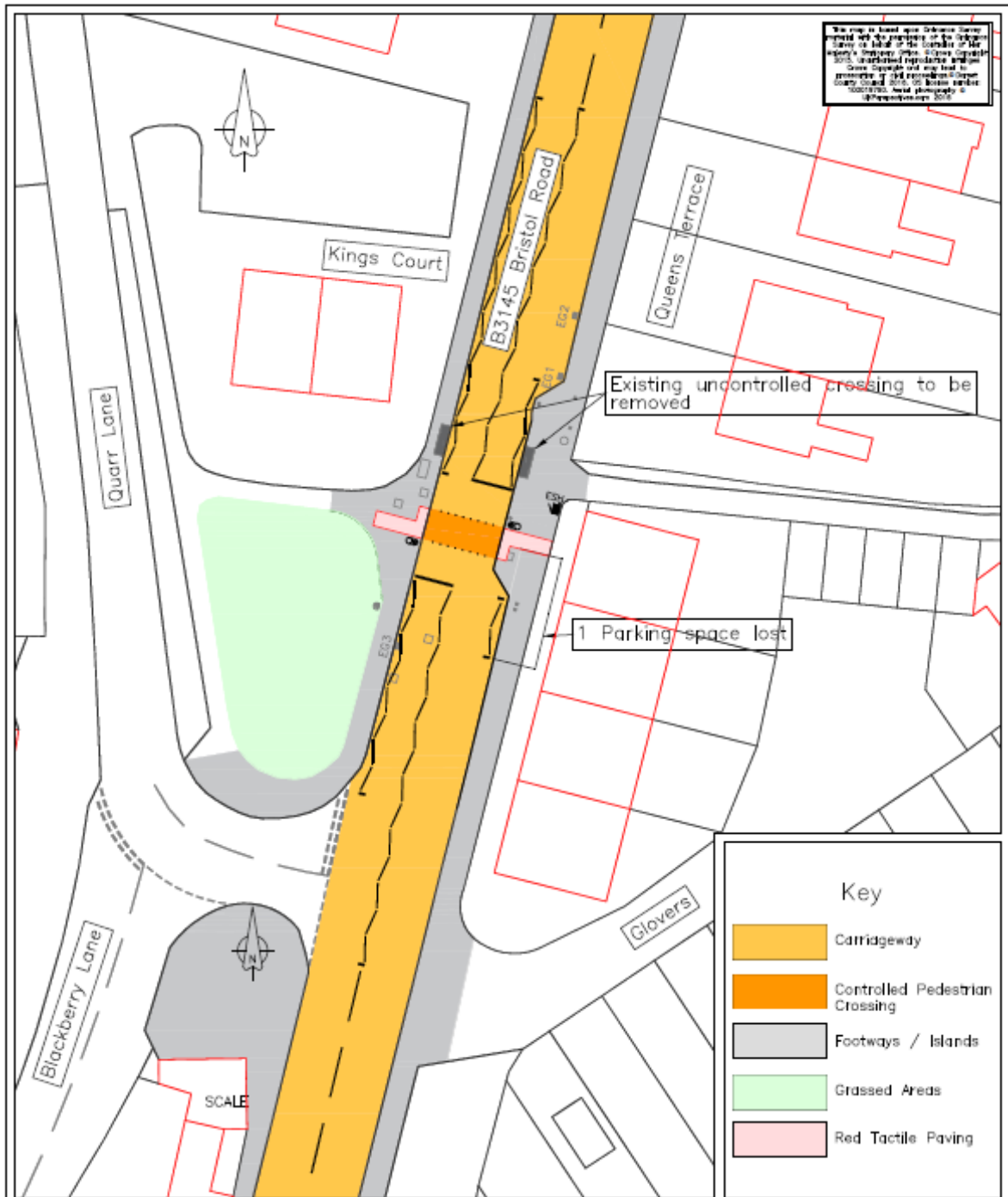
Appendix 2 – Scheme Plan




 Dorset County Council <small>ENVIRONMENT AND THE ECONOMY DIRECTORATE</small> <small>Mike Harris - Director for Environment and the Economy</small>	Project Title		Bristol Road Sherborne (84PC)					
	Drawing Title		Puffin Crossing Scheme Plan					
DORSET HIGHWAYS <small>Andrew Martin</small> <small>Head of Dorset Highways</small>	Scale (A4 Size)	Drawn	Date		Orig		SJB	
	As Shown	RJT	04 Oct 2018		Rev	Date	Issue / Remarks	Checked
Drawing Number				HI1178-04-01-Orig		Drawing Status		-

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Appendix 3 – Amended Scheme Plan



 Dorset County Council <small>ENVIRONMENT AND THE ECONOMY DIRECTORATE</small> <small>Mike Haines Director for Environment and the County</small>	Project Title Bristol Road Sherborne (84PC)			<table border="1"> <tr> <td>Orig</td> <td>03Dec18</td> <td>-</td> <td>A/B</td> </tr> <tr> <td>Rev</td> <td>Date</td> <td>Issue / Remarks</td> <td>Checked</td> </tr> </table>	Orig	03Dec18	-	A/B	Rev	Date	Issue / Remarks	Checked
	Orig	03Dec18	-		A/B							
Rev	Date	Issue / Remarks	Checked									
Drawing Title Puffin Crossing Scheme Plan 2												
DORSET HIGHWAYS Matthew Piles <small>Service Director</small> <small>Environment, Infrastructure and Economy</small>	Scale (A4 Size)	Drawn	Date									
	As Shown	RJT	03 Dec 2018									
	Drawing Number HI1178-08-01-Orig			Drawing Status -								

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Appendix 4 – Scheme Notice Period Summary of Representations

Address	Comments	Officer Comments
<p>4 Glovers, Bristol Road, Sherborne</p>	<p><u>Original representation:</u></p> <p>After looking at your proposed document involving the construction of the Pedestrian crossing, (which something definitely needs to be put in place), We have a few concerns.</p> <p>1) We feel the crossing is too close to the Quarr lane junction. Why can't the crossing be moved up in line with the public footpath, (shortcut to Vernalls road) where most people cross now. Even when we had a lolly pop person, this is where the school children crossed.</p> <p>2) With a Pedestrian crossing comes constant flashing lights, and looking at the drawing these lights will be seen from the house.</p> <p>3)The drawing reveals we will lose two parking spaces, this could have an impact on the flow of traffic, because people from the houses of Glovers use the front to park their cars (as there are too many cars per house to park round the back).</p> <p>4) My son who is disabled goes to Yewstock School is picked up outside our house in the morning and dropped off in the afternoon.</p> <p>5) We live at number 4 Glovers which is in line with the proposed Pedestrian crossing. The other 3 houses in the Glovers are rented (We fill they will not put in an objection to this proposal). This could have a negative effect on the value of the property.</p> <p>6) It has been over three years since we have not had a lolly pop person, so why has this proposal taken so long.</p> <p>As we said from the start something needs to be put in place, this would also help to slow the traffic (as some drive way to fast).</p> <p><u>Further points raised following site meeting</u></p> <p>1) We think the crossing is too close to our property, with people waiting to cross in view of our window.</p> <p>2)Why can't the crossing be moved north to the other side of the footpath to the allotments, (see attached) even though the path on the western</p>	<p>Email responses took place with a follow up site meeting held on 28th November with one of the owners, another adjacent property owner and the local member</p>

	<p>side is narrow (something could be done to make this work). Even though the crossing would be outside property 1 Queens Terrace, the crossing is further away from the house and would not be in view from their window.</p> <p>3) We also think you also you need another crossing at the junction at Quarr lane and Bristol Road, as school children have to cross here (just as dangerous).</p> <p>4) Why can't the road be reduced to 20mph?</p>	
<p>1 Grovers, Bristol Road, Sherborne</p> <p><i>Owners response although the house is rented out</i></p>	<p><u>Original Representation:</u></p> <p>1) Relocating the crossing away from its existing position seems to be illogical as this is the ideal place, it doesn't affect any properties. Having used this road regularly for 30 years and lived in the Grovers cottages I have never seen the path to the allotments used by vehicles as suggested.</p> <p>2) Another suggestion would be to locate the crossing by what I think is the water treatment works as you approach St. Aldhelm's Road. There are pavements both sides of the road in this area, no properties would be effected and sufficient visibility prior to the turn off. It's also close to the school.</p> <p>3) Parking along Bristol Road is a premium and I understand the Griffin School have suggested they would prefer students to park on the road in the future. Therefore losing more car spaces outside of Grovers seems unjustifiable.</p> <p>4) A lollipop person could be considered as an alternative for the busy periods.</p> <p>5) There have been no recorded accidents between Griffin School and Vernalls Road.</p>	<p>Email response provided for all points with a new amended plan</p>

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Recommendation from Regulatory Committee – 24 January 2019

Proposed Residents' Parking Scheme - Stourbank Road, Christchurch

9 The Committee considered a report by the Service Director for Environment, Infrastructure and Economy on a proposed resident's parking scheme for Stourbank Road, Christchurch to provide for limited parking for 1 hour, with no return within 1 hour, Monday to Friday, 8am – 6pm, except for resident permit holders.

This proposal was designed to address concerns from residents about parking, congestion and access issues in the road which had led to a petition being sent to Christchurch Borough Council in that regard. Subsequently the Borough Council was supportive of the concerns raised, particularly that vehicles were unable to turn once within Stourbank Road owing to parked vehicles. The proposed restrictions would improve access for larger vehicles, including refuse vehicles and emergency vehicles.

Given that the County Council's policy was that petitions for residents' parking schemes should be supported by at least 60% of residents in the affected street and endorsed by the relevant district/borough council, it was confirmed that this was the case – with 71% support - in the necessary criteria being met and well exceeded the threshold necessary to be progressed. Following the advertisement of the proposals, objections had been received and, as a consequence, the Committee was now being asked to consider whether Cabinet should be asked that the proposals should be implemented as advertised.

With the aid of a visual presentation, officers explained the reasoning behind the need for the proposed scheme, what these entailed and the basis of the objections received. As an integral part of the proposal, parking bays and access protection markings would also be implemented, which would ease the flow of traffic and allow turning of vehicles.

Photographs and plans were shown to the Committee by way of illustration. This showed where the proposals would be situated, the characteristics and configuration of the road and its setting within the town. It also showed the relationship between the road and residential properties; where off street parking was available and the effect congestion was having on access arrangements and where Twynham School was situated and how the need for access to it played a significant part in what was being proposed.

Primary consultation had been carried out on the proposals and was supported by the local County Councillor for Christchurch Central, Christchurch Borough Council and the Dorset Police. Objections received were against the principle of resident's parking; that this problem was attributable to the school and was for them to find a solution; that these measures would only serve to push the problem onto other streets; that evening parking was more of an issue than during the daytime; and that, even in the event of being part of the scheme, there was still no guarantee that a parking space would be available when required. However officers considered that the proposals were, on balance, the best achievable to meet competing needs and addressed the issues currently being experienced. It was confirmed that parking enforcement would be monitored by Civil Enforcement Officers.

Having considered the representations and outstanding objections, officers considered that the proposal would improve safety for pedestrians and road users

by improving visibility on a fairly narrow stretch of road and also improve access for emergency vehicles.

Whilst unable to attend the meeting the Committee heard from the County Councillor for Christchurch Central in reaffirming his support for the measures.

The Committee were then provided with the opportunity to ask questions of the officer's presentation and about what they had heard and officers provided clarification in respect of the points raised as necessary.

Having had the opportunity to consider the merits of the proposals in detail and having had their questions answered satisfactorily, the Committee - having taken into consideration the officer's report and what they had heard at the meeting - were satisfied in their understanding of what the proposals entailed and that the residents' parking scheme would be beneficial to addressing the parking issues and improving access and road safety and given this agreed that Cabinet should be asked to endorse the proposals as advertised and on being put to the vote, it was

Recommended

That having considered all the responses received, Cabinet be asked to endorse the recommendation that the proposals for limited waiting for 1 hour, Monday to Friday 8am – 6pm, no return within 1 hour, in Stourbank Road, Christchurch - except for resident permit holders - be progressed as advertised.

Reason for Recommendation

Prior to advertising the proposal, 71% of residents in Stourbank Road supported the petition and was supported by Christchurch Borough Council. Dorset County Council policy states at least 60% was required. Therefore, the necessary criteria for the implementation of resident's parking schemes had been met and the percentage threshold well exceeded. Stourbank Road led to Twynham School entrance, used by vehicles, cyclists and pedestrians. The school had a sixth form and, as a result, both pupils and teachers were using local roads to park throughout the day time, often inappropriately.

Regulatory Committee

Dorset County Council



Date of Meeting	24 January 2019
Officer	Local Member – Peter Hall – County Councillor for Christchurch Central Mathew Piles - Service Director for Environment Infrastructure and Economy
Subject of Report	Proposed Residents Parking Scheme, Stourbank Road, Christchurch
Executive Summary	<p>The report follows the advertising of a proposed introduction of a residents parking scheme in Stourbank Road, Christchurch. The proposal is for limited parking for 1 hour with no return within 1 hour except for permit holders.</p> <p>Two objections have been received to the proposal. This report considers the objections, and whether the proposal in Stourbank Road should be implemented as advertised.</p>
Impact Assessment:	<p>Equalities Impact Assessment: Equalities Impact Assessment: The proposed waiting restrictions will have the usual exemptions for disabled badge users who will also be able to use the parking bays free of charge and without time limit.</p>
	<p>Use of Evidence:</p> <p>Site investigations, public consultation and support of Local Member, Town and District Councils and the Police.</p>
	<p>Budget:</p> <p>The cost of making the Order is estimated at £3000 inclusive of advertising charges. This will be met from the current TRO Budget.</p>

	<p>Risk Assessment</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: LOW Residual Risk: LOW</p>
Recommendation	That having considered the objection received, Cabinet be recommended to approve the proposed Limited Waiting except for permit holders on Stourbank Road as originally advertised.
Reason for Recommendation	<p>Prior to advertising the proposal 71% of residents in Stourbank Road supported the petition. Dorset County Council policy states at least 60% is required.</p> <p>Stourbank Road leads to a school entrance used by both vehicles, cyclists and pedestrians, the school has a sixth form and as a result both pupils and teachers are using local roads to park throughout the day time often inappropriately.</p>
Appendices	<p>Appendix 1 – Residents Parking Scheme Policy</p> <p>Appendix 2 – Stourbank Road, Plan</p>
Background Papers	The file of the Director for Environment and the Economy Consultation responses from the District and Town Councils, Dorset Police and the local County Councillor are held on file in the Environment and the Economy Directorate.
Report Originator and Contact	<p>Name: Jessica Cutler</p> <p>Tel: 01305 225719</p> <p>Email: Jessica.Cutler@dorsetcc.gov.uk</p>

1. **Background**

- 1.1 Stourbank Road is located to the western side of Christchurch town centre. Stourbank Road leads off from Stour Road and an entrance to Twynham School is located at the end of the road. There are currently no waiting at any time restrictions (double yellow lines) at the entrance to Stourbank Road on both sides covering the junction entrance.
- 1.2 Concerns from residents about parking and access issues led to a petition that was sent to Christchurch Borough Council and then reported to Dorset County Council's Community Highway Officers. The Borough Council was particularly concerned that vehicles were unable to turn once within Stourbank Road due to parked vehicles. The problems have been reported as 24-hour issues.
- 1.3 In accordance with Dorset County Council's policy, petitions for residents' parking schemes must be supported by at least 60% of residents in the affected street(s) and endorsed by the relevant district/borough council. The Stourbank Road proposal meets the necessary criteria (with 71% of residents supporting the scheme) and was duly publicised.
- 1.4 Proposals were advertised for public consultation on 11 October 2018 to introduce limited waiting of one hour, no return within one-hour (Except Permit Holders) Monday to Friday, 8.00am to 6.00pm in Stourbank Road, Christchurch. The proposal would also include parking bays and access protection markings which would ease the flow of traffic and allow turning of vehicles. No road traffic collisions have been reported during the latest available five-year period (July 2013 to June 2018). In response to the consultation two objections were received, four letters of support and one letter with comments. This report considers the outstanding objections.

2. **Information**

- 2.1 County Council officers have proposed that limited waiting restrictions of one hour, no return within one-hour (Except Permit Holders) Monday to Friday, 8.00am to 6.00pm would be appropriate along the length of Stourbank Road as shown in Appendix 1. The restrictions would discourage staff, pupils and visitors to the school from parking in Stourbank Road and instead would encourage them to use nearby car parks and/or walk into school.
- 2.2 The proposed restrictions would improve access for large vehicles including refuse vehicles and emergency vehicles.
- 2.3 The proposal includes the installation of access protection markings across private driveways/access points, if they do not already exist. An access protection marking will also be installed at the end of Stourbank Road to maintain access to Twynham School.

3. **Law**

Sections 1 and 2 of the Road Traffic Regulation Act 1984 allow the County Council to make an order to restrict or prohibit vehicles from using a road in certain circumstances. The circumstances where an order may be made include:

- for avoiding danger to persons or other traffic using the road;
- for allowing certain classes of vehicles to use the road.

Sections 32, 35, 45, 46 and 47 of the Road Traffic Regulation Act 1984 allow the County Council to make and charge for parking spaces on the highway.

- 2.2 The County Council is required to advertise the draft order it intends to make to allow a period for objections and representations to be submitted. The County Council has to consider any objections received. Having done so, it can make an order in the form originally intended and advertised or alternatively, the County Council may modify the order or abandon it.

3. Policy Considerations

- 3.1 The current policy for Residents' Parking Schemes (attached at Appendix 1) was established in 1991. At E1.2 it states that this type of scheme (limited waiting with exemption for residents) will be in predominantly residential areas without any off-street garaging facilities, or the chance of providing some and where the areas are subjected to an appreciable amount of all day parking.

- 3.2 Paras 2 (b) and (c) state that for a potential scheme no possibility should exist for frontagers to provide parking space within their own curtilages or in the immediate area and residents should have no alternative parking facilities available.

