



Cabinet

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

Present:

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

Members Attending:

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

Officers Attending:

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

For certain items, as appropriate:

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

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

Apologies for Absence

136 No apologies for absence were received.

Code of Conduct

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

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

Minutes

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

Public Participation

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

Cabinet Forward Plan

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

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

Resolved

To include the items listed above in the Forward Plan.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Resolved

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

Reason for Decision

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

Panels and Boards

142 The Cabinet received the following minutes and recommendation:

Tricuro Executive Shareholder Group - 3 October 2017

142a **Noted**

Dorset Waste Partnership Joint Committee - 6 November 2017

142b **Resolved**

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

Recommendation 61 - Draft Revenue Estimates 2018-19

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

Reason for Recommendation

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

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

Dorset Health and Wellbeing Board - 8 November 2017

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

Noted

Medium Term Financial Plan (MTFP) update

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

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

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

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

Resolved

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

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

Reason for Decisions

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

Quarterly Asset Management Report

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

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

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

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

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

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

Resolved

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

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

Reason for Decisions

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

Highway Infrastructure Assets - 2018/19 Investment Strategy

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

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

Resolved

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

Reason for Decision

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

Dorset Highways Revised Skid Policy

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

Resolved

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

Reason for Decision

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

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

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

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

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

Resolved

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

Reason for Decision

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

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

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

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

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

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

Resolved

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

Reasons for Decisions

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

Recommendations from Committees

149 The Cabinet considered the following recommendations:

Proposed Speed Limit Reduction C12, Charminster

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

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

Resolved

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

Reason for Decision

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

Proposed Speed Limit Reduction A353 White Horse Hill, Osmington

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

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

Resolved

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

Reason for Decision

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

Questions from County Councillors

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

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

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

Exempt Business151 **Resolved**

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

Residential Care - Children's Services

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

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

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

Resolved

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

Reasons for Decision

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

Bridport Social Care Development

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

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

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

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

Resolved

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

Reasons for Decisions

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

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

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

Resolved

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

Reason for Decision

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

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

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

Resolved

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

Reason for Decision

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

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

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

Resolved

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

Reason for Decision

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

Meeting Duration: 10.00 am - 12.40 pm