4. Consultation

- 4.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme and is supported by the Local Member, Christchurch Borough Council, and the Police.
- 4.2 There have been nine responses to the public consultation process for this Order. Some of these were from the same household and are therefore classed in the below table as one response per household. There are two outstanding objections to the proposal from residents, four support letters, one set of comments. These have been summarised below:-

Name and Address	Summary of Response – Support of the proposal
Resident Stourbank Road	I support my neighbours with resident parking
Resident Stourbank Road	Full support of the proposal. Parking especially in term time is a nightmare. Several cars have also been damaged due to the high volume of parking especially during term time. When events are being held in and around Christchurch High Street non- residents park in the road.
Resident Stourbank Road	Full support of proposed residents parking scheme. We have had to pull our child from the path of vehicles mounting the narrow pavement. The number of Twynham pupils walking/cycling and drivers speeding and competing for parking spaces in the crowded and narrow street could result in a serious accident. There was a serious fire recently, had the road been congested with cars as it usually is during school hours there may well have been a very different outcome. Vans have been parking in Stourbank Road which are used by their owners for storage. The owners are not residents of

	<p>Stourbank road. These vans are left and are stationary for weeks. Number of cars and weight of traffic every morning must surely have a huge impact on the health of the large number of young children living in the street as well as those pupils of Twynham school. Resident's cars are damaged on a regular basis by those attempting to park their cars in the narrow/crowded street. The school has not increased its parking capacity accordingly, so Stourbank Road has therefore become an 'overflow' carpark for the school.</p>
<p>Resident Stourbank Road</p>	<p>Strongly support the proposal. The road is narrow and a dead end and when the school day ends there are hundreds of children walking. Sixth formers leave at the same time and trying either to turn in the road or reverse the full length of the road onto Stour Road. It's only a matter of time before something happens. I am not making a complaint about school children. When you live in a road with a school in it you know that twice a day children will be walking along the road.</p> <p>My job sometimes has me working out of hours, finishing between 9am and 3pm there is no way I can park in Stourbank I feel that as there are three public car parks within easy walking distance from the school there is no need for them to park in Stourbank Road. They can use the car parks provided. I do hope the proposal is successful.</p>
<p>Name and Address</p>	<p>Summary of Response – Opposing the proposal</p>
<p>Resident Stourbank Road</p>	<p>I object to the proposed scheme for residents parking on Stourbank Road. Whilst parking in Stourbank Road at times can be almost impossible. It is in fact the evening times that are worse. Current proposed scheme is for permit holders only between the hours of 8am-6pm mon/fri - whilst this will eliminate the school parking it will not make an impact in the evenings when it is difficult to park - in fact your proposed scheme of the turning area and white lines and parking spaces will in fact make parking harder as you will be reducing the amount of parking spaces available. I work evenings and it would be frustrating to pay for a permit to find no places to park, being female i don't want to have to park in surrounding roads and walk home in the dark alone especially after purchasing a permit. Rather than solving the parking problem this will increase the problem as neighbour's tempers will be raised if they are unable to park after purchasing a permit. The problem will push the parking onto the surrounding roads.</p>
<p>Resident Stourbank Road</p>	<p>I object to the proposed residents parking. the school should have sorted this problem when they allowed a sixth form. They will only go to surrounding roads. Pupils have all gone by 4pm however B&B's up the road find it handy to park in Stourbank Road and Stour Road residents come home and park in Stourbank Road. At weekends people park up and catch the train and some people who just work in Christchurch. We've always had problems, if a parking system is being enforced make it a 24hour system. I don't</p>

	think it will work for us as in the next road (Riverlee) it's not enforced and as a pensioner why pay £70 a year extra.
Name and Address	Summary of Response – Other comments
Resident Stourbank Road	I fully support permit parking in Stourbank Road as the parking situation is ridiculous. Twynham school teachers and sixth form students think it's their own private car park. They have no respect for the residents, I am one of many who've had their car scratched. Vehicles park across driveways and dropped curbs. I am a blue badge holder and it would be 'nice' to be able to park near my house at all times instead of feeling housebound. We also had an incident in the road on Friday October 5th where five fire appliances had to attend a roof fire whereupon somebody (non-resident) was parked over the fire hydrant and had to be removed. I look forward to hearing the right result.

5. **Officers comments on consultation response**

- 5.1 Both objectors reside in Stourbank Road. Both objectors also refer the problem being pushed elsewhere. Whilst this may result in vehicles being parked in surrounding roads, Stourbank Road provides access to a school and there is a high risk of emergency vehicles not being able to access properties.
- 5.2 One objector states that the evenings are more of a problem. It is suggested that the proposed restrictions and residents parking scheme will deter non-residents from parking in Stourbank Road. It is hoped this will also deter any overnight parking by non-residents.
- 5.3 With regard to concerns about loss of parking, access protection markings will be provided for any household that currently has dropped kerbs if they do not already exist. The scheme will also include a white access protection line at the end of Stourbank Road to maintain access to Twynham School. It is illegal to park over a dropped kerb and therefore providing access protection markings will only help to enforce this. Therefore, there will be no loss of parking.
- 5.4 Parking enforcement will be monitored by Civil Enforcement Officers. If persistent unlawful parking occurs residents should contact Parking Services who can then patrol the road as necessary.

6. **Conclusions**

- 6.1 Having considered the representations and outstanding objections officers consider that the proposal will improve safety for pedestrians and road users by improving visibility on a fairly narrow stretch of road. It will also improve access for emergency vehicles.
- 6.2 The proposal is supported by the local member, Dorset police and Christchurch Borough Council.

6.3 Having considered all the responses received, it is considered that the proposals of limited waiting for 1-hour Monday to Friday 8am – 6pm except permit holders should be progressed rather than leave the situation as existing.

Mathew Piles

Service Director for Environment Infrastructure and Economy

December 2018

RESIDENTS' PARKING SCHEMES

- A. The Dorset County Council has approved the principle of preferential parking in the form of two alternative systems of residents parking schemes, subject to the Criteria set out below and providing that:-
- (i) The appropriate District Council supports the scheme and satisfies the County Council that the Criteria are and will be met.
 - (ii) The appropriate District Councils reimburse the County Council the full costs incurred in the introduction of any scheme and accepts financial and other responsibility for its subsequent operations.
- B. The two systems of residents' parking schemes referred to in this document are:-
- (i) Type A – where residents have exclusive rights to park in a designated road or street and where parking spaces will be assured. In these schemes parking by others, save that for certain essential users to the area, will be prohibited.
 - (ii) Type B – where limited waiting regulations are in force to control the time available for parking. Residents are provided with exemption to enable them to park for unlimited periods but with no parking space guaranteed.
- C. GENERAL CRITERIA FOR THE ASSESSMENT OF SCHEMES

INTRODUCTION

1. Each scheme should be considered on its merits and have regard to the needs of road safety, vehicles loading and unloading, short and long stay visitors including doctors and nurses, and in particular access for emergency service vehicles.

CONSTRAINTS

2. The primary role of a highway is to facilitate movement of traffic and it is maintained by the public at large for this purpose. It should not be reserved for the exclusive use of a particular section of the community without good reason.
3. Residents' parking schemes should not apply where waiting has been prohibited or is likely to be prohibited in the foreseeable future to:-
 - (a) avoid danger to road users
 - (b) prevent damage to the road or adjacent buildings
 - (c) facilitate the movement of vehicular and pedestrian traffic
 - (d) prohibit vehicular traffic which is unsuitable for the road or adjoining property
 - (e) preserve the character or amenities of the road or area.

D. TYPE A – RESIDENTS' PARKING SCHEME

1. INTRODUCTION

1.1 This type of scheme provides that parking on the public highway is allowed exclusively for the residents of properties fronting onto or directly served by the highway in question. Provision has to be made for essential visitors to the properties concerned, such as doctors etc, but is essentially preferential in its concept.

1.2 The roads or streets, the subject of these schemes, will be predominantly private residential areas where most properties served do not have off-street garaging facilities, or the chance of providing some, and are not located close to alternative off-street parking facilities. These areas will be subject to all day parking pressures by adjacent businesses such that preferential parking exists in their favour to the serious detriment of the residents.

2. ASSESSMENT OF SCHEME

To achieve uniformity, potential schemes should meet each of the following criteria:-

- (a) The road is a residential street and kerbside waiting is acceptable on traffic, safety and environmental grounds.
- (b) Parking of non-residents or visitors to the immediate area is not necessary to meet the needs of the area as a whole.
- (c) No possibility exists of frontagers providing parking spaces within their own curtilages or at comparable cost to themselves in the immediate area.
- (d) Residents have no alternative parking facilities available within a walking distance of 200 yards.
- (e) Adequate enforcement is available to ensure that a scheme will function.
- (f) The County Council is satisfied following an investigation of the area as a whole that an equitable balance of conflicting demands of all road users would be achieved.
- (g) The County Council is satisfied that an equitable balance of conflicting demands cannot be met by ordinary parking controls.
- (h) A sufficient number and proportion of the residents would be in favour of a scheme and would be prepared to pay such costs as were proposed.
- (i) A material factor is the availability of parking space to meet demand. If, therefore, it was judged undesirable for residents to park in a public car park, whether or not subject to a charge, then parking space would not be considered to be available. For example, the use by residents of a short term shoppers' car park would be both undesirable and counter productive.

3. IMPLEMENTATION OF SCHEMES

Schemes when implemented should provide for the following:-

- (a) Permits to be available to residents in the area and not only to frontagers to particular parking spaces.
- (b) The number of permits to be allocated shall not be greater than the number of spaces available.
- (c) The hours of operation to relate strictly to the periods when pressure on parking is most acute.
- (d) When the problem is created by shoppers and/or commuters, the time of operation of a scheme to be for the normal working day and no special provision for visitors to the frontagers to be made.
- (e) When the problem is created by summer tourist traffic the hours of the restriction to be adjusted accordingly and special provision made in the area for visitors to the frontagers affected. When visitors permits are issued they shall be valid for a period of three consecutive weeks and each resident shall be able to apply for two permits each calendar year, one permit valid for two weeks and the other for three weeks.
- (f) Provision to be made in the order for essential users to the area such as doctors, nurses, and health visitors to park their vehicles.
- (g) Provision to be made for the future removal of a scheme should it be found to be no longer necessary or should restrictions on waiting be subsequently required.
- (h) Such other provision as may be required by the District Council to meet particular local circumstances and subject to the approval of the County Council.

E. TYPE B – RESIDENTS’ PARKING SCHEME

1. INTRODUCTION

- 1.1 This type of scheme requires that time limited waiting restrictions are already in force on the roads in question or needs to be introduced to meet the short term parking requirements of the area. Residents fronting or served by the roads in question are provided with permits which enable them to park without any time limitation.
- 1.2 These will be in predominantly residential areas without any off street garaging facilities, or the chance of providing some, located close to shopping and business areas where there is an admitted lack of short term on street parking facilities or conveniently located public off street short term parking. In addition, the said residential areas will be subjected to an appreciable amount of all day parking by adjacent businesses and commercial activities, but where there are, although admittedly more remote, long term car parking facilities available within an acceptable walking distance.

(These will be in predominantly residential areas, located close to shopping and business areas where there is an admitted lack of short term on street parking facilities or conveniently located public off street short term parking. In addition, the said residential areas will be subjected to an appreciable amount of all day parking by adjacent businesses and commercial activities, but where there are, although admittedly more remote, long term car parking facilities

available within an acceptable walking distance. Justification will be established by applying the results of a parking demand survey to the flowchart set out in the Appendix)

2. ASSESSMENT OF SCHEMES

To achieve uniformity, potential schemes should meet each of the following criteria:-

- (a) The road is a residential street and kerbside waiting is acceptable on traffic, safety and environmental grounds.
- (b) No possibility exists of frontagers providing parking spaces within their own curtilages or in the immediate area.
- (c) Residents have no alternative parking facilities available.
- (d) Adequate enforcement is available to ensure that a scheme will function.
- (e) The County Council is satisfied following an investigation of the area as a whole that an equitable balance of conflicting demands of all road users would be achieved.
- (f) The County Council is satisfied that an equitable balance of conflicting demands cannot be met by ordinary parking controls.
- (g) A sufficient number and proportion of the residents would be in favour of a scheme and would be prepared to pay such costs as were proposed.

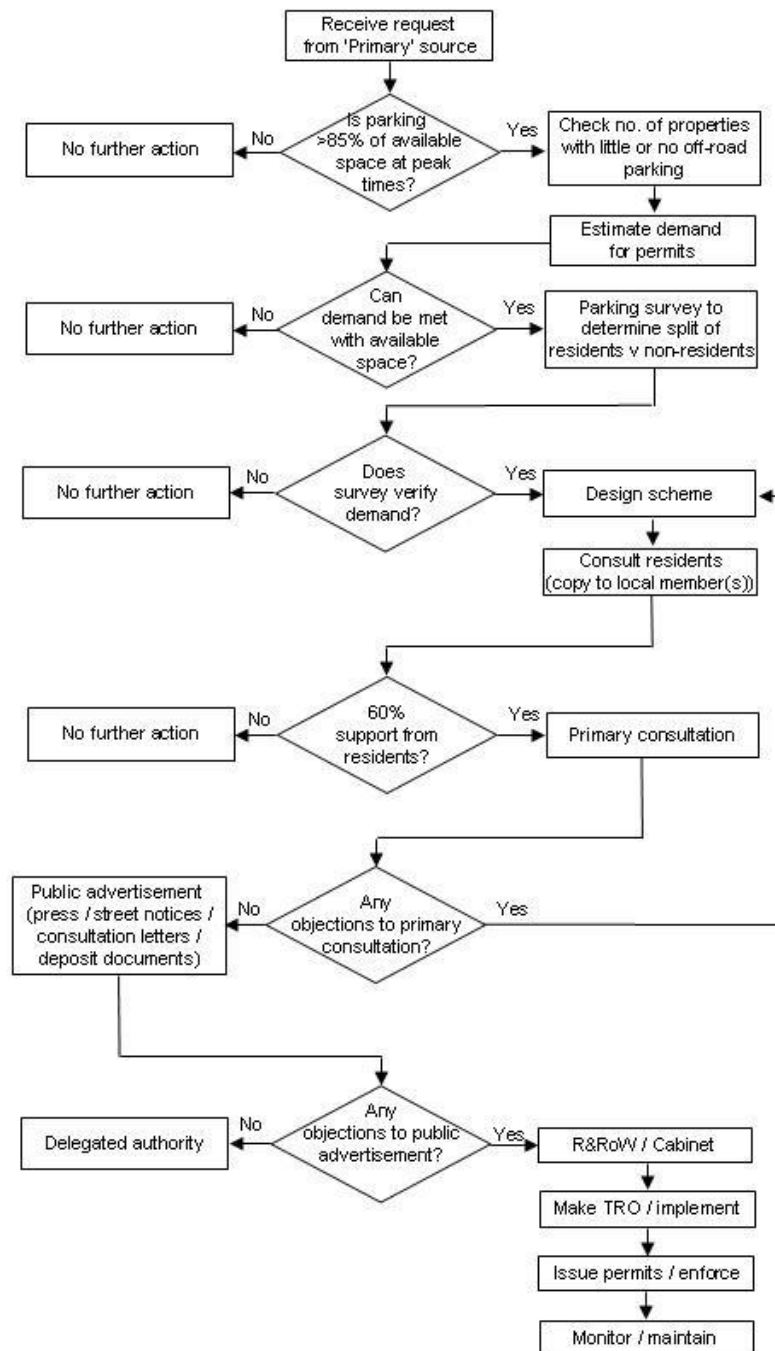
3. IMPLEMENTATION OF SCHEMES

Schemes when implemented should provide for the following:-

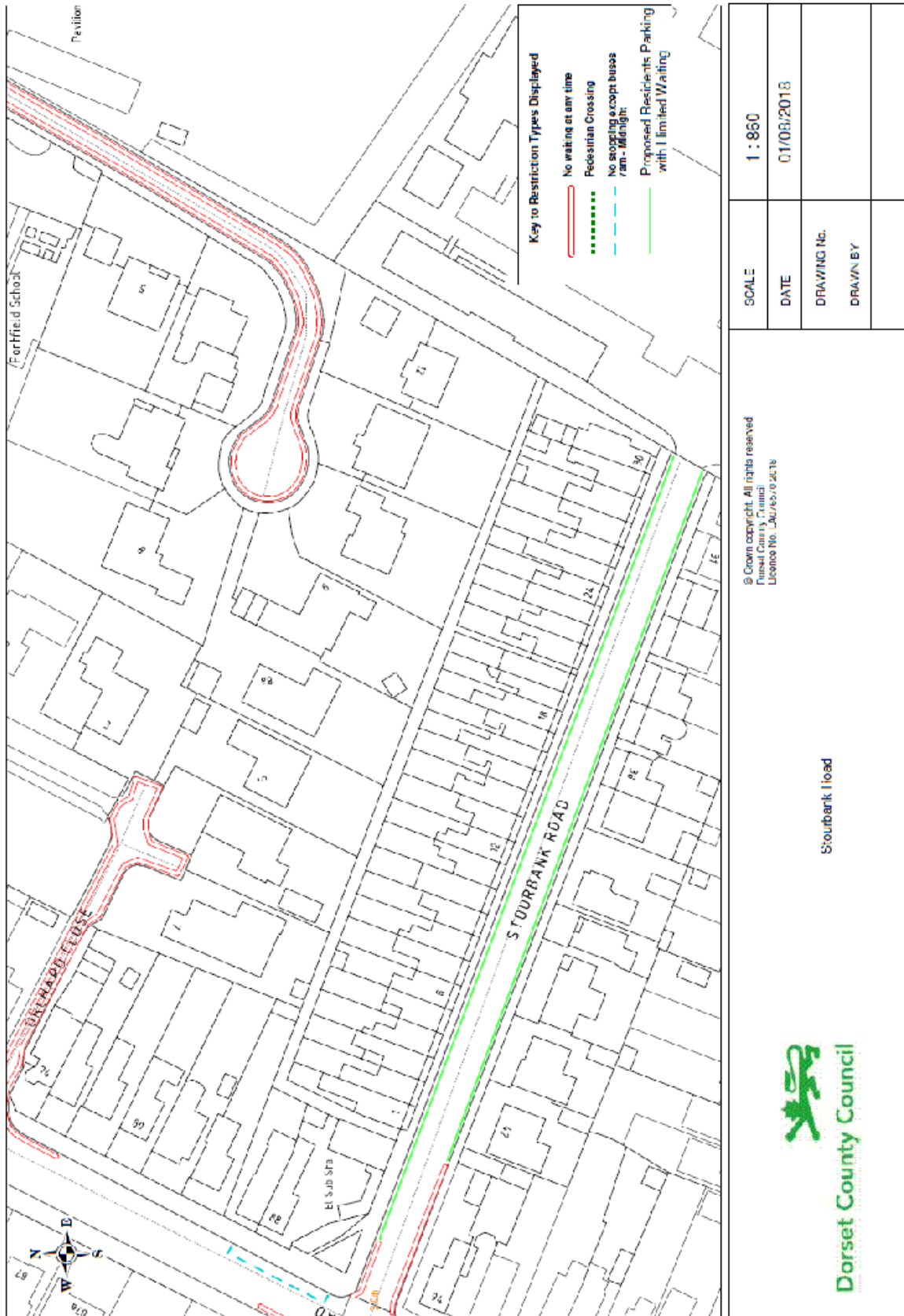
- (a) Permits to be available to residents in the area and not only to frontagers to particular parking spaces.
- (b) The number of permits to be allocated may be more than the number of spaces available.
- (c) When the problem is created by shoppers and/or commuters the time of operation of a scheme to be for the normal working day and no special provision for visitors to the frontagers to be made.
- (d) When the problem is created by summer tourist traffic the hours of the restriction to be adjusted accordingly and special provision made in the area for visitors to the frontagers affected. When visitors permits are issued they shall be valid for a period of two or three consecutive weeks and each resident shall be able to apply for two permits each calendar year, one permit valid for two weeks and the other for three weeks.
- (e) Provision to be made for the future removal of a scheme should it be found to be no longer necessary or shall restrictions on waiting be subsequently required.
- (f) Such other provision as may be required by the District Council to meet particular local circumstances and subject to the approval of the County Council.

- (g) Consideration should be given to the grouping of streets on an area basis without attempting to limit residents to parking in any particular street.
- (h) If an adjacent street has 'No Waiting' restrictions, then residents served by that street should be allowed permits to park in the area under consideration.

Revised Residents Parking Process (DRAFT)



Appendix 2



Dorset County Council Cabinet – 6 March 2019
Shadow Executive Committee – 11 March 2019

Recommendation from the meeting of Dorset County Council's Overview and Scrutiny Management Board held on 29 January 2019.

4 Outcome from Children's Services Review

The Board considered a report prepared by the Chairman following the Children's Services Inquiry Day held on 15 January 2019. The findings were to be shared with the Cabinet, the Shadow Executive and the new Executive Director of Children's Services.

The Chairman explained that the findings included recommendations to Government as well seeking more resources to support Children's Services. The Inquiry Day had highlighted:-

- That the role of health services in education health care plans needed to be better managed. (This would be raised at the Dorset Health Scrutiny Committee.)
- The cost of out of county children with special needs. This money could be better used to improve local facilities and save in the longer term. The Leader explained that part of the asset review work being undertaken was looking at how these children could be looked after locally.
- That although £1m had been provided to increase the work force to catch up on educational health care plans, the plans would need to be monitored and reviewed. It was recommended that the cost (£500K) should be consolidated into the budget. The Leader advised that the use of the £1m was to be reviewed for its effectiveness.
- That social work teams and family partnership zones needed to work more closely together on prevention.
- That communication had been recognised by Children's Services as an issue and steps were being taken to address this. Board members were to see the information to be sent to parents about the outcomes from the Inquiry Day prior to it being issued.
- That the Council should better communicate roles within the system, including that of parents.
- That all IT systems were not compatible currently and did not allow for the sharing of information. This should be prioritised, and it was suggested that a capital investment might lead to a longer term saving.
- That steps should be taken to address some of the transport issues raised for children with Special Educational Needs and Disability (SEND). The Leader explained that a report on integrated transport was due and would address some of these issues.
- Issues raised by parents, including that it could take 12 months to obtain a medical diagnosis for an educational health care plan.

The day before the inquiry day, members had visited local schools. The review illustrated the value of members having local knowledge and a good understanding of how the Council worked. This needed to be included in the induction for members of the new Dorset Council.

The Board then considered individual recommendations and the following points were made:

- The possibility of the new Council identifying lead members to oversee performance in key areas to provide assurance.
- The need for parents to be involved and have a better understanding of how the system worked.
- The need to learn from best practice elsewhere in the Country.
- That parents involved in the Inquiry Day should receive an update as to its outcomes and an explanation of where these would be considered.
- That consideration should be given as to how parents without internet access could be informed of the outcomes of the review.
- That the Dorset Health Scrutiny Committee might write to the Dorset Clinical Commissioning Group with regard to health concerns raised.
- Any action plans arising from the review should include timelines.

The Chairman would send members a copy of the agreed recommendations by email following the meeting. These would be considered by the Cabinet on 6 March and the Shadow Executive on 11 March 2019. They would also be available for the forthcoming Ofsted inspection.

Resolved

1. That the Cabinet and Shadow Executive receive the report at their next meetings.
2. That the Chairman should meet with the new Director for Children's Services and share the details behind this report.

Recommended

1. That the Overview and Scrutiny Management Board, whilst recognising the pressures on the Dorset Council budget recommends that the base line for the Children's Services budget should be raised to better meet the needs of the SEND students and families.
2. That the new Dorset Council should provide an induction programme for its councillors that should encourage visits to local schools and a greater understanding of the workings and financing of the SEND team and schools. It should also consider a new way of working for councillors that encourages them to be more actively engaged with the users and providers of a service over a reasonable length of time. (A "standing" policy and development group).
3. That the new council, working in partnership with Health, should consider whether capital investment could lead to considerable revenue savings in the medium term by providing more suitable learning and living accommodation locally.
4. That the IT department should have, as a priority, an investigation into how data bases held on SEND students can better communicate with each other – schools, transport, FPZ, SEND team, NHS, Social services.
5. That an in-depth review of SEN transport is undertaken as a priority, taking notice of issues listed in this report and including how identification is made of families for whom personalised budgets are feasible, and whether they save money.
6. That the department is asked to set up timelines for the implementation of the recommendations identified in the Communications section of this report.
7. That the new council should review the progress made to improve communications with families and how the Education Health Care Plan (EHCP) process is working after 6 months.

Scrutiny Review - Planning & Scoping Document

<p>What is the Purpose of the Review?</p> <ul style="list-style-type: none"> Specify exactly which Outcome(s) the review is examining? Also being clear what the review is <u>not</u> looking at What is the Scrutiny Review seeking to achieve? Where possible refer to VFM issues of service cost, service performance and/or customer satisfaction. 	<p>To explore activities mainly delivering two aspects of the corporate plan; namely Safe and Independent.</p> <ol style="list-style-type: none"> To enquire of stakeholders how the changes in delivery and funding of SEND is impacting on quality, performance and the security of the budget To identify evidence of progress in delivering the SEND strategy action plan To investigate what progress has been made in other budget delivery changes and identify any issues the cabinet might wish to consider in recommendations to the shadow executive before the shadow council confirms its budget, with a particular reference to SEND and Children Looked After (CLA).
<p>What are the Criteria for Selection?</p> <ul style="list-style-type: none"> Why has this particular topic been considered to be a priority issue for scrutiny? Which of the principle criteria promoted by the Centre for Public Scrutiny does it satisfy? 	<p>The principles for this scrutiny are to</p> <ol style="list-style-type: none"> Provide a constructive ‘critical friend’ challenge Amplify the voices and thoughts of the public Look at aspects of the service from the view point of all DCC committees Ensure budget sustainability <p>The enquiry day has been planned by the Overview and Scrutiny Management Board (OSMB) to avoid duplication and is being led by the Audit and Governance chair. Various changes have occurred in the Children’s Services budget leading to a range of change of practice. This scrutiny is to follow up these changes and provide up-to-date information before LGR comes into effect in April 2019.</p>
<p>What are the Indicators of Success?</p> <ul style="list-style-type: none"> What factors / outcomes will demonstrate that this Scrutiny Review has been a success? 	<ul style="list-style-type: none"> Stakeholders involved in the enquiry day will have provided feedback saying that they felt their views had been heard and understood Officers will feel that they have a better understanding on how various changes they are implementing are impacting on; their client’s wellbeing, the quality of the service and the budget targets. Members will have a greater understanding of this vital part of our services and have produced a report for consideration by the cabinet and the shadow council
<p>What Methodology / Approach is to be followed?</p> <ul style="list-style-type: none"> What types of enquiry will be used to gather evidence. 	<p>The enquiry day will be split into 5 sections:</p> <ol style="list-style-type: none"> Focus on students/carers/parents/voluntary helpers/transport providers Focus on schools



<p><i>Following a structured and proportionate review process, which is likely to involve the active consideration of evidence, direct representation(s), a review of financial, performance and risk data to arrive at an objective opinion against some Key Lines of Enquiry;</i></p>	<ol style="list-style-type: none"> 3. Focus on support staff 4. Panel discussion focussing on outcomes from the morning session, particularly on any issues to be considered reflecting on the budget 5. A more in depth study, with officers, of the present state of the budget and the implications for the LGR budget setting process
<p>What specific resources & budget requirements are there? <i>What support is required for the review exercise?</i></p> <ul style="list-style-type: none"> • <i>specialist staff</i> • <i>any external support</i> • <i>site visits</i> • <i>consultation</i> • <i>research</i> 	<ul style="list-style-type: none"> - Hiring a room outside of the council to relax participants - Refreshments - Invitations to guests - Relevant officers - Note takers
<p>Are any Corporate Risks associated with this Review? <i>Identify any weaknesses and barriers to success</i></p>	<p>Current Corporate Risks:</p> <p>High Risks:</p> <ol style="list-style-type: none"> 1. Failure to stabilise the budget for the High Needs Block (HNB) 2. Failure to keep school finances in balance <p>Medium Risk:</p> <ol style="list-style-type: none"> 3. Failure to deliver Education health & Care Plans (EHCP's) within statutory timescales
<p>Who will receive the review conclusions and any resultant recommendations?</p>	<ul style="list-style-type: none"> • Director of Childrens' Services • Cabinet members Steve Butler and Andrew Parry • Full cabinet • Audit and Governance and Safeguarding committees • Dorset Shadow Executive Committee
<p>What is the Review Timescale?</p> <ul style="list-style-type: none"> • <i>Identify key meeting dates and any deadlines for reports or decisions.</i> 	<p>The Enquiry day is set for Tuesday January 15th. Reports will be written as quickly as possible after this date and taken to cabinet and the OSMB at the end of the month in order that they can be seen before a budget is finalised by the Shadow Council in February. Prior to that date a draft structure for the day will be formulated by the chairman and officers from Children's services. Two meetings are planned for the panel before Christmas to finalise the invitations and the questions we want answered.</p>



<p>Who will lead the Review Exercise?</p> <ul style="list-style-type: none"> • <i>Identify a nominated:</i> <ul style="list-style-type: none"> - <i>Elected Member</i> - <i>Lead Officer</i> 	<p>The panel will be the chairs of the four main committees, with other members of the committees invited to participate if they wish. The chair of A&G will lead.</p> <p>The lead officers are Andrew Reid and Gerri Kemp</p>
<p>Media Interest / Publicity</p> <ul style="list-style-type: none"> • <i>Communications Plan</i> • <i>Do we need to publicise the review to encourage community involvement?</i> • <i>What sort of media coverage do we want? (e.g. Fliers, leaflets, radio broadcast, press release, etc.)</i> 	<p>Not really applicable</p>
<p>Completed by: Date:</p>	<p>Cllr David Harris Chairman of the OSMB / Audit and Governance Committee</p>
<p>Approved by Scrutiny Committee Date:</p>	<p>This process was approved by the OSMB in July</p>

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Summary of the SEND Enquiry Day held on 15 January

On 15 January 2019, four councillors who chair Dorset County Council's scrutiny committees held an enquiry day to specifically look at services for children with special educational needs and disabilities (SEND).

Scrutiny committees look at issues affecting local people and can make recommendations to the council based on its findings. The purpose of the day was to speak with small groups of school staff, parents/carers and professionals working with children and families to look at:

- the impact of changes to funding and the way SEND services are delivered
- if the council has made progress with its improvement plan following its last inspection in 2017
- if there are any issues the council's Cabinet might wish to raise with the Shadow Executive of the new Dorset Council

The parent group included parents whose children have an Education and Health Care Plan (EHCP). They represented the complete age range (0-25) and had experience of different provision, including:

- special school
- mainstream education
- home education
- out-of-county provision

Here's a summary of the key points raised and proposed actions that councillors would like to be considered.

Getting the right support

- Parents felt that there aren't clear sources of support and guidance to help them understand the EHCP process and how they can get the right support for their child.
- All agencies need to be aware of their role in drawing up a plan, and parents need to have a clear understanding of what they can expect from each agency.
- Members of the group felt that diagnoses, particularly those requiring an input from health, often take too long to get started or completed. This needs exploring with the Clinical Commissioning Group and questions were raised around whether parents can receive any support while waiting for a final diagnosis.
- Parents asked that staff (both from the council and in health services) should use the same guidance notes and that everyone's role in the process – both professionals and parents – should be clearly outlined.
- Dorset County Council needs to build trust with parents who have felt let down by the system

Managing the EHCP process

- Parents said they want to be more involved as the EHCP is being put together so they fully understand what's happening and can make points earlier (rather than at an appeal)
- The language of the EHCP should be simpler and clearly state expectations both for and of the parents

- More needs to be done to help parents understand the banding system – including how it's paid for and what it delivers
- How the outcomes in the EHCP are identified and progress measured should be clearer to parents and students. If there are changes to be made, these should be shared immediately with parents and students
- The review process could be improved by involving parents and other agencies more

Travel arrangements

- Communications between all parties involved with travel arrangements needs to improve – especially how changes and absences are dealt with.
- Parents asked if there's any help that can be provided for children to enable them to participate in everyday after school activities?
- Some parents wondered if that, if their children share transport, could there be an opportunity to meet with the parents of the other children if they would like to?
- The length of journeys for vulnerable children should be limited wherever possible

Financial concerns

All groups had concerns about the total funding available to deliver SEND services, particularly in the High Needs Block, and the staffing needed to manage the growth of EHCPs effectively.

Work in progress

Officers from SEND, IT services and the communications team are working together with the local parent carer forum (known as Dorset Parent Carer Council) to improve the way families receive information and engage with the service. Here's some of the work that's already underway:

- The SEND team have been pulling together an email contact list for parents to allow the council to communicate quickly and more frequently with parents
- A new e-newsletter for families who have children with special educational needs and disabilities has been introduced. The first edition went out on 4 Feb. [Parents can sign-up here.](#)
- Young people have been involved in a range of developments - including a SEND young people's forum.
- Access to the [Local Offer](#) is now on a new platform, rebranded with the help of parents and young people. This will continue to be improved using feedback from parents [- here's where parents can give feedback.](#)
- The SEND team are reviewing their paperwork to ensure it is in plain English and that forms are easier to complete, asking only for relevant information.
- Officers are working with various groups of parents and young people to inform a re-design of the EHCP
- EHCP review processes are being tackled jointly

Next steps

The councillors who led the enquiry day are committed to taking this forward. They've shared their findings with Sarah Parker, Executive Director of People - Children, for the new Dorset Council, as well as officers in both the SEND teams and Dorset Healthcare.

They have also shared their findings with councillors who sit on the Overview and Scrutiny Management Board. The group has pulled together a list of recommendations that they feel should be considered by members of Dorset County Council's Cabinet and the Shadow Executive of the new Dorset Council.

They are recommending that:

- the baseline children's services budget should be raised to meet the needs of the SEND students and families.
- the new Dorset Council includes an induction programme for councillors around SEND to make sure new councillors have a greater understanding of the issues faced by parents, schools and the services involved. It could also consider setting up a councillor-led group that regularly monitors SEND services, including meeting regularly with users of the service.
- the new council, working in partnership with the NHS, should consider what capital investment could lead to considerable savings by providing more suitable learning and living accommodation locally.
- IT services should look at how databases held on SEND students across agencies – including the council's SEND team, social care, school transport and NHS, can work better with each other.
- An in-depth review of SEND transport is carried out - including how families are identified as being eligible for personalised travel budgets
- The SEND team works with the communication team to produce a plan to help deal with issues raised at the inquiry day and that progress against that plan is reviewed by the new council after six months

Dorset County Council's Cabinet and the Shadow Executive will receive the findings from the enquiry day and the recommendations at their meetings in March. They will be asked to discuss these.

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Report of the Children's Services SEND enquiry day

Background

The enquiry day was held at the Dorset History Centre on Tuesday 15th January and the attendees, who included school leaders, parents and support staff, are attached as **Appendix 1**.

The purpose of the day was

1. To enquire of stakeholders how the changes in delivery and funding of SEND is impacting on quality, performance and the security of the budget
2. To identify evidence of progress in delivering the SEND strategy action plan
3. To investigate what progress has been made in other budget delivery changes and identify any issues the cabinet might wish to consider in recommendations to the shadow executive before the shadow council confirms its budget, with a particular reference to SEND and Children Looked

The enquiry day focused on the first purpose allowing the department to use the results to help them in identifying evidence in delivering their action plan. We had three sessions in the morning with school leaders, parents and support staff, all of which provided valuable inputs which have been used to support this main report. Summaries of these sessions are attached as separate appendices. A short discussion on the latest financial position was held with the CS finance officers and some aspects of expenditure was also discussed at the Audit and Governance Committee on Monday 21st January. There are some financial recommendations in this report.

Main Findings

Financial

Clearly there was some disquiet about the total funding available to deliver this service, particularly in the High Needs Budget and the staffing needed to manage the growth of EHCPs effectively. We would make the following proposals:

1. DCC should write a strong letter to the Dorset MPs to seek their support for a much fairer distribution of funds to the DSG for Dorset schools
2. DCC should join with all LAs to press the Government for additional funds for the HN budget and provide suitable evidence of the growth in numbers and high level costs for EHCPs
3. Ray Bryan will raise the lack of involvement of the NHS in delivering and paying for the "H" aspect of the plans. Should school nurses be re-introduced?
4. As a matter of urgency capital expenditure should be sought to expand the local provision for the most severe needs. The development of Bovington and the local centres will be a positive contribution but we should seriously explore providing accommodation units for those very high cost students who presently are supported by the private sector outside the county. This will be a long term saving.
5. A temporary £1m contribution was made to the budget covering the last two years and leading into next year. We recommend the Unitary Council to consolidate this into the base line budget and would suggest that it should equate to £500k annually. Its main purpose was to enlarge the team creating and reviewing EHCPs and each member of this team has 200 EHCPs to manage and the needs of parents and students and other services to be included in the process suggest that this figure is far too high. Even if the number of EHCPs levels off,

which is not yet likely, the extra funding is necessary to make the service more effective for its stakeholders.

6. Although there is not a figure attached to this next item we recommend that a contingency amount should be allocated to a restructuring of social work in the department with more staff needed to help with preventative work. In the longer term this might actually reduce the number of children in care, and hence lead to savings.

Communications

This area caused the most concern, especially for the parents, although there was an internal issue as well. Some of the issues raised are already in the pipeline, some need more research with parents and some need allocation of resources internally. The following actions are proposed:

1. Mel Craven should meet with the Parent/Carers group led by Elaine Okopski and establish what changes they want to happen for them. Some of these include : less use of technical language; easy access to help; the establishment of a newsletter meeting parental needs; better support for completing forms and more involvement in drawing up the plans at an earlier part of the process; more help in understanding the process as a whole and what the funding levels mean attached to the bands.
2. The SEND team should review how it manages phone communications with parents
3. Once the feedback comes with more details from Mel Craven, officers should talk through with Cabinet colleagues and members of this panel to review how suggestions can be implemented.
4. Internal IT systems need a complete review so that communications between SEND team, Transport, FPZ, Social Services, Health Services and Schools are managed more effectively. The other benefit of this is that it enables virtual groups to meet more easily where more than one agency is working with a child.
5. Clearer rules on how and who PAs and drivers should communicate with should be identified and shared with parents and schools.
6. The Unitary council should see itself as a coordinator for all the services that should be involved in the well-being of SEND students.
7. By encouraging more parental inclusion in the whole EHCP process we can help manage expectations and also potentially limit the number of costly tribunals.
8. Parental roles (including support) agreed & written into EHCP's

Issues raised by parents

A list of **all** the points raised by parents in response to the questions asked is included in **Appendix 2**. **A separate report is being produced for parents which will include more details**. These are summarised into the 3 sections below and actions to alleviate the concerns of parents are, in some cases, already being tackled by the department but any gaps will be established by some of the steps listed above.

Understanding the process

1. There is a need for clear sources of help and guidance for parents to help them understand the process of drawing up an EHCP with links to other information sources about a particular diagnosis. A link to this should be given to parents when they first seek a diagnosis.

2. It needs to be recognised that parents of SEND children are going to need more support and reassurance than parents of other children
3. All agencies need to be aware of their role in drawing up a plan and parents need to have a clear understanding of what they should expect from each agency
4. Diagnoses, particularly those requiring a Health input often take too long to get started/completed. This needs exploring with the CCG.
5. Staff drawing up plans should have the same guidance notes and understand their role in the process and the expectations of the parents
6. A key element in the guidelines will be time scales and an understanding of the communication lines.
7. Can a training programme be devised for new parents who want to play their role in supporting the EHCP as effectively as possible?
8. Strong trust between the LA and parents needs to be re-established

Managing the EHCP process

1. Parents do not only want to be involved once a year and want to be more involved as the plan is being put together so that they fully understand what is happening and can make points earlier rather than at appeal
2. We need to change the culture so that parents do not feel they are in a battle
3. The language of the plan should be simpler and clearly state expectations for and of the parents
4. A better understanding of banding, how it is paid for and what it delivers would be helpful
5. How the outcomes are identified and progress towards them measured should be clearer to parents and students, and if there are changes to be made due to lack of progress, great progress or changes in need identified, these should be shared immediately with parents
6. Parental expectations within the resources available need to be managed effectively
7. The review process could be improved, including parental involvement, other agency involvement, time scales, judgements on outcomes....

Travel arrangements

1. Communications between the Transport Team, the SEND travel team, parents, Travel providers, drivers, PAs, schools and students should be explored, including the roles and expectations of each part of the process, especially how changes/absences are dealt with
2. Is there any help that can be provided for children to enable them to participate in everyday after school activities?
3. Can parents, whose children share transport, be supported in communicating with other parents if desired?
4. Can the length of journeys of vulnerable children be limited wherever possible?

Other issues

There needs to be a greater Local Authority role in challenging the allocation of pupils across schools & academies to seek a 'fairer distribution' – We mustn't provide reasons for schools not to be inclusive.

Councillors should review their induction programme and way of working, ensuring there is a group continuing the approach taken by this review team,

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Tricuro Executive Shareholder Group

Minutes of the meeting held at Beech House, Poole,
BH15 2BU on Thursday, 20 December 2018

Present:

Jill Haynes (Chairman), Ray Bryan, Blair Crawford, Mike Greene, Nicola Greene,
David Harris, Mohan Iyengar, Karen Rampton and David Walsh.

Officers Attending:

Helen Coombes (Transformation Programme Lead for the Adult and Community Forward Together Programme), Phil Rook (Finance Director - Tricuro), Jan Thurgood (Strategic Director - People Theme - Poole), Alison Waller (Managing Director - Tricuro), and Helen Whitby (Senior Democratic Services Officer).

In attendance for Part

Marcus Richards, Associate Director, Ernst and Young LLP

Apologies

1 Apologies for absence were received from Steve Butler and Tony Ferrari.

Code of Conduct

2 There were no declarations by members of any disclosable pecuniary interests.

Minutes

3 The minutes of the meeting held on 3 August 2018 were confirmed and signed.

Managing Director Update

4 The Group considered a report by the Managing Director which set out activity and progress since the last meeting.

The Managing Director presented her report highlighting that all savings in Tricuro's control had been delivered; Tricuro were working with Bournemouth Borough Council to remodel community support services; the outcome of Tricuro's bid in connection with the Bridport Gateway Project would not be known until the New Year; the work with Bournemouth and Poole Councils to address delayed transfers of care; the outcomes of the recent review of care homes and remodelling necessary to address these; and work with Dorset County Council on day services and activities.

In response to questions, it was explained that the need to modernise, be competitive and ensure service users were well looked after would affect staffing and involve the trade unions; due to commercial sensitivity information about the Bridport tender process could only be provided after procurement had been completed; the business case for this procurement had been considered and approved by Dorset's Cabinet; and that the Group needed to have some discussion about principles going forward.

With regard to the proposed partnership with Morgan Ashley, this would be similar to that for the Bridport Gateway Project. Potential risks had been identified and analysed and external legal advice was to be sought in the New Year. In view of the fact that work on viability and risks involved was continuing and legal advice was to be sought, members agreed in principle to the partnership with Morgan Ashley, but asked for more information to be provided at the Group's next meeting following further analysis and due diligence undertaken by Tricuro.

Resolved

1. That Tricuro forming a partnership with Morgan Ashley to support a bid application for the development of a care home in Havant as part of a planned Care Village Development commissioned by Hampshire County Council be approved in principal.
2. That further information be provided for the Group's next meeting.

Finance and Performance Update

- 5 The Group considered a report by the Finance Director which set out the forecast outturn for 2018/19 based on October 2018 data and work in preparation for the 2019/20 Budget

The Finance Director drew attention to the projected outturn figure of an underspend of £39k as at October 2018. He highlighted identified savings achieved for the current year, work being undertaken to progress those not yet achieved, reduced staff numbers, that HR were addressing increased staff sickness, work with local authorities on Local Government Reorganisation. The main financial challenge is exposure to the second year of the National Pay Award, which is estimated at an additional £1.45m as the average pay award is 4.59% across the company. BCP have included this in the contract price for 2019/20. Dorset Commissioners would confirm the financial position for the new Dorset Council to Tricuro by the end of December 2018. Following discussions with Commissioners, Tricuro would outline any service implications to the February Meeting of the ESG.

Resolved

1. That the forecast position for 2018/19 at the end of October be noted.
2. That the risks associated with and impacting upon the current financial year and future financial years be noted.
3. That the current position in preparation of the 2019/20 Budget be noted.

Tricuro: Shareholder Viability Assessment Report

- 6 The Group considered the Tricuro Shareholder Viability Assessment report commissioned by Dorset County Council and undertaken by Ernst and Young.

Mr Richards, Assistant Director, explained that the assessment had been requested by the County Council and was carried out in Summer 2018 in collaboration with Tricuro staff. The report highlighted future financial pressures, means by which unit costs and demand could be managed, challenges to revenue growth and identified opportunities to improve the strategic partnership with the County Council. The challenges experienced by Tricuro were not unique and the assessment provided suggestions to improve Tricuro's sustainability and resilience.

The Managing Director explained that Tricuro's Board had responded to the assessment and highlighted that opportunities for growth were very different now compared to the time of the assessment. She reminded members that Tricuro had delivered significant savings and efficiencies which provided a platform for strategic growth and development. A strategic vision for the future was needed and there needed to be some consideration of the future impact of local authority commissioning on Tricuro.

Members recognised that the current situation was far removed from that when Tricuro was established. They found the report to be useful in identifying future challenges for Tricuro and discussed their possible implications for both the company and the local authorities. It was also recognised that opportunities under the teal structure had not been fully explored as yet. All members confirmed their wish that the two new Councils continued to work with Tricuro to support the delivery of quality care for the residents of Dorset.

The Transformation Programme Lead for the Adult and Community Forward Together Programme, Dorset County Council, explained that the assessment had provided an independent view of the opportunities and challenges facing Tricuro given the amount of change since its establishment. She also drew attention to the changes that would arise from the introduction of the Integrated Care System. Following the assessment, the County Council would be considering different options to meet residents' needs within the available budget.

Resolved

1. That the Group noted that DCC have confirmed that the financial position for 2019/20 will be completed by December 31st in line with the two-year commissioning intentions set out in 2017/18.
2. That the Group approve the Tricuro Board and DCC to progress the exploration of options for their future to achieve sustainable care within the available resources including impact assessments on all shareholders and the company with progress to be reported to an ESG in February 2019.

Recommended

That the two future shareholders confirm their commitment to the provision of quality care for the residents of Dorset and commit to supporting the Commissioners to develop their strategic vision with Tricuro.

Dates of Future Meetings

7 **Resolved**

That the next meeting of the Executive Shareholder Group be held at the end of January or beginning of February 2019.

Meeting Duration: 12.00 pm - 1.25 pm

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Dorset Waste Partnership Joint Committee

Minutes of the meeting held at Purbeck District Council,
Westport House, Worgret Road, Wareham on
Thursday, 17 January 2019.

Present:

Anthony Alford (West Dorset District Council) (Chairman)
Michael Roake (North Dorset District Council) (Vice-Chairman)

Members Attending

David Walsh (North Dorset District Council), Tony Ferrari (Dorset County Council), Ray Bryan (East Dorset District Council), Barbara Manuel (East Dorset District Council), Margaret Phipps (Christchurch Borough Council), David Budd (Purbeck District Council), Peter Webb (Purbeck District Council), Kevin Brookes (Weymouth & Portland Borough Council), Patricia Jamieson (Christchurch Borough Council) and Timothy Yarker (West Dorset District Council).

Dorset Waste Partnership Officers Attending:

Karyn Punchard (Director), Gemma Clinton (Head of Service - Strategy), Grace Evans (Legal Advisor), James Potten (Communications and Marketing Officer), Michael Moon (Head of Service (Operations)) and Denise Hunt (Senior Democratic Services Officer)

- (Notes:(1) Publication In accordance with paragraph 8.4 of Schedule 1 of the Joint Committee's Constitution 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: **Thursday, 24 January 2019**
- (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 Joint Committee to be held on **Monday, 18 March 2019.**)

Apologies for Absence

- 1 Apologies for absence were received from Councillor Alan Thacker (West Dorset District Council), Councillor Daryl Turner (Dorset County Council), Paul Ackrill (Finance and Commercial Manager) and Jim McManus (Treasurer).

Substitute members who attended the meeting included Councillors Patricia Jamieson (Christchurch Borough Council) and Timothy Yarker (West Dorset District Council).

Code of Conduct

- 2 There were no declarations by members of any disclosable pecuniary interests under the Code of Conduct.

Minutes

- 3 The minutes of the meeting held on 5 November 2018 were confirmed and signed.

Public Participation

4 Public Speaking

There were no public questions received at the meeting in accordance with Standing Order 21(1).

There were no public statements received at the meeting in accordance with Standing Order 21(2).

Petitions

There were no petitions received in accordance with the County Council's petition scheme at this meeting.

Forward Plan 2019

- 5 The Joint Committee noted the 2 items for consideration at the meeting on 18 March 2019.

The Chairman advised members that it might be necessary to cancel this meeting should the financial position not change significantly as this might not serve members' time usefully.

Finance and Performance Report - January 2019

- 6 The Joint Committee considered a report by the Director of the Dorset Waste Partnership (DWP) that showed a projected adverse variance of £74k against a budget of £33.5m. This was an improvement from the previous forecast variance of £180k.

The adverse variance of £356k in the transport budget was likely to continue to worsen due to the costs of fuel and vehicle maintenance. The cost of fuel had come down and plateaued to the amount budgeted for, however, this had been higher at the start of the financial year.

Higher costs of vehicle maintenance had arisen due to the ageing fleet based in East Dorset, North Dorset and Christchurch where vehicles were reaching the end of life. This had resulted in increased break downs and more costly repairs. A report on the vehicle replacement programme was due to be considered by the Shadow Executive in February 2019.

The dry mixed recycle budget line had seen a significant improvement with the price stabilising at approximately £20 per tonne which had brought down the 12 month average figure. The adverse variance had been inevitable as this budget had been set at zero at the beginning of the financial year.

The new positive variance of £142k with respect to garden waste followed the most recent sign up period when more customers had signed up than anticipated. It was confirmed that there would be a small reorganisation of the garden waste rounds to absorb the additional customers without the need to create new rounds with the associated costs of vehicles and crews.

The overall picture was therefore positive, with a small overspend of £74k on the £33.5m budget that could be adequately covered by the Budget Equalisation Reserve (BER), which remained at £1.2m.

Councillor Phipps asked how the outstanding amount in the reserves for Christchurch Borough Council would be dealt with in light of the disaggregation of services to the Bournemouth, Christchurch and Poole Council (BCP), and further to agreement that BCP would purchase services from the Dorset Council to carry out its waste function from 1 April 2019 for a year.

The Joint Committee was informed that this would form part of the Delegation of Waste Function from BCP Council to Dorset Council and would be dealt with as part of the legal agreement.

Members asked questions in relation to the costs of maintenance of older vehicles, progress with the vehicle replacement programme and whether purchase or leasing of vehicles was the best option.

The Director informed members that further to consideration of a recommendation by the Joint Committee for the replacement of vehicles in East Dorset and Christchurch, officers had been asked to revisit the proposal as the total of all of the capital bids

across the Shadow Council were unaffordable.

Officers had subsequently proposed splitting the vehicle procurement over 2 years, dealing firstly with the replacement of vehicles in East Dorset in 2019/20 where there was no in-house repair facility, and North Dorset in 2020/21 as this area had the benefit of a workshop in Shaftesbury. The risks associated with this approach had been recognised including the risk to the vehicle maintenance budget as the 2019/20 budget assumed that all of these vehicles would be replaced in the same year. Condition surveys were currently being undertaken on all vehicles in anticipation of the revised programme timescales being agreed.

It was confirmed that the DWP were purchasing refuse vehicles as this offered best value for money. Those vehicles on leasing arrangements included the large and small mechanical sweepers due to the specialist maintenance regimes required.

In response to a question in relation to the costs of green waste, it was confirmed that the DWP could only legally recover collection costs and that the costs of disposal were included in the waste disposal variances. The dry summer in 2018 had impacted on tonnages with less green waste than anticipated. This had an impact on the budget and had contributed to the underspend on this budget line.

The Vice-Chairman requested an update on the Blandford site given its strategic importance.

The Director confirmed that negotiations were continuing with the land agent on behalf of the two landowners and that there was no longer a competing interest on the land.

There had been a delay in negotiating the option on the site as a result of the land agent having discussions with Blandford Town Council around vehicular access to an adjacent site to serve potential future development. The Director had given a presentation at a recent meeting of Blandford Town Council which had been a positive meeting and dialogue would continue. The Director confirmed that shared access to serve the waste site and other potential future development would not be possible, although an alternative access to other land could be achieved via the Blandford bypass.

The design was in its final stages in terms of the size and location of the building and access into the site and the project was on track for a planning application in July 2019 or Autumn at the latest and completion of the project by 2021.

The Chairman asked about trends in enforcement in light of the additional temporary enforcement resource.

The Head of Service (Strategy) explained that the employment of a further 2 officers on a fixed term 2 year basis had allowed a more proactive approach to enforcement that had resulted in successful prosecutions and a reduction in fly tipping incidents. Officers were currently looking at the size and associated costs of the fly tips to assess whether this had also reduced. Further detailed figures would be provided in the next members' newsletter in February, or sooner if available. An enforcement audit was also planned in future to assess the effectiveness of this activity.

Noted

Internal Audit Progress Report - January 2019

- 7 The Joint Committee considered a report by the South West Audit Partnership (SWAP) that provided an update on progress with the audit work in relation to benchmarking the service with other areas of the country.

The benchmarking exercise had proved very difficult due to the way in which the comparator organisations operated and the inability to share data due to commercial sensitivity. Given these limitations the audit had found that the DWP appeared favourable when compared with Somerset.

Members expressed some frustration that the DWP could not easily be compared with other organisations of a similar size, demographic area and waste profile.

The Director advised that comparator local authorities could be very different in the way in which finances and contracts were structured making each one unique and difficult to compare. At a national level, the DWP was part of a research project with the Association of Directors of Economy, Planning and Transport (ADEPT) and Cranfield University to develop an academic model that could be used to develop meaningful performance comparators in future.

Noted

Resources and Waste Strategy for England

- 8 The Joint Committee received an information report concerning the Resources and Waste Strategy for England that had been launched by Government on 18 December 2018. Any future waste policy decisions would need to take account of the new Strategy and the DWP and Dorset Council would be actively engaged in the forthcoming consultations.

The Head of Service (Strategy) outlined the Strategy that had been well received and was structured in 3 parts with 5 strategic ambitions. It would be important to allocate officer time to respond to the 7 consultations planned in 2019 as a way of shaping government policy and to apply for available funding. The DWP had already achieved certain elements outlined in the Strategy and there was a need to ensure that Dorset Council was in a position to access funding to take it to the next level and was not disadvantaged by other organisations that had been less proactive.

Members highlighted the importance of engaging with MPs on the Strategy and to express a view with regard to the free collection of garden waste that would place an undue burden on local authorities.

Noted

Dorset Waste Partnership Corporate Risk Register

- 9 The Joint Committee considered the corporate risk register for the DWP that had improved overall due to an improvement in Risks 1 and 2 in relation to the overspend and the level of the BER to cover this overspend which were now identified as low risks.

Members highlighted the risk in relation to maintaining and developing infrastructure to meet DWP needs, particularly in relation to pressures on existing Household Recycling Centres (HRCs) and neighbouring authorities restricting Dorset residents from accessing HRCs.

The Head of Service (Strategy) advised that the infrastructure report approved in 2017 would be used as a basis for the strategic vision on what would be needed in future, and that more information would become available on a wide range of assets once the Dorset Council came into being on 1 April 2019.

Noted

Questions from Councillors

10 No questions were asked by members under Standing Order 20.

Exempt Business

11 **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 minute 12 as it was likely that if members of the public were present, there would be disclosure to them of exempt information as defined in paragraph 3 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.

Public Consultation on Somerley HRC Usage

12 The Committee considered an exempt report by the Director of the Dorset Waste Partnership concerning public consultation on Somerley HRC usage.

The Director provided some background information on the existing arrangements and advised that, subject to Joint Committee approval, public consultation would take place during February 2019 using a combination of social media and paper-based consultation. Having a public view would assist the Dorset Council in its decision making during the Summer 2019.

Members asked to see the wording of the draft consultation document and it was agreed that this would be circulated following agreement of the wording by the Chairman.

Resolved

That a public consultation to commence early February 2019 in the East Dorset area to gather public opinion on the proposed charges from Hampshire County Council on the use of the Somerley HRC site from April 2020 be approved.

Meeting Duration: 10.00 am - 11.35 am

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Joint Public Health Board

Minutes of the meeting held at County Hall, Colliton Park, Dorchester,
Dorset, DT1 1XJ on Monday, 4 February 2019

Present:

Councillor Jane Kelly (Bournemouth Borough Council)(Chairman)
Councillor John Challinor (Borough of Poole)(Vice-Chairman)
Councillors Karen Rampton (Borough of Poole), Nicola Greene (Bournemouth Borough Council)
Jill Haynes and Andrew Parry (Dorset County Council).

Officers Attending: Nicky Cleave (Assistant Director of Public Health), Sian Critchell (Finance Manager), Sam Crowe (Acting Director of Public Health), Jane Horne (Consultant in Public Health, Public Health Dorset), Rachel Partridge (Assistant Director of Public Health), Jane Portman (Managing Director - Bournemouth), Jan Thurgood (Strategic Director - People Theme - Poole) and David Northover (Senior Democratic Services Officer) and Vanessa Read (Director of Nursing and Quality – Dorset CCG).

(Note: 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 Board to be held on 3 June 2019.)

Chairman

57 **Resolved**
That Councillor Jane Kelly be elected as Chairman for the meeting.

Vice-Chairman

58 **Resolved**
That Councillor John Challinor be appointed as Vice-Chairman for the meeting.

Apologies

59 Apologies for absence were received from Councillor Steve Butler (Dorset County Council).

Code of Conduct

60 There were no declarations by members of disclosable pecuniary interest under the Code of Conduct.

Minutes

61 The minutes of the meeting held on 19 November 2018 were confirmed and signed.

Public Participation

62 There were no public questions or public statements received at the meeting under Standing Orders 21(1) and (2) respectively.

Forward Plan of Key Decisions

63 The Board considered its draft Forward Plan which identified key decisions to be taken by the Joint Board, and items planned to be considered during the rest of 2019. This had been published on 3 January 2019. The Acting Director of Public Health requested the Forward Plan to be refreshed after Local Government Reorganisation in April 2019 and would bring a revised Forward Plan to members in the spring.

Noted

Financial Report

- 64 The Joint Board considered a joint report by the Chief Financial Officer and the Acting Director of Public Health on the revised revenue budget for Public Health Dorset in 2018/19, this being £28.292M, based on an indicative Grant Allocation of £33.407M.

The report included an updated forecast for 2018/19. Public Health Grant allocations for 2019/20 had now been published, including new revenue estimates for the new unitary authorities. The Board recognised what the budget was designed to provide for, how it was to be allocated and what it entailed. Members had a clear understanding of the part the new unitary authority arrangements would play in the process and also noted the position of non-recurrent spend on the Prevention at Scale Programme.

The Board noted, and agreed, as necessary,:-

- the updated 2018/19 forecast and supported the transfer of any underspend (projected to be £110k) to reserves,
- the transfer of £228k for Prevention at Scale from reserve,
- the final allocations for the two new authorities for 2019/20,
- Revenue estimates and the opening budget for Public Health Dorset for 2019/20.

The Board recognised that both they and the two Health and Wellbeing Boards would have some part to play in determining where monies were best spent so that the greatest benefits could be achieved. Members recognised that they had a crucial part to play in ensuring that there was close monitoring of the budget position - it being an essential requirement to ensure that money and resources are used efficiently and effectively.

Noted

Clinical Treatment Services Performance Monitoring

- 65 The Board considered a report by the Acting Director for Public Health which provided a detailed summary of performance for drugs and alcohol and sexual health services in how these were being delivered and what results were being achieved.

The Board noted that there was a variation in outcome data for substance misuse services by Local authority area particularly in relation to opiate misuse and that performance appeared to have fallen recently. The relatively small number of people in treatment, particularly in Poole, mean that there was a variation in outcomes when looking at quarterly data. By comparison England data was stable, reflecting the large number of people in treatment across the country. Officers agreed to explore performance data with services through contact reviews and offered to update on performance regarding opiates at their next meeting. The Board noted that presenting data at the level of the two new Unitary authorities would reduce the impact of small numbers on overall performance.

The Board acknowledged the significant progress that has been made particularly with Sexual Health services and that the provider was now working collaboratively through the Lead Provider model.

Noted

Task and Finish Group on the Future of Public Health Dorset : Future role and remit of the Joint Public Health Board

- 66 Having considered the future of Public Health Dorset at their meeting in November 2018, the Board considered a report by the Acting Director of Public Health on proposals for how the Board should be rationalised to better support the creation of

two new unitary Councils from April 2019. This was so that the Board had a clearer focus on oversight, assurance and monitoring of the public health services delivered via the ring-fenced Public Health Grant. This would include the mandated public health programmes and any service commissioned or directly provided through the shared service using the grant. This would ensure a clearer distinction from the wider health and well being policy and strategy work undertaken by the two sovereign Councils and their respective Health and Wellbeing Boards.

The Board agreed that the Joint Public Health Board should focus more on governance and accountability for the delivery of public health services, and the use of the Grant, which would make the Health and Wellbeing Board's strategic role in improving health and wellbeing clearer.

The Board also agreed revised Terms of Reference which set out what its membership, role, responsibilities and remit would be, how these would be governed and what its core purpose and focus was. The Board considered that it would be an advantage for there to be representation on the Board from by a General Practice/Practitioner, in a non-voting capacity. Clarification was provided that substantive members would be drawn from the respective authority's Executive.

The Board accepted and endorsed the proposals for how the Board should operate, in being able to effectively and efficiently deliver continued success in meeting those needs and outcomes identified.

Resolved

- 1) That the proposed role and remit of the Joint Public Health Board to provide oversight and assurance on public health services delivered via the Public Health Grant be supported;
- 2) That the updated Terms of Reference for the Joint Public Health Board, in particular the revised membership of the Board, be agreed.
- 3) That endorsement of the above proposals be sought via both Shadow Executive Committees, during March 2019.

Reason for Decision

To ensure that the work of the Joint Public Health Board was more clearly focused on the monitoring and assurance of the ring-fenced Public Health Grant, and delivery of public health services. This would provide assurance that the Councils were meeting their statutory duty to improve health and wellbeing, and reduce inequalities in health.

Update on the Whole School approach to Emotional Health and Wellbeing through Physical Activity

67

The Board considered a report by the Acting Director of Public Health on what initiative was were being provided by way of "The Whole School Approach" project as part of Prevention at Scale. This aimed to address rising concerns about children and young people's emotional health and wellbeing, through harnessing the positive impact of a wide range of physical activities when integrated in "a whole school approach".

The aims of the initiative were:-

- Improve mental health of children and young people, with reduced referrals to wellbeing support
- Children and young people who have improved awareness of ways to manage stress and achieve calm
- To transform the wellbeing of children and young people through increased engagement of physical activity, including sport and PE, to become keen

active adults.

Schools had been invited to bid for funding against these three aims and to demonstrate how their project would deliver by engaging children and young people - and if possible families and communities - in physical activity. Applications were evaluated by a Panel comprising both public health and education representatives and an assessment made to determine if the necessary criteria was met and, on that basis, funding had been allocated as necessary.

Whilst a number of schools had been successful in their bids, others had not, with feedback being given as why this was not the case and how they might be successful in the event of this initiative being staged in future. Successful applications had to clearly demonstrate how schools would meet one or more of the project aims; had robust and credible action plans; could identify milestones; and had clear budgets addressing sustainability. For those successful schools, it was determined that a total of 16,251 pupils would potentially receive direct or indirect benefit from the activities or programmes available.

Schools would use the 'Health and Wellbeing Wheel' to monitor the impact on outcomes along with feedback from the Headteacher's Alliance.

The Board were pleased to learn of this initiative and what it was designed to achieve. However they were disappointed that more schools had not taken the opportunity to engage in this and hoped that given greater publicity, particularly in the conurbation, there would be the encouragement for increased interest to be shown. They also considered that efforts should be made to engage with those children who were either home schooled or had been excluded from school to ensure they received the same opportunities and their peers in mainstream schooling.

Officers confirmed that part of the Board's remit was to identify where inequalities might be found and target these, as had been the case. As part of this initiative, participation on the part of the school was a critical part of how successful it was. Allowing for flexibility in how schools wanted to best address their participation and what they wanted from it was integral to how successful it was and what it could achieve.

The Board were encouraged by what progress was being made; how this was being applied and how schools were seen to be embracing this initiative in ensuring that their school children had access to all the opportunities they might to improve and enhance their emotional health and well being through physical activity.

Noted

Public Health Business Plan Refresh 2018/19 - Monitoring Delivery

68

The Board noted that the Monitoring Plan showed that most deliverables were on track to achieve their milestones in 2018/19. The approach to RAG rating had been to consider progress in delivery, not effectiveness or outcomes. The Board took the opportunity to assess the monitoring of how successful the delivery of services was, the way in which this was being done and what it entailed.

In observing how services were being delivered, particular mention was made of the way in which progress was being seen to be made in the delivery of Health Checks. Although what was currently being achieved was not as productive as might be the case, engagement had taken place with GPs, the LMC and LPC and the

current feedback from locality meetings with GPs was that the new approach to procurement should see an increase in activity.

How the soon to be newly awarded contract arrangements governing how services would be delivered would take effect was also integral to improvements being made and what success this brought. The basis of the report was complemented by a presentation - appended to these minutes - covering commissioning, use of the Public Health Grant how the two new unitary Councils would play their part and governance arrangements; Prevention at Scale; and business plan deliverables.

The Board were appreciative of being briefed on what monitoring was taking place; how it was being done; and what this was designed to achieve and considered that in doing this, improvement would undoubtedly result.

Resolved

That the Performance update of the 2018/19 Business Plan be noted and the means by which the Public Health agenda was being delivered acknowledged.

Reason for Decision

Close monitoring of the commissioned programmes was an essential requirement to ensure that services and resources were compliant and used efficiently and effectively.

Questions from Councillors

69 No questions were asked by Members under Standing Order 20(2).

Presentation on Planning for 2019/20

70

Meeting Duration: 10.00 am - 11.05 am

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Joint Public Health Board: planning for 19/20

Bournemouth Town Hall

4th February

Sam Crowe
Acting Director of Public Health

Strategic approach

ICS and New Unitary Councils

- Long term: Developing a public health approach at scale in the Dorset system

Prevention at Scale

- Medium term: STP and Long Term Plan objectives

Business plan deliverables

- One-year: project, commissioning and support plans

Context – leading prevention in 19/20

- Public Health Grant – 19/20 is the final year of reductions before next CSR
 - Fair Funding review, Future of ring fence, BRR
- Two brand new unitary Councils – making the most of the legal duty
- Prevention at Scale – new NHS Long Term Plan and ICS work / population health management



Business plan 18/19 – systems leadership

- **Prevention at scale** – building resources and supporting new models of care work in localities – **Wave 1 ICS at Level 2 maturity**
 - Locality profiles delivered – locality link worker in each patch
- Support to **population health management** programme – leadership to Clinical Reference Group
- Refreshed **JSNA approach** agreed with Health and Wellbeing Boards and Joint Commissioning Board
- Task and finish group on **future public health model** – successful transition of shared service into new Councils

Business plan 18/19 highlights: PAS



Developed support via dedicated GP public health fellow to scale The Daily Mile in Dorset, Bournemouth and Poole. Around 36 schools are participating at some level, with an impact evaluation planned.



Digital platform launched – 5,000 users per month, leading to 300 new registrations. Service supports 7,000 new people per year

Visibility and awareness among GPs extremely high – all practices receiving feedback



Service has trained **600 health and care staff** in 18/19 in low level behaviour change approaches

Collaborative practice

Working with up to 20 practices to identify and train volunteers from practice list – **260 health champions** now working across 13 practices to support non-medical approaches to helping people

Healthy Places

Greenspace accessibility model and databased complete – working with Councils to improve access

Healthy Homes programme working with GPs to identify poor housing that could improve health

Business plan 18/19 commissioning

New Any Qualified Provider framework established for public health services (health checks, needle exchange, LARC, smoking cessation)

Good engagement from GP providers to date

Successful delivery of lead provider contract for Sexual Health Dorset (integrated community service)

Tender for children's public health service (0-19) about to go live

Between 40 -75?

**Find out
about your
free 20-minute
health check**



Business planning for 19/20: priorities

Systems leadership

Comprehensive induction with new Councils, developing a whole Council approach to public health (with LGA/ King's Fund)

Integrated care system: embedding prevention into integrated primary and community services, supporting NHS Prevention plan

Reliable system partner: evaluating scale, reach and impact of prevention interventions, stepping up communications and engagement work, intelligence support to population health management and decision making

Business planning 19/20: commissioning

- Implement public health nursing 0-19 model
 - Look for opportunities to integrate with other children's services in transformation work of Councils and NHS
- Monitor new AQP framework and improvements to community health improvement services
 - Increase delivery of NHS Health Checks and improve data on outcomes – linking with cardiovascular disease prevention in ICS
- Prepare to tender Sexual health services in 2020
 - Preserve integration, focus on prevention and community working
- Redesign and retender residential detox services

Business plan 19/20: PAS priorities

Starting well

Better Births work – embedding lifestyle support in maternity pathways
Ensuring prevention focus in new Children’s 0-19 service

Living Well

‘Hard-wiring’ LiveWell Dorset into acute trust pathways in line with NHS
Prevention plans

Ageing well

Supporting population health management work; putting prevention into
social care models;

Healthy places

One Council approach to improving access to and use of greenspace,
scaling walking and cycling, transport measures, health and housing

PAS budget

£1m non-recurrent spend allocated to Prevention at Scale, 17/18

Projects funded in 18/19

LiveWell Dorset digital
Collaborative Practice
Healthy Places (air
quality and greenspace
model)
Whole School Approach
to health and wellbeing
Beat The Street

Balance £641,000

Proposed project funding in 19/20

Collaborative practice
boost to include extra 6
practices
Greenspace accessibility
projects
Healthy homes funding
Project and comms
support

Balance £204,000

Tricuro Executive Shareholder Group

Minutes of the meeting held at Beech House, Poole,
BH15 2BU on Tuesday, 5 February 2019

Present:

Jill Haynes (Chairman), Steve Butler, Blair Crawford, Tony Ferrari, Mike Greene, Nicola Greene, David Harris, Mohan Iyengar, Karen Rampton and David Walsh.

Officers Attending:

Helen Coombes (Transformation Programme Lead for the Adult and Community Forward Together Programme), Colin Dennis (Chairman - Tricuro), Jane Portman (Managing Director - Bournemouth), Phil Rook (Finance Director - Tricuro), Jan Thurgood (Strategic Director - People Theme - Poole), Alison Waller (Managing Director - Tricuro) and Liz Eaton (Democratic Services Officer).

Apologies

1 There were no apologies for absence.

Code of Conduct

2 There were no declarations by members of any disclosable pecuniary interests.

Minutes

3 The minutes of the meeting held on 20 December 2018 were confirmed and signed subject to the following amendments:

Minute 6 - Tricuro: Shareholder Viability Assessment Report

That the recommendation be deleted

That an additional resolution be added:-

"That the two future shareholders confirm their commitment to Tricuro and commit to supporting the commissioners to develop their strategic vision."

Matters Arising

Minute 6 - Tricuro: Shareholder Viability Assessment Report

It was proposed by Cllr Mike Green and seconded by Cllr Karen Rampton:-

"That ESG believes a strategic review of Tricuro and the wider subject of efficient Adult Social Care delivery in Dorset is desirable and requested officers of the constituent councils to consider the scope and objectives of this review and to present a proposal to a further ESG meeting by June 2019 for decision on instructing this review."

This was agreed.

Resolved

That ESG believes a strategic review of Tricuro and the wider subject of efficient Adult Social Care delivery in Dorset is desirable and requested officers of the constituent councils to consider the scope and objectives of this review and to present a proposal to a further ESG meeting by June 2019 for decision on instructing this review.

Finance and Performance Update and Budget 2019/20

4 The Group considered a report by the Finance Director which set out the forecast outturn for 2018/19 based on December 2018 data. The current forecast predicted an underspend of £38k.

The Finance Director informed since the last meeting that Dorset commissioners have communicated the financial position for 2019/20 which is that Tricuro will receive ongoing funding for the 2019/20 pay award and the savings target in Dorset's MTFP has been reduced from £1M to £500k.

He updated the group final movements in the contract price from Dorset to BCP as part of the disaggregation process for Local Government Reorganisation. The transfer of the services is £5.610M based on 2019/20 prices and is shown in the table in 5.2 of his report. This had been agreed by LGR Delivery Boards. The percentage share in the company would be 56% Dorset Council and 44% BCP.

The Finance Director outlined the progress since the last meeting on the progress for 2019/20 budget and explained there was a budget gap in 2019/20 of up to £414k which was mainly due to the 1% contract rebate (£337k) included in the budget strategy for both shareholders and Tricuro and the impact to assimilate existing employees to the new NJC spine from 1 April 2019.

The Finance Director highlighted the 3 options to close the budget gap:

- i) Shareholders increase the contract value to meet the gap in 2019/20.
- ii) Further reductions in services to realise savings to meet the gap.
- iii) Use a proportion of uncommitted retained earnings to meet the gap and first call on savings in 2020/21 will rectify the base budget.

The use of uncommitted retained earnings would be the preferred option to balance the 2019/20 Budget given the timing of Local Government Reorganisation and the shareholders own financial positions which are extremely challenging. This would enable the shareholders and the company explore the scope and strategy to be developed jointly options to be taken back to the new ESG in June. The Finance Director had discussed this approach with the company's external auditors.

The Managing Director informed the Group they were working closely with shareholders and would produce plans to meet budget shortfall, however these were not available yet.

The Executive Shareholder Group agreed the recommendations in the report.

Resolved

That the Executive Shareholder's Group:

1. That the forecast position for 2018/19 at the end of December be noted.
2. That the risks associated with and impacting upon the current financial year and future financial years be noted.
3. That the 2019/20 Budget for Tricuro be agreed.
4. That the use of retained earnings to support the 2019/20 Budget be agreed.
5. That the approach adopted to assimilate existing employees to the new NJC pay spine on 1 April 2019 para 5.14 be agreed.

Business Growth and Development Opportunities

- 5 The Managing Director gave a verbal update on Business Growth and Development Opportunities. She explained there was an opportunity for Tricuro to enter into a partnership with Morgan Ashley providing care and support to a 70 bedded care home and financial modelling for this had been reviewed and now provided a more viable option, however there was still further due diligence required to satisfy both the Tricuro Board and ultimately the ESG.

The Executive Shareholder Group were asked to approve negotiations without legal or contractual obligations and the commercial modelling would be reported to a meeting in June 2019.

Members discussed the proposed partnership in detail regarding potential profit, risks involved, timing of decisions, the Board's views, and staff recruitment. Having considered this, members supported the proposal being explored further.

Resolved

That Tricuro continue to explore the proposal and report their findings to the next meeting of the Executive Shareholder Group in June 2019.

Any Other Business

6 No items were discussed.

Date of Future Meetings

7 The Chairman confirmed she would ask the Clerk to arrange and confirm the date of the next meeting as soon as possible post LGR and felt this would possibly be later in June 2019.

Meeting Duration: 10.10 am - 12.05 pm

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Dorset Police and Crime Panel

Minutes of the meeting held at County Hall, Colliton Park, Dorchester, DT1 1XJ on Thursday, 7 February 2019

Present:

Mike Short (Chairman) (Independent Member)
John Adams (Vice-Chairman) (Bournemouth Borough Council)
Mike Byatt (Weymouth & Portland Borough Council), David Brown (Borough of Poole),
Les Burden (Borough of Poole), Norman Decent (Bournemouth Borough Council),
Bobbie Dove (Bournemouth Borough Council), Mohan Iyengar (Borough of Poole),
Andrew Kerby (North Dorset District Council), Barbara Manuel (East Dorset District Council),
Iain McVie (Independent Member), Bill Pipe (Purbeck District Council), Byron Quayle (Dorset
County Council), John Russell (West Dorset District Council), David Smith (Bournemouth
Borough Council) and Jon Andrews (Dorset County Council)

Officers Attending:

Martyn Underhill (Police and Crime Commissioner), Simon Bullock (Chief Executive, OPCC),
Alexis Garlick (Chief Finance Officer, OPCC), Adam Harrold (Director of Operations, OPCC),
James Vaughan (Chief Constable), Fiona E King (Communications Officer), Mark Taylor
(Group Manager - Governance and Assurance), Denise Hunt (Senior Democratic Services
Officer) and Fiona King (Senior Democratic Services Officer).

(Note: 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 Dorset Police and Crime Panel to be held on **Tuesday, 9 July 2019.**)

Chairman's Announcements

- 1 The Chairman offered congratulations on behalf of Panel members to the Chief Constable on being awarded the Queen's Police Medal in the New Year's Honours List 2019. This was not only good news for him but for all the residents of Dorset.

He advised members that this would be the last meeting of this Panel before Local Government Reorganisation, when the newly constituted Dorset Police and Crime Panel would consist of 12 members, 5 from each of the new councils plus 2 co-opted independent members. He took this opportunity to thank all members for their time and efforts over the past 6 years.

He also paid thanks to Dorset County Council for hosting the Panel and to the Group Manager for Governance and Assurance for his support, direction and hard work to get the Panel where it is today.

Apologies for Absence

- 2 Apologies for absence were received from Bernie Davis, Christchurch Borough Council and Janet Dover, Dorset County Council. Jon Andrews, Dorset County Council attended as a substitute.

Code of Conduct

- 3 There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

Minutes

- 4 The minutes of the meeting held on 13 November 2018 were confirmed and signed.

The Group Manager for Governance and Assurance, Dorset County Council advised members that all items that had previously been requested were either included on the agenda or were included on the work programme for future meetings.

Public Participation

5 Public Speaking

There were no public questions received at the meeting in accordance with Standing Order 21(1).

There were no public statements received at the meeting in accordance with Standing Order 21(2).

Petitions

There were no petitions received at the meeting in accordance with the County Council's Petition Scheme.

Confirmatory Hearing for Chief Constable

6 The Panel considered a report by the Chief Executive, OPCC which outlined the appointment process for the selection of the Chief Constable for Dorset Police.

The Chief Executive, OPCC explained that the confirmatory hearing for the appointment of the Chief Constable was required by the Police Reform and Social Responsibility Act 2011.

The Chairman of the Police and Crime Panel had acted as a silent observer on the appointment process and confirmed that it had been clear, honest, unbiased and transparent and he was satisfied that the marking system was fair. The Chairman confirmed in writing to Panel member's (copy to the OPCC) that the **entire** process had been clear, honest, unbiased and transparent.

The Police and Crime Commissioner introduced his preferred candidate to members, Mr James Vaughan and reminded members that a confirmation hearing was held in respect of Mr Vaughan's appointment as Temporary Chief Constable exactly one year ago.

This vacancy had been advertised locally (PCC website) and nationally (Association of PCCs website) and feedback received confirmed that the national chief officer cohort knew about the vacancy. However, with the vast majority of Chief Constable appointments in recent years, the campaign resulted in a similarly low number of applications; in this particular case one.

The Chief Executive made reference to the fact that there had only been 1 candidate for selection and highlighted the process and issues around this. He explained that the role of the Chief Constable was not what it used to be, and was more about trying to move resources around without not necessarily having the resources they needed. Alongside this the level of strategic risk that went with that role was also significant. He also highlighted that in a larger force the salary of a Deputy Chief Constable would not be that much different to a Chief Constable's salary of a smaller force (such as Dorset) and felt that this could be a reason why there were no other applications. He confirmed that the selection panel had received training for the selection process. References had now been taken for Mr Vaughan and no concerns had been raised.

In response to a request for further information on references the Chief Executive explained that for each of the competencies candidates were required to supply one or more referees for these. These included the PCC, the former Chief Constable, a range of staff associations, people at similar levels in partner agencies and also

another Chief Constable. Each referee was written to individually and provided with the evidence as supplied by the candidate for verification. The Chief Executive was content that the process was robust and advised that no one had come back with any areas of concern. On being asked whether two or three generic references were also taken, the PCC noted that if there had been an external candidate in the process he would have done so.

Following a question about the scoring for the shortlisting, the Chief Executive advised that for each of the required areas there was a competency element. Each panel member then scored against each one of the competencies individually.

In respect of employee support offered to the Chief Constable, the PCC advised that he was responsible for looking after the well-being of the Chief Constable as this was a key part of his role. PDRs were undertaken regularly and he spoke with the Chief Constable on a daily basis to check on his workload. It was noted that both he and the Chief Constable had regular access to a psychologist.

Following a question from the Chairman regarding the professional expertise of the candidate, the PCC responded that he felt that Mr Vaughan brought massive operational knowledge to Dorset and his ability to measure the mood of the workforce was key. Since his temporary appointment last year he had noticeably boosted the workforce and quite often turned up at the start of certain shifts (early and late) to welcome the workforce.

Mr Vaughan stated that throughout the selection process and with his working relationship with the Panel he had been able to demonstrate a range of experience. His major in policing was crime, namely the investigation of serious crime and he was the National lead for forensic science. He highlighted his track record along with the delivery of difficult efficiency programmes. He had spent the last 6/7 years building a strong network of contacts throughout the region and county.

The Chairman asked the following question:- The recent HMIC Public Perceptions of Policing report confirmed that it continued to be important to people that there was a visible police presence in their area, whether this is on foot (78% say it is important), or in a vehicle (77%). How do you intend to balance this requirement against an increase in demand?

Mr Vaughan responded that this had been a topical debate in policing and he felt that there was a balance to be struck. Satisfying the demand for visible policing was difficult and he was very conscious of this. In respect of neighbourhood policing he had ringfenced a visible brigade of men and women in communities so people knew who to go to. He was also looking to work smarter, for example the force also had a huge online presence, with currently 100k followers on Twitter and Facebook. He also mentioned the publication of positive press stories which he felt gave assurance to members of the public there was an active police presence.

Members voted unanimously to endorse the recommendations of the Selection Panel and to also accept the recommendations in the Chief Executive's report.

Resolved

That following full and comprehensive discussion the Commissioner's preferred candidate of Mr James Vaughan for appointment to the post of Chief Constable be supported unanimously.

Reason for Decision

To assist the Panel in conducting a fair review of the process followed by the Commissioner and the suitability of the preferred candidate.

Budget and Precept 2019/20 and Medium Term Financial Forecasts 2019/20 to 2022/23

7 The Panel considered a report by the PCC's Chief Finance Officer which set out the proposed precept for the Police and Crime Commissioner for Dorset.

Members were advised that the precept decision for 2019/20 needed to consider both the immediate and the medium-term resourcing requirements to enable the delivery of the Police and Crime Plans in the context of the changing and increasing demands on policing.

The final 2019/20 Police Settlement was announced recently which advised that PCCs had been given the flexibility to raise the precept by £24 for a Band D equivalent property. The PCC urged members to take full advantage of this flexibility to enable the force to continue to maintain the high quality services it was currently able to provide whilst also allowing investment in new capabilities to meet growing demand and the expanding mission of modern policing.

The PCC addressed members about the rationale for the proposed precept increase and considerations involved in this process prior to taking any questions and his opening address is attached as an Annexure to these minutes.

The Chief Constable updated members on the increasing demand on policing; and what the £24, if approved, would be used for. He circulated a diagram which showed the demands on Dorset policing over the last 12 months along with the daily figures relating to demand over the same period. Overall crime in the county had risen by 8.9% and violent crime by 22%. Officers were seeing a continuing upward pressure on the 101 and 999 services and these were also expected to rise again next year. The types of crimes now being investigated were very different to a few years ago and there was still a rise in the defence of non-recent sexual offences.

Unprecedented levels of demand had been seen throughout the summer months and he had briefed the Force to say a better plan was needed in the coming months to address these seasonal demands. He also highlighted that officers were spending too much time dealing with inappropriate calls which should be addressed by other agencies.

With regards to the recent settlement, the Chief Constable noted that this was the first one for 8 years which would allow him to bring about investment in critical areas that required growth. He had sent a comprehensive letter sent to the PCC which set out his plans for future budgeting in terms of the precept and a summary of this was included with the report at Appendix 7. He highlighted his main areas of focus which were:-

- Rural crime prevention/detection enhancement.
- Marine crime prevention/detection enhancement.
- Tackling county lines drug networks.
- Volunteer Police Cadets.
- Improvements to youth justice.
- The Bobby Van scheme.

He would also be looking carefully at county and conurbation approaches to homelessness to try and tackle street sleeping in order to offer a more focused approach. He had managed through the budget proposal to put a small amount of money into the innovation fund to help take Dorset Police which was currently judged as a Good Police Force, to an Outstanding Force.

The Director of Operations highlighted the outcomes of the consultation exercises that had been carried out and noted all the surveys had been conducted by software this

year. The document detailed more responses than last year, although quite similar views were recorded. There were 4029 responses received which was an increase on previous years. There had been 14 events held with 809 face to face consultations. The result was that 69% of respondents were content to pay an additional £2 per month to support policing in Dorset. It was also noted that the number of comments left this year was higher than in previous years. In response to a comment about the reasons why 31% of responders said that they didn't want the precept to go up, the Director of Operations advised that a number of people felt the additional funding should come from central government, some people couldn't afford it whilst others felt that the police could make additional savings elsewhere.

One member commented that a number of the consultation respondents felt they were going to see a greater police presence and queried how this was dealt with. The PCC advised that although there were a large number of responses received on this people were not promised extra police and were told quite clearly the additional £24 would result in a standstill position.

The PCCs attention was drawn to the increase in government grants that had been received and one member felt therefore that the standing still statement was really more about moving forward. The PCC advised that the felt that the government was saying these grants were basically a bridging loan until the police funding formula was rectified.

The Vice-Chairman suggested that the responses to consultation be added to website to show people's comments, which the PCC felt was a good idea as he appreciated the high number of responses.

The Chief Finance Officer highlighted the precept required and highlighted to members the proposals for the various council tax bands.

Following a question from the Chairman regarding the cost of demand, the Chief Constable advised that whilst some areas were able to be costed i.e. call centre costs, a day in the life of a frontline police officer was more difficult and would not help to drive the business forward.

Members of the Panel asked the following questions to the Police and Crime Commissioner, who responded accordingly:

Question 1: In a nutshell can the Police and Crime Commissioner set out how he proposes to invest the resources he can expect to generate from his £24 per annum proposed increase in the 2019/20 police precept for a Band D property (*e.g. £9.15m section 4.2*).

Answer

To be clear, the resources that will be generated by a £24 precept increase will provide c.£7m and will largely backfill costs elsewhere. These include:

- Pay inflation and cost inflation;
- reductions in security grant;
- increases in pensions costs;
- training costs arising from the implementation of the Police Education Qualification Framework;
- higher charges for the National Police Air Support service;
- increases to safeguarding funding, and
- forensic services cost increases.

However the Chief Constable's letter outlined a number of areas of investment; including:

- 6 x new police officer posts which will return establishment to 1200
- The piloting of a Dorset Police Cadet Scheme
- The introduction of a Bobby Van Scheme.
- A strengthening of the Force road safety enforcement capability.
- The recruitment of a Streetsleepers' Champion.
- A Forcewide focus on vulnerability.

Following a question about the number of officers in Dorset Police, the Chief Executive advised there was funding for 1201. They would be able to maintain this and expect it to grow by 6. Numbers remained static going into next year and progress on the innovation and efficiency programme would be reported to the PCC in quarter 3. With regards to PCSO numbers there were 84.

The Chairman highlighted the reduction in the police pay budget and queried the reasons for this. The Chief Constable advised that this was around pay and increments which shifted the cost of the workforce in conjunction with the retirement of long serving officers who were paid more than junior officers.

Following a question about who owned the Innovation Fund, the Chief Constable advised that it was a joint enterprise between him and the PCC with the Deputy Chief Constable and the Chief Executive jointly managing the process.

Question 2: Can the Police and Crime Commissioner outline the alternatives that he considered before coming to the decision to propose a 11.6% increase in the 2019/20 police precept.

Answer

Thinking is outlined in the Chief Constables letter - £12, £24 and £36 increases. Significant national work has been undertaken to describe the need for an increase in the police settlement.

However, as with previous years, I am very clear that whilst the Government continues to state that its "first priority" is the safety and security of its citizens; our brave men and women who are charged with that protection have yet to see any meaningful support from Government, and instead this burden has once again been shifted to local taxpayers.

I, alongside my fellow PCCs, of all parties and none, continue to press Government for relief to enable the service to get ahead of the demand curve and to narrow the gap between the service we would all like to deliver, and the service we are able to deliver.

Question 3: In light of the future pressures on the service why did the Police and Crime Commissioner decide not to hold a public referendum (*e.g. £4.4m section 11.1, table 9*).

Answer

The Localism Act 2011 introduced the power for the Secretary of State to provide that any rise in council tax above a set threshold must be approved by a binding local referendum. However, in the years since this enactment, no precepting authority has successfully held a local referendum to increase council tax above the stated thresholds.

The most relevant learning comes from Bedfordshire, where taxpayers voted overwhelming (69.5%) against a proposed increase by the then PCC.

The legislation makes it difficult to achieve a successful referendum result due to precise limitations on how the referendum question must be posed. For example; the

question in Bedfordshire was as follows:

For the financial year beginning on 1st April 2015 the Bedfordshire Police and Crime Commissioner has set an increase of 15.8% in the amount it charges.

If most voters choose 'yes', the increase will be 15.8%.

If most voters choose 'no', the increase will be 2.0%.

Do you want the Bedfordshire Police and Crime Commissioner to increase the amount it charges by 15.8%?

Legislation does not permit the question to specify the actual increase in monetary terms, only in percentage terms. This meant that many members of the public did not appreciate that the increase being sought was relatively modest (48p per week for a Band D property).

Separately there are strict rules about the nature of public engagement that can be carried out in support of a referendum campaign, including that the OPCC and Force must remain neutral, and therefore could not support a PCC-led campaign.

Finally, the cost of a failed referendum can be considerable, estimated at £1m in Bedfordshire, due to council tax rebilling. Based on previous costings by the PCC a referendum in Dorset would also cost in the region of £1m. Legislation dictates that a precepting authority must make provisions for changes to happen ready for an increase in April, but any referendum would not be held under the local government elections in the following month.

Question 4: Can the Police and Crime Commissioner outline the impact that a lack of a merger with Devon and Cornwall has had on both the requested precept and proposed areas of investment for 2019/20.

Answer

There was is no impact of the decision not to merge on the requested precept for 2019/20. Even if the decision would have been to merge, the two PCCs would have remained as separate precepting authorities until May 2020 at the earliest, meaning that the 2019/20 budgets would have also remained separate. Discussion on harmonisation of precepts would possibly have been discussed if the merger had gone ahead.

Question 5: Why does the £9.2m extra resources not equate to an increase in the number of employed Police Officers (*Section 1.2 in Appendix 2 which shows 1,201 for 2018/19 going down to 1,200 in 2019/20*).

Answer

I have explained at Question1 the cost pressures the Force is having to deal with. Ensuring that the force has the capacity to deal with the changing demand has been a key consideration in setting this budget which has led to the introduction of the Innovation Fund.

One member expressed concern that out of 1200 officers, only 12% were available to undertake frontline activities at any one time and asked if that was normal or would it be something that should be looked at in respect of police modelling. The Chief Executive confirmed this figure was from the HMIC report 'Demanding Times' and made reference to this national policing survey and applied the Dorset officer figures to their figures. The methodology was robust and unfortunately this was a reality of operating a 24 hour, 365 days a year service. The Chief Constable added that he was relentless in his pursuit of improvements but in respect of days off, leave, training etc 12% availability was a reality.

Following a conversation about the forecast of no pay rises for 3 years, the Chief Executive advised that the OPCC was under the same inflationary and cost pressures as the Force. OPCC costs were being held level but officers were looking to reduce specific non-pay costs.

The local member for Sherborne Town now understood the pressures for the Force but was concerned that all police officers seemed to be deployed in the south of the county and residents in the north of the county felt under resourced. The Director of Operations advised that the roadshows had visited Sherborne and he reported that there had been a 73.4% positive responses from that area.

Question 6: Can the Chief Finance Officer for the Police and Crime Commissioner explain why £1.7m (£3.1m extra cost less a £1.4m specific grant) of the extra resources generated by the 2019/20 precept is required to pay for additional contributions to the Police Pension Scheme.

Answer

As a consequence of the last actuarial valuation all employer contributions for Police Officer pensions will increase from 1 April 2019. The main reason for the increase is a reduction in the forecast values of future investment returns, so that contributions therefore have to increase to meet forecast future liabilities.

Previously the Government carried such risk for unfunded pension schemes but this is being transferred over time to employing bodies.

For 2019/20 £1.4m specific grant has been provided towards this but this does not fully cover the additional costs of £3.1m. It is assumed in the future year forecasts that this grant will continue but there is a risk that it may not.

Therefore the additional £1.7m of costs for 2019/20 will fall to be funded from the overall increases in funding which comprise additional government grants, and council tax income.

Question 7: As the capital programme includes an investment in 2019/20 of £6.1m into ICT, can the Police and Crime Commissioner outline the benefits of this investment and the savings and efficiencies that it has been assumed that it will generate.

Answer

Central to the 2019/20 ICT capital investment is the enhancement of mobile policing and replacement of legacy systems.

Investment in mobile policing devices and solutions will allow greater efficiency in provision of operational policing, increasing visibility, providing a more responsive service, and ultimately enabling and supporting estates rationalisation. It is also a requirement of the recently introduced Organisational Business Design model. Provision of mobile devices includes the replacement of desktop computers with laptops, allowing more flexible working, increasing productivity, reducing use of paper, and again facilitating estates savings. Such mobile and flexible working is key to the future estates strategy, with the potential for cashable and efficiency savings to be realised.

Replacement of legacy systems, such as the Command and Control system, is required where older systems are no longer fit for purpose, and maintenance is no longer an option. Legacy systems represent a barrier for collaboration, often carry significant risk, and will rarely support efficient working. The 2019/20 includes funding to replace the existing Command and Control system, gazetteer and mapping

systems. While these replacements will not lead directly to cashable savings, they will enable significant efficiencies through joint working – particularly within the Alliance, and an improved operational service.

Following concern about the slippage in IT as reported in the monitoring report the PCC advised that both Deputy Chief Constable's were involved in this. The Chief Constable added that it was difficult to guarantee there would be no slippage in major programmes as there often was but assured members there were robust and rigid governance processes in place.

Question 8: Can the Chief Finance Officer explain why it is proposed to borrow for the first time in 2019/20.

Answer

The budget report for last year identified a number of unfunded potential capital growth requirements. During this year an extensive review of the capital programme has been undertaken which has resulted in the planned programme for capital investment now being increased.

In accordance with the requirements of the recently updated Prudential Code for Capital Finance in Local Authorities a Capital Strategy has also been developed this year, which is now published on the OPCC website. This sets out, amongst other things, the governance process for determining the capital programme and the methodology for identifying and prioritising capital projects. It also sets out the funding approach to be adopted for the capital programme, which includes borrowing.

The borrowing strategy is set out in the Treasury Management Strategy for 2019/20 which has also been through internal governance and will be published in due course.

The first application to fund capital expenditure is capital grant. The amount receivable from the Home Office for 2019/20 is £421k. Historically this used to be at a much higher level (£1.3m in 2010/11). Whilst the capital grant has reduced, the need for capital investment has increased.

Capital receipts from asset disposals are the second source of funding for the capital programme, but these are finite, and are forecast to be fully utilised more or less as soon as received. Revenue contributions to fund capital expenditure have also been reviewed and increased from £0.7m to £1.1m in 2019/20.

Finally the balance of capital expenditure, after all other funding has been exhausted, will be funded through prudential borrowing. The current forecasts show that although the underlying need to borrow will increase (Capital Financing Requirement) it should not be necessary to externally borrow in the plan period and the impact of the proposals on the Capital Financing Requirement by the end of the period will be minimal; from £32.8m at 31/3/18 reducing to £30.8m at 31/3/23 i.e. indicating that total net debt will have reduced over the plan period.

In respect of the different rules attached to borrowing a question was asked if there was anything dramatic that could happen if this didn't go to plan. The Chief Financial Officer advised that the borrowing had to be paid back and this added pressure to the revenue budget.

Question 9: In respect of General Fund Balances how concerned is the commissioner that this is dangerously close to the minimum 3% level advised by the Home Office, especially as he is forecasting to overspend in the current 2018/19 financial year (*section 14.1, Table 11, £4.315m balance 31 March 202 which is 3.2% of the 2019/20 net revenue expenditure*).

Answer

The recent Home Office focus on reserves relates to PCCs being asked to justify where there are perceived excessive reserves being held. This is clearly not the case for Dorset, where the General Balance is forecast to be £4.3m and the total Revenue Reserves £5.4m.

There is a balance to be struck between providing a reserve to cover the possibility of higher costs arising from the various underlying budget risks and making valuable investment in the Force, and I believe we have struck that balance in these budget proposals.

The proposals are in line with the Reserves Strategy (provided at Appendix 3) and supported by a budget risk assessment. £4.3m is considered to be an adequate contingency amount to provide for any unforeseen shocks.

In addition, there is a plan to replenish the reserves over the term of the plan towards a target of 5% of net revenue expenditure and a cautious estimate of the future amounts of the Collection Fund surpluses has been made, which in all likelihood will turn out to be higher.

Following a question about the use of apprentices, the Chief Constable advised the aim was to be in a netted position by the end of next year.

Following a vote the Panel were unanimous in their decisions to:-

Resolved

1. That the increase in the precept of £24 per annum on a Band D property for 2019-20 be supported.
2. That for the purposes of issuing a report to the Commissioner on the proposed precept, the Panel endorsed the council tax requirement and the basic amount of council tax for police purposes in Dorset for 2019-20.

Reason for Decisions

The Police and Crime Panels (Precepts and Chief Constable Appointments) regulations 2012 required the Police and Crime Commissioner to notify the panel of their proposed precept for 2018-19 by 1 February 2019. This then needed to be considered by the Police and Crime Panel who could either approve the proposed precept or veto it. A two thirds majority of the Police and Crime Panel was required to veto any precept proposal.

Police and Crime Plan Monitoring Report

- 8 The Panel considered a report informing them of the progress against the Police and Crime Plan and Priorities 2017-21. The report provided information on the financial outturn position for Quarter 3 2018/19.

The PCC highlighted areas of work related to each of the pillar themes. Members of the Panel, who were leading on each of the themes in the Plan, were also invited to provide updates.

Pillar 1 – Protecting People at Risk and Harm – Cllr Andrew Kerby/Cllr Byron Quayle

Councillor Andrew Kerby advised the Panel that he had been invited to a meeting in relation to the Disclosure and Barring System (DBS) and that he was currently in the process of writing his report. He explained that a completed DBS form was initially sent to the DBS office in Liverpool and thereafter forwarded to DBS offices in other parts of the country for any previous address listed on the form. If the post involved dealing with vulnerable people then an enhanced check would be conducted. There

had previously been an issue with the DBS checking turnaround times, however, this had reduced to 1.62 days in November 2018 from 17.97 days in June 2018 demonstrating improved efficiency in this area.

He had been provided details of the work of the Dorset DBS team and had been assured that his key areas of focus on safeguarding and turnaround times were being met and that the team were doing a good job.

Members asked about the requirement for Councillors to have more than one DBS check for each organisation and the Panel was informed that this could be avoided by using the online service and also that moving to the Dorset Council would require a single check.

The Chairman asked the PCC what direction he was giving to the Chief Constable to reduce the overstretch of police resources, in particular with regard to mental health related incidents.

The PCC advised that there was a good protocol in place with the mental health crisis teams that could receive people under Section 136 from the Police. Hahnemann House in Bournemouth was receiving 40 people a day on average, a third of which were taken there by police officers and this had an impact on resources by reducing the amount of police time. A second retreat was currently being built in Dorchester that would include an "airlock" of two doors to enter the premises and an anti-room for any form of disturbance or violent behaviour.

General welfare issues, however, were becoming more prevalent and the PCC was in discussion with the fire service concerning sharing of resources in this area of work. Attendance by the fire service at non-injury Road Traffic Accidents (RTAs) had been discussed at the previous Panel meeting, however, fire officers were not currently empowered to undertake breath tests following RTAs.

The Chairman asked the PCC about the steps he was taking to bring in other agencies to relieve the strain on police resources.

The PCC advised that discussions concerning multi agency approaches were being explored including sharing of premises, but liaison had been slightly less productive so far in respect of the South Western Ambulance service.

Pillar 2 – Working with our Communities – Cllr Bernie Davis/Cllr Mohan Iyengar

The PCC advised that there was a delay in the statistical information in relation to problem solving due to the process required when a person highlighted a confidential issue directly to the PCC.

The PCC was asked whether there would be a designated intelligence officer for the rural crime team.

The PCC stated that the Chief Constable anticipated having separate analysts for both rural and marine crime which was now being better reported.

Pillar 3- Supporting Victims, Witnesses and Reducing Reoffending – Cllr Barbara Manuel/Cllr Bill Pipe

The PCC was asked about the Women's Diversionary Support Scheme, an initiative that had been implemented in Bristol and Hampshire.

The PCC advised that there was a gap in the restorative justice approach in respect of female offenders and this programme sought to find suitable diversionary routes for

them.

Councillor Bill Pipe advised that he had attended a meeting at the Winfrith Headquarters in December 2018 with Councillor Barbara Manuel to discuss new ideas with senior management. These included expanding the restorative justice meetings between victims and perpetrators and a better understanding of the complainant advocate project. The result of the latter would not be known until an assessment of its effectiveness had been undertaken during a 2-3 month pilot that would be reported to the Panel in Summer 2019.

In response to questions in relation to Victim's Champions arrangements, the Panel was advised that the existing Victim's Champion was shortly due to leave the post and that the Victim's Bureau Manager would take over this role, in addition to the PCC's caseworker who also played a Champion type role. A victim's lawyer pilot scheme would be arranged if it became in the PCC's remit to deliver this provision.

It was also reported that work was progressing in identifying a Collingwood Wing to be converted for military veterans and a charity had been identified to work with these prisoners.

Further to a discussion in relation to tagging of high risk offenders pre-charge, the PCC stated that he would be willing to reinvigorate this topic with the Justice Secretary. Previous lobbying by the PCC to attempt a change in the law had not proved successful despite the support of senior police officers.

Councillor Barbara Manuel noted that Pillar 3 had proved to be the most difficult to progress due to the need for change in legislation and resources. Although progress had been slow, these factors had been beyond the control of the PCC and she was pleased that part of the increase in the precept would be used for those areas that currently had a Red RAG status.

The PCC explained that he had wanted to make the most difference with this Pillar, however, this was an area where the most partnership working was involved and at a time when the community rehabilitation contract was failing.

Pillar 4 – Transforming for the Future – Iain McVie

The PCC advised that the only Red RAG status for this Pillar in respect of the total establishment would be amber by the next Panel meeting.

The Chairman asked about the use of spit guards and was advised that the PCC had supported the operational decision of the Chief Constable and funded their use at a cost of £5k. However, the PCC considered the national approach used to provide the evidence base for issuing spit guards overall had been poor.

Iain McVie reported on the Pillar 4 scrutiny meeting that looked at how the OPCC managed the activity that the PCC was seeking to achieve. He was embarking on a scrutiny review of court remote enabled access for witnesses and others. His aim was to complete this during the course of the next 2 months and his review would not only scrutinise, but also provide some support to the recent work of the PCC in this area where appropriate.

The PCC sought the Panel's support in respect of pre-charge bail limits as it had become apparent that Dorset was using bail limits that were less than the average in England and Wales and invited the Panel to take part in a deep dive in this area. Iain McVie advised that he would give consideration of some key lines of enquiry (KLOEs) for this scrutiny which could take place in a similar timeframe as the scrutiny of court remote enable access.

Iain McVie asked how the PCC could ensure value for money for Dorset residents in respect of the remote service for the Regional Organised Crime Unit (ROCU) funded by the five PCCs on a pro rata basis and whether there was a danger that regional funding would always be diverted to the larger areas, such as Bristol.

The PCC responded that Dorset had full access to performance data and outcomes of police forces and that Dorset's portion of the funding of 12% had provided value for money.

Further to his scrutiny of body worn video (BWV), Iain McVie highlighted that it had been difficult to provide that provision to Special Constables. However, he asked whether this would now be considered alongside its rollout to Poole Forum members.

The PCC advised that provision of BWV to Special Constables and Poole Forum members was part of phase 3 of the project and that costs were currently being investigated. Decisions in relation to spit guards and BWV could be taken by individual Chief Constables rather than nationally.

The Panel considered the Quarter 3 finance update attached as an annex to the Monitoring Report and was informed that the budget would be in balance by the end of the financial year.

The Chairman asked about the 4% overspend in relation to overheads and was informed that the variances were spread across a range of expenditure types and could be due to over pessimism in the forecasts. Forecasting against the outturn was currently being reviewed and an explanation would be provided in the next financial outturn report.

The Chairman asked how the Revenue Support Fund was used and was advised that this had been created in 2018-19 to align with the Devon & Cornwall Police Force and smooth the impact of the ongoing funding reduction.

Noted

Update from the PCP Training Day

9 The Panel considered a report from the Chairman which informed members of the key issues discussed and developed at the recent Panel training day. The Panel's formal support and approval was sought in relation to these key outcomes.

Resolved

1. That the proposed scrutiny review of frontline policing was closed within the PCP Forward Plan and oversight continued through the routine quarterly monitoring of the Police and Crime Plan be approved.
2. That the principle to establish an informal partnership forum which sought to join-up and share common outcomes and activity in addressing criminal justice be approved.

Reason for Decision

To support and develop the effectiveness of the Police and Crime Panel.

Complaints Update

10 The Group Manager – Governance and Assurance advised members that a further correspondence from an existing complainant in relation to a previous topic, the 'Lush: paid to lie campaign' had been received and that a meeting of the Sub Committee would be convened on 18 March 2018 to independently review and consider whether the correct complaint processes had been followed.

Noted

Work Programme

- 11 The Panel considered its Work Programme and noted the items to be considered for their next meeting on Tuesday 9 July 2019. As the Panel had approved the precept proposal it was confirmed that the reserve date of Monday 18 February 2019 would not now be needed.

The Group Manager – Governance and Assurance reminded the Panel of its decision that following Local Government Reorganisation, the new Panel would consist of 10 elected members and two independent members. Induction sessions, supported by the OPCC, would be arranged prior to the first meeting on 9 July 2019. He also suggested that further work may be required to ensure that the provisional dates in the forward plan were properly aligned with the quarterly monitoring reports

Noted**Questions from Panel Members**

- 12 There were no questions by members of the Panel.

Meeting Duration: 10.00 am - 2.25 pm

PCCs Budget Speech

Today I formally request that you consider my proposal to raise precept for Dorset Taxpayers by 11.6%, or the equivalent of £24 per year for a Band D property.

I will start today's presentation, followed then by the Chief Constable who will outline the operational need for this precept increase. My Director of Operations will then briefly outline the results of the public consultation to assist your decision making and my Treasurer will conclude with the figures. We will then go into your questions.

Before I provide the details of this proposal, I'd urge you to note three important things right away:

1. This proposal will provide the Force with a balanced budget for next year. However, this will only be achieved with some continued support from balances; by increasing the borrowing requirement; and by taking up the full annual increase in council tax, which I am seeking today.
2. The requirement for all of those factors to secure a balanced budget, hopefully dispels any thoughts you may have that this precept proposal will serve up a cash rich bonanza for Dorset Police. It won't. The increase will help pay for various cost pressures that I will explain later, and allow a small margin for growth.
3. This precept rise proposal is made by Government, not by me. The Home Secretary wrote to me, stating:

"That is why we will increase funding available to PCCs by up to £813m, if PCCs use their precept flexibility fully. This is the biggest annual increase since 2010. That is within the context of increases in CT police funding and investments in serious and organised crime meaning an increase in total police funding in 2019/20 by [approximately] £970m, again if PCCs use their precept flexibility fully. We are personally committed to ensuring our police have the resources they need."

That the Government announced the £970m uplift in policing via media and PR channels, before PCCs had even considered the settlement, might cause some eyebrows to raise. Nevertheless, the Home Secretary's words are clear – PCCs are expected to seek the full £24.

With those three points laid out, let me now set the scene. I'd like to start by thanking you for supporting my proposal to raise the precept last year by £12. The rise, although not meeting all of the financial needs of the Force, did allow Dorset Police to change some of its business practices and invest in several key areas. I will now give examples of where that money was used, as well as outlining a state of the nation overview of Dorset Police this year.

First off, the precept rise allowed an uplift in staffing in crucial areas of the Force. Additional resources were created in the Paedophile On-line Investigation Team to increase the number of officers proactively looking for the most dangerous offenders.

Further uplift of resource went into Dorset's Multi-Agency Safeguarding Hub (MASH) which initially dealt with children and young people but due to this further investment now has an Adult safeguarding arm – increasing its ability to safeguard the most vulnerable in our communities. The Hub continues to grow and develop and plans for greater expansion are anticipated in the future. We look forward to engaging with the two new Unitary Councils on future transformation, as they go live in just two months' time.

Precept funds also enabled us to preserve our Safer Schools provision, which enables ten safer school's officers to deliver countless educational and preventative inputs to young people across our county.

Additional staffing resource was added to the Marine Unit to ensure our maritime community receive neighbourhood provision. Equally additional resources have been provided to our Rural Crime Team, who have seen untold success and generate huge levels of interest and support. It is likely we will need further investment to sustain service delivery.

The precept investment of last year was also critical to the design and implementation of OBD; a different operating model, enabling us to effectively deal with the busiest period in our demand history and allowing us to continue to deliver service to the public of Dorset by utilising resources in a different way. This change in operational delivery has enabled a more flexible response to crime attendance, ensuring the public see an officer when it is convenient to them.

Investment led to the creation of an enhanced volume crime team to deal with detained people and provide support to frontline officers.

Precept investment also led to the formation of an investigation resolution team (IRT) to progress crimes; ensuring timely investigation and evidence capture for members of the public and also provide investigative support to the frontline.

We have also introduced a fraud triage role into the IRT, to ensure members of the public are signposted to the appropriate agency and route at point of contact. Additional funding could be channelled into better fraud training for officers and staff to raise awareness and capability and equally to grow our capacity to examine digital media when we have tangible lines of investigative enquiry.

The additional precept led to the creation of a new and developmental role for some of our PCSOs, who have become Police Community Support Investigators focussing on volume crime and assisting with neighbourhood taskings. The Force now has 29 PCSIs managing low threat and low harm yet high demand incidents.

The force have also put in place a police officer scheduled appointment car across the county to try and offer the community better availability at a time to suit them. My office has noticed, through correspondence with the public, that this appears to have improved the service provided to victims of volume crime.

The implementation of OBD has also prompted some realignment of neighbourhood policing staff. Aside from the introductions of PCSIs, we have also introduced new Neighbourhood Engagement Officers, ensuring we connect with people through the diversity of platforms available.

The changing landscape of neighbourhood policing has increased the demand on neighbourhood policing teams, particularly crimes taking place in private, largely involving victims and witnesses who are the most vulnerable in our communities. The impact of social media and closer working with partner agencies and the third sector has improved the engagement and problem solving within Neighbourhood policing.

That said, there is more work to do in this arena – in April 2018 the College of Policing issued new guidelines for the delivery of Neighbourhood policing which Dorset have signed up to. Informed by national best practice we are structuring our neighbourhood around seven principles:

1. Engaging communities
2. Solving problems
3. Targeting activity
4. Promoting the right culture
5. Building analytical capability
6. Developing officers, staff and volunteers
7. Developing and sharing learning

The Force is working to ensure that the neighbourhood officer (establishment of 17 NPT Sgt's, 76 NPT PC's) and PCSO establishment of 84 PCSOs, 4 Neighbourhood engagement officers, 10 safer schools PCSOs, 1 marine and 1 rural crime PCSO, is up to full complement. This will be amplified by the recruitment of more Specials into existing teams, including a positive action approach enabling the Force to further develop strong connections with local communities.

Further investment is required however to boost visibility and reassurance patrols across the Force and to strengthen long term problem solving. Evidence would suggest that further uniformed, partnership, problem solving capabilities can be effective in dealing with pernicious localised crime in ASB hotspots. The Force has also signed up to a new Neighbourhood Engagement Contract, which I look forward to discussing with you in more detail this summer.

The Force has recruited some officers under the Police Now initiative. The first cohort of eight officers joined the force in September after their summer academy and they will bring new thinking and fresh energy to our most challenging problems.

In addition to neighbourhood recruitment, the Force is working on the 'detective incentivisation programme'. This will explore direct entry, transferees, as well as internal training and development to fill the detective gap and sustain investigative capability – this is of a national and local concern.

Our communities still face significant challenge with regards to child exploitation and the link to 'County Lines'. The force has adopted a Gold lead with a sound strategy

being led by a Superintendent and continues to invest in operational plans focussing on enforcement, education, safeguarding and rehabilitation.

A range of briefings to all partner agencies, stakeholders and the third sector continue to be delivered covering the subject of 'County Lines', 'Dangerous Drug Networks' and Criminal Exploitation of the Vulnerable. This has resulted in all Community Safety Partnerships in Dorset, and the Dorset Criminal Justice Board, including Criminal Exploitation of the Vulnerable within their priority setting.

The delivery of the event hosted by my office aimed at all partner agencies in Dorset has significantly assisted in this key area. A County Lines package is also being delivered in schools in Dorset through the Safer Schools and Community teams.

The National County Lines Coordination Centre (NCLCC) visited Dorset on the 21st & 22nd November to review our approach to County Lines and, whilst we await the written feedback, the debrief carried out at the end of the visit was very positive – particularly the approach being trialled of using a dedicated neighbourhood team in Weymouth & West Dorset. The use of a dedicated neighbourhood team focused on the delivery of enforcement and disruption, but supported by joint safeguarding visits and prevention is considered best practice and unique in the approach nationally to County Lines.

Further investment in this area will be necessary in future years if the Force is to make a measurable impact on a national priority.

Dorset Police also continues to support the National Vulnerability Action Plan and with further investment, we would aim to introduce a 'vulnerability champion', who will drive the vulnerability culture, training and best practice.

Road safety is also an area of significant concern to our communities and an area in which I am keen to invest. I have an ambition to strengthen our enforcement capability through the No Excuse team as well as support our keen and willing Community Speed Watch network through investment in camera capability and an additional camera van would be welcome. Members will be aware that Dorset bucks the trend nationally in seeing a reduction in KSI's last year.

The drug and alcohol harm reduction team was fully embedded in July this year with a completely new team in Dorset and a fresh approach. The team has four licensing officers, and constables are no longer used and can be redeployed back into frontline roles. The team are reinvigorating some licensing campaigns such as RU too drunk, Ask for Angela and Pub Watch and the focus of the team has moved from one of bureaucratic enforcement processes to harm reduction, engagement and enforcement. We are already seeing results, for example the review of a licence premises in Christchurch where the culture of violence, poor management and lack of regard for public safety was terrible and, as a result of the hard work by the new team, the licensing sub-committee saw fit to impose conditions on the license which restrict times and sale of alcohol. The owners consequently removed the entire management team and installed a whole new team plus a security team, thus breaking the culture.

It is important that I also discuss the need to transform for the future.

With your continued support we are working hard to develop and invest in new technology as well as support multiple projects in the digital policing arena, principally through the joint PRISM programme with Devon and Cornwall Police.

This year has seen the roll out of Body Worn Video, investment in online services such as 'ASK NED' and increased use of drone technology. Skype meetings are becoming more widespread as we drive efficiencies through use of technology. Operationally, skype is now used in custody for inspector reviews and Superintendent extensions where appropriate and PACE legislation has been amended to reflect this option.

If we look at drones in detail, my office was pivotal in driving the establishment of the Alliance Drone Team, as the first dedicated unit in the country in May 2017, and this small team has grown from strength to strength in terms of capability. Last financial year there were 182 drone deployments and this year we anticipate in excess of 300. July alone saw 52 deployments, believed to be the highest in the country. The drones provide resilience to helicopter support but they remain much more efficient and with greater flexibility. For example out of those 300 anticipated deployments, if only a 1/3 of those had previously gone to NPAS – this would equate to approx. £170 000 savings per annum. Dorset Police are in a strong position thanks to your previous support but ideally we would like to improve on this service by ensuring we have 24/7 response to spontaneous incidents across the three counties. We would like to expand the team to meet operational demand, train more pilots, collaborate with other agencies and continue to improve our technology.

Cybercrime is a growth business and has seen investment already and needs further investment to ensure the Force can service the increasing demand. Locally we deal with cyber enabled crime whilst cyber dependant is tackled at a regional level. Precept funding last year enabled a programme of cyber prevention inputs targeting businesses by our cyber-crime prevention officer. These were an unparalleled success. If we are to continue to assist our public in protecting themselves from online threats further investment in cyber prevention will be essential.

Innovation is definitely an area for investment. The Chief and I have discussed ideas for where best to focus our transformation efforts and we are looking at process automation and the use of Artificial Intelligence. As you know, Sir Tom Winsor echoes a view nationally that this is an area requiring significant investment and progress. It is our shared ambition for Dorset to lead the way in developing new technologies to provide yet further evidence of our ability to transform for the future. In particular, we would like to invest in propositions that could provide automation for some of our high volume demand which currently remains under performance pressure – for example, firearms licensing, vetting, 101 triage and digital forensic investigation.

As we transform for the future it is vital that our people are looked after and this is an area where I invested some of my commissioning money in the wellbeing of Force staff. My £250,000 for wellbeing initiatives is being very carefully managed to ensure it reaches the right people; those most in need of physical or emotional support. The Force have delivered a costed options plan to cover a range of interventions for staff to keep them at work, get them back into work quickly if they are unwell and to ensure the appropriate support is offered. Evidence is clear that a healthy, motivated and engaged workforce provide higher performance and productivity. Therefore, properly

investing in our people and their wellbeing will assist Dorset Police in improving the service to the public.

A significant impact on wellbeing is the current demand profile. Dorset Police has seen an increase of demand over all areas of the business in 2018. In particular, calls for service from the public have increased and 2018 saw the highest number of calls and incidents ever recorded. This falls against a backdrop of a steady decline in the total number of incidents attended by police in previous years, however the amount of time officers have to spend dealing with the incidents has increased year on year due to the ever increasing complexity of crime and wide range of safeguarding requirements. Since 2017, the single greatest cost to police resources in time has been concern for welfare related calls. Many of these are vulnerable repeat callers with wider complex needs which are not best suited to a police response, such as mental health. Missing persons has also seen a considerable increase in resource requirements, with over a 100% increase in demand over the last 8 years.

I have already described a focused uplift is required in many areas of specialist capability. In light of the demand picture presented and the need to both deliver a quality service and ensure the wellbeing of our staff the Chief Constable argues that he would also seek an increase in frontline patrol resources / PCSO's and a similar increase in our core investigative capability.

In relation to supporting victims, witnesses and reducing reoffending, as a Force Dorset continues to put victims at the heart of what they do and precept funding has enabled them to deliver on this. As a result of previous investment restorative justice (adults) was rolled out in September 2017 and has seen fifty post-conviction referrals and thirty-two cases taken forwards including victims of road traffic collisions, burglary, criminal damage, fraud and GBH.

Future investment could assist in the national drive towards 'virtual courts' for overnight remand cases under ambitious reform plans for Her Majesty's Courts. However, be warned these changes will bring financial implications for Police forces as additional resources and potential estate changes will be required to facilitate this opportunity.

Further funding is also required to increase the live link facilities across the north of the county for victims and witnesses to give evidence remotely or even potentially a mobile live link van facility.

The Chief Constable and I are passionate to emulate Wiltshire and introduce a 'Bobby Van' concept. This is an initiative that could support vulnerable victims of crime in Dorset. Whilst our vision is to create a self-sustaining charitable trust, initial investment will be required to develop and establish the service, over and above the £50,000 I have paid into the scheme as PCC.

In relation to reducing re-offending, cross sector investment in reducing reoffending and the apparent failure of the Community Rehabilitation Company (CRC) initiative has led to a growing gulf in "Hard-edged Prevention". The Force has fairly limited capability in the Integrated Offender Management team delivered through the joint Prevention department; little or no 'through the gate' services for Dorset, such as

mentoring for Dorset prisoners; and we have unacceptable delays in delivering youth justice despite an excellent Youth Offending Service delivered pan-Dorset.

As is now well understood, crime and particularly violent crime is rising both locally and nationally at an alarming rate and only significant investment in 'Hard-edged and Situational Crime Prevention' will break us out of a recent cycle of simply responding to rising demand. Investment needs to be focussed on growing capabilities to catch and convict recidivists and persistent and determined perpetrators of anti-social behaviour. A toughening stance on enforcement against persistent offenders needs to be coupled with an enhanced partnership approach to diversion, rehabilitation and therapy.

Investment is also required to bring youth offenders to the point of accountability and or sanction in a fast-tracked manner. Resolving youth offending through out of court disposals months after the event is leaving victims dissatisfied and offenders undeterred.

National Best Practice initiatives such as 'team around a teen' encourage effective integrated working with partners (social care, health schools and YOS) to reduce the risk posed by and to a cohort of very challenging adolescents.

As mentioned earlier in my speech, my proposal does not represent a 'windfall' for Dorset Police and any growth will only be possible if aided by the usual, relentless, pursuit of efficiency, some details of which are:

A new force initiative will be the requirement for each department head to deliver a year on year 1% efficiency saving from their area of business which in turn will be used for reinvestment and to build capability. A new small efficiency team working to the corporate development team would deliver a rolling programme of efficiency resulting in a rolling investment to meet new and emerging capability linked to the workforce plan. This team would work with departmental heads to assist in identifying savings and horizon scanning improvements for the future.

And at this stage in my speech, I will touch again on demand increases, something the Chief will expand on in a moment. In the last year, nationally and locally, demand on policing is going up. Members will be aware of a 9% increase in emergency calls to police, and a 9% increase in reported crime.

Sadly, as demand increases on a static number of staff, wellbeing, and psychological issues for the frontline are now a real issue, something I have already touched on, and I know the Chief Constable will talk about.

This matters not just from a sickness, welfare and productivity point of view, it also means that much needed funding is being diverted to staff welfare, at a time when recruiting more frontline staff is so vitally needed.

And this against a backdrop of real term cuts to the budget of over £25m, leaving the Force with policing numbers lower than in 1981.

Whilst we ponder last year's £12 rise, and now go onto consider the £24 proposal, I feel it prudent and only fair to share my view on the Government's proposal. Because, as I started by saying, it is a Government proposal, not mine.

I struggle with this position. For the Government to assume I will raise the precept, and that you will approve that proposal, is not only an arrogant stance, it is also a bizarre way to run democracy. Cart before horse and all that. However, if I don't raise, policing faces more cuts, I will discuss the ramifications of not raising later.

Since 2017, this Government directive of huge increases in precept is a Treasury led strategy of securing public sector financing from local taxes. Do I agree with that? No, I don't, this should be centrally funded by the state. The longer this Treasury strategy continues, the more the balance of police funding moves towards localism rather than Westminster. In effect, if this continues, we will adopt the American model of poor communities having poor policing, and rich communities having better policing, because the local tax is more. I am sure you are aware that as a broad-brush statement, poor underprivileged deprived communities in England and Wales receive far less from the policing precept than here in Dorset.

Liverpool, Northumbria, Yorkshire to name a few all receive roughly 80% of their funding from the central Government, and 20% from precept. This means a precept rise raises less for their Forces than here in Dorset, where Government funding roughly equates to precept income on a ratio of 50/50.

On the face of it, you may think £24 is a huge settlement for Dorset Police. Actually, it just about leaves us in credit. That's because the £24 is needed to pay for costs that we were mainly unaware of this time last year.

Without repeating details in the full report, a significant element of our cost base is subject to pay and pensions increases beyond our control. Specifically, changes in treasury approach have resulted in an increased pension cost which I will shortly touch on. The annual pay award which after many years of being frozen, is still below inflation at 2% adds a further £2.1M to our budget.

We are facing very significant price inflation on our non-staffing budget through general indexation of many of our contracts, compounded by the impact of falling exchange rates which have impacted on our IT budgets. The market itself, specifically within forensics is turbulent, resulting in additional cost pressures following on from a contraction in the available suppliers - the combined impact of these is in excess of £1.3M. We are also facing pressure on our capital programme. Whilst we continue to examine how we can drive further value through rationalisation and partnership working, we also need to provide for some of our shorter-term assets (Transport, IT and Communication) through revenue funding, an area that is likely to grow in future years. This together with the need to readdress a shortfall in our reserves places a further £1.2M of demand on next year's budget. There are further areas of pressure that are in the full report which brings the total to in excess of £9M.

As I am sure you appreciate the Chief and I are exploring every opportunity to identify savings and efficiencies to mitigate this demand and this process will continue into the next financial year and beyond.

The demands placed on the Force will require an increase of precept to the very maximum allowed before capping if we are to provide anything like the existing service levels. A precept of this level would also enable the Force to continue on its journey of continuing efficiency and redirecting resources to meet the increasing demand base.

Whilst this above inflation increase to maintain the status quo may appear counter intuitive, it is very much a result of three distinct areas:

- i. Continued reduction in government funding.
- ii. Increased demand in volume and complexity.
- iii. Continuing financial pressures.

Central funding becomes ever more complex with the Force receiving a combination of general and specific grant streams.

The general grant is designed to support the Force in providing its core requirements. The original model was based on the premise that an individual tax payer should face the same council tax requirement for the same level of service irrespective of where they live.

The reality is the funding mechanism was frozen over ten years ago. The Force has clearly demonstrated errors in the calculations and the last two attempts at revising the formula were abandoned. Both attempts would have substantially increased our funding.

Our grant (core settlement, specific government grants, and capital) for next year has now been set at £58.96m million. This represents £76.50 per person in the County and is the second lowest nationally. Eight years ago the equivalent figure was £107.50.

At the risk of stating the obvious, the continued impact of this freeze means that one hundred percent of inflationary and demand cost pressures are passed across to the local tax base.

The Force does receive a number of specific grants; however, each of these is directly attached to a specific requirement or commitment. These also significantly impact on the Force. In the current year our security grant was reduced by £400,000, this only being notified after the budget was set.

In addition to the indexation of our contracts we are facing a range of increased financial challenges which are unavoidable if we wish to continue our current service levels.

There has been much publicity and debate on the rising cost of police pensions. Whilst this could be seen as counter intuitive as police officers are having to work longer, retire older and will no longer have the protection of a final salary scheme, all factors that reduce the long-term cost, the Treasury are attempting to tackle the national issue of 'unfunded public sector pensions' and pass this to the police. Unlike the NHS, this is not being funded centrally.

The full impact to Dorset is likely to be an extra £3.1 million a year, although grant funding has been made available in 2019/20 that reduces the effect to £1.7m. There is no certainty of such grant funding in future years. This figure on its own would need a precept increase of £10.70.

The Force is justifiably proud of its record in avoiding taking on any new external debt. This has been achieved through efficiencies, rationalisation, success in attracting specific grants and partnership working.

Moving forward we are close to exhausting this capability and need to look to a more sustainable long-term strategy.

The Force has an underlying requirement to continually replace many of its shorter life assets, vehicles, computers, mobile devices, forensic and specialist operational equipment.

In addition to this, we need to be continually investing for the future to maintain capability, investigative capacity and public contact. Primarily this will need investment in technology and the Estate.

Whilst continued efforts will be made to release resource from under-utilised assets, this will not meet the longer-term needs.

A combination of funding direct from revenue for shorter life assets and increasing the underlying borrowing requirement will be needed for the longer term. The combined effect of these will be an additional requirement in our revenue budget of £1.5 million per annum by 2022/23.

There is a very ambitious, and overdue, national agenda particularly with technology and forensics.

These work programmes are essential if the Service as a whole and Dorset is to maintain and enhance capability to continue to meet the increasing demand.

Projects include transforming forensics, replacement communication system, national data base, single online home for public access. Each programme will require every force to prepare, train and implement locally and then share the national cost. This approach is supported. As the public are increasingly mobile and criminality has no respect for historic boundaries then national approaches are the only viable option.

Naturally, greater detail is provided in the full report.

Before I outline what the £24, if approved, will be spent on, I know you will want to know what my other choices are:

Well firstly, I could do nothing. That would leave roughly a £7m hole in our finances, meaning that the Force would need to cut roughly 225 frontline jobs.

But, I hear you ask, why not use further reserves? Well, as you know from the papers you have with you today, I have used reserves, and our General Balances are sufficient as an adequate contingency amount for unforeseen shocks, but cannot afford to go any lower. Continued use of reserves is not sustainable.

Secondly I could raise by a lower amount. Well, as you have heard, we need this money just to stand still, so if I raised by £12 and not £24, the Force would need to find £3.5m in efficiencies, which will equal losing over a 100 staff.

Thirdly, I could hold a referendum. Well, the Government has made it clear that this year's precept is a bridge to a new CSR and a new police funding formula coming soon. I think my constituents would balk at the million pound cost of holding a referendum now, especially as a referendum in policing has yet to be seen as anything other than a disastrous tactic. We all know we live in uncertain Brexit times, but as of today, I am not aware of polling stations opening for another reason next month...

Finally, there is the argument that we could save money by improving efficiency and stopping waste.

The Cllrs in the room will know from their own Local Authorities, that ruthlessly chasing efficiencies for a decade, has left the cupboard almost empty in any public sector larder. The Chief Constable and I have our plans for efficiency savings to help achieve a small amount of growth, however, those efficiencies total under a million pounds. We cannot find £7m that way.

Chair, in closing, with a background of a static, exhausted workforce facing rising demand; a financial space where reserves are sufficient but no more, and future year projections showing a growing deficit, I unashamedly ask you to approve a precept rise.

I have told you what the Force and I did with last year's precept, and today the Chief Constable and I have articulated what the £24 increase could do.

My constituents will see growth and investment, although neither on a massive scale.

As PCC I haven't sat still, neither has my treasurer. In the last year we are exploring new borrowing, and have made a conscious choice to divert revenue funding to build the capital programme...

I understand the pressures on household budgets, the public made that very apparent in their comments during the consultation, but the Government direct me to bolster policing through precept, and frankly, I have little choice.

I make this proposal as we go into purdah for County wide Elections (never ideal) And at a time of huge uncertainty with Brexit unfolding into what could become a new referendum or a new Government.

Before I close, it is timely and prudent to remind ourselves where we would be WITHOUT the Government mandated £24.

You will note from what I have already said that anything less than £24 is in fact a reduction in overall budget and whilst we would seek to meet budget reductions with further efficiencies – it is inevitable that headcount would fall and service delivery would need to be reviewed.

Members, the Government, in the main YOUR party in Government, directed this stance, the public have supported this stance, and I now ask you to do the same.

This money will give our new Chief Constable space to address the ruthless pursuit of efficiency at the same time as addressing the increases in crime, demand and staff welfare issues that you have heard of earlier.

But as one final thought, I'd like to repeat the words of Dorset MP Richard Drax, who spoke at the House of Commons' Police Grant Debate on Wednesday.

He said: "The worrying fact is that unless there is more money for the police in Dorset in the mid-term, more frontline officers might have to go and this is unacceptable to me and my constituents. Let's cut out all the waffle, give them the assets and the money to get on with the job and keep our people safe."

Thank you.

By virtue of paragraph(s) 3, 4 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